

# Memo

Date 2 February 2023

To: Warren Maclennan – Manager, Regional, North, West, & Islands Planning

From: Jess Romhany – Policy Planner, Regional, North, West & Islands Planning

**Subject: Plan Modification: Clause 20A Amendment to Chapter I554 (Albany 10 Precinct) of the Auckland Unitary Plan (AUP) Operative in part (15 November 2016).**

Corrections are required to the Auckland Unitary Plan (Operative in Part) 2016 (the AUP).

I seek your approval of this plan modification pursuant to clause 20A, first schedule, Resource Management Act 1991.

You have delegated authority, as a tier four manager, to make a decision to correct an error to an operative plan under clause 20A. Schedule 2A of the Auckland Council Combined Chief Executives Delegation Register<sup>1</sup> authorises all powers, functions, and duties under RMA's first schedule (except clause 17 which cannot be delegated) to tier four positions.

<b>Rule or Section of Unitary Plan</b>	Chapter I554 - Albany 10 Precinct
<b>Subject Site (if applicable)</b>	Albany 10 Precinct
<b>Legal Description (if applicable)</b>	Sec 1 SO 456618 Pt Allot 26 Parish of Paremoremo Lot 1 DP 191818.
<b>Nature of change</b>	<p>A Clause 20A modification is required to correct parts of Chapter I554 Albany 10 Precinct in the Operative in Part version of the Auckland Unitary Plan.</p> <p>The precinct text was made operative on the 27 January 2023. Following the precinct being made operative, it has been identified that an administrative error has occurred, resulting in the operative text not including some amendments which were issued via an Environment Court consent order.</p> <p>In particular, the operative precinct text does not include amendments included in the Environment Court consent decision [NZEnvC 212] issued on the 20 October 2022 (Attachment 1).</p> <p>As a result, corrections are required to the following provisions within the precinct text:</p> <ul style="list-style-type: none"> <li>• I554.1. Precinct Description</li> <li>• Table 1554.6.12.1. Transport assessment and upgrade</li> <li>• thresholds</li> <li>• I554.8.2(1)(e)(iii) Assessment Criteria</li> </ul>



	<ul style="list-style-type: none"> <li>• I554.8.2(4)(e)(iii) Assessment Criteria</li> </ul> <p><b>Discussion</b></p> <p>The Clause 20A modification is required to correct errors in the operative precinct text and to ensure that the operative text is accurate and in accordance with the consent determination issued by the Environment Court.</p>
<b>Effect of change</b>	<p>The effects of the proposed modifications are minor in nature and are necessary to ensure that the plan is in accordance with a court issued determination (Attachment 1).</p>
<b>Changes required to be made (text/in-text diagrams)</b>	<p>Amend the following parts of Chapter I554 Albany 10 precinct as follows:</p> <p>Amend <b>I554.1. Precinct Description</b> in the Operative in Part version.</p> <p>The precinct seeks to manage effects on the transportation network, <u>including the capacity of the two signalised</u> <del>and on</del> intersections providing access to the precinct. Triggers are provided for <u>within the precinct provisions so that to assess</u> the capacity of the transport network to accommodate the planned growth <u>can be assessed</u>. This includes proposed upgrades to the <u>approaches within the precinct to the respective intersections,</u> <del>and to provide for upgrades to the two signalised intersections servicing the precinct,</del> along with upgrades to cycle paths.</p> <p>Amend <b>Table I554.6.12.1. Transport assessment and upgrade thresholds</b> in the Operative in Part version.</p> <p>Provision of a private shuttle bus principally between the site and Albany Station (or similar location) for residents, to encourage behaviour change away from private vehicles and towards public transport.</p> <p>...</p>

The Transport Assessment shall include details of:

- The operational capacity of the Bass Road and Wharf Road signalised intersections with particular regard to:
  - intersection capacity during the school peak periods of 8:00-9:00am and 3:00-4:00pm as determined by ITA monitoring survey(s);
  - the existing environment and overall intersection capacity (inclusive of any approved resource consents, including any held by Kristen School at the time a required ITA is prepared);
- surveyed traffic volumes entering and exiting the precinct at both the Albany Highway / Wharf Road signalised intersection and the Albany Highway / Bass Road signalised intersection;
- resultant traffic generation rate of the precinct;
- predicted traffic generated by any proposed development within the precinct that will generate vehicle trips, and the specific traffic generating characteristics of those activities; and

....

	<p><b>Amend Assessment Criteria I554.8.2(1)(e)(iii) in the Operative in Part version.</b></p> <p>(iii) For development where the total number of dwellings constructed and/or consented (or dwelling unit equivalents) together with other development exceeds 460 dwellings <u>or for any non-residential development</u>; the extent to which traffic generation from activities may create adverse effects on the:</p> <ul style="list-style-type: none"> <li>• capacity of roads giving access to the site;</li> <li>• safety of road users including cyclists and pedestrians;</li> <li>• effective, efficient and safe operation of the road network (including the arterial road network); and</li> <li>• the planned urban built character of the precinct.</li> </ul> <p><b>Amend Assessment Criteria I554.8.2(4)(e)(iii) in the Operative in Part version.</b></p> <p>(iii) For development where the total number of dwellings constructed and/or consented (or dwelling unit equivalents) together with other development exceeds 460 dwellings <u>or for any non-residential development</u>; the extent to which traffic generation from activities may create adverse effects on the:</p> <ul style="list-style-type: none"> <li>• capacity of roads giving access to the site;</li> <li>• safety of road users including cyclists and pedestrians;</li> <li>• effective, efficient and safe operation of the road network (including the arterial road network); and</li> <li>• the planned urban built character of the precinct.</li> </ul>
<b>Changes required to be made (maps)</b>	No amendments required.
<b>Attachments</b>	<p><b>Attachment 1:</b> Environment Court Determination (Decision [2022] NZEnvC 212) issued 20 October 2022</p> <p><b>Attachment 2:</b> Correction to text (strikethrough and underlined)</p> <p><b>Attachment 3:</b> Corrected text</p>

<b>Prepared by:</b> Jess Romhany Planner	<b>Text Entered by:</b> Maninder Kaur-Mehta Planning Technician
<b>Signature:</b> 	<b>Signature:</b> 
<b>Maps prepared by:</b> Geospatial Analyst	<b>Reviewed by:</b> Eryn Shields Team Leader
<b>Signature:</b>	<b>Signature:</b>

N/A	<i>Ey Shields</i>
<b>Decision:</b> I agree/disagree to authorise the Clause 20A modification using my delegated authority  Warren Maclennan Manager Planning - Manager, Regional, North, West, & Islands Planning Date: 08 February 2023	
<b>Signature:</b> <i>Warren A. Maclennan</i>	

**Attachment 1: Environment Court  
Determination (Decision [2022] NZEnvC 212)  
issued 20 October 2022**

**IN THE ENVIRONMENT COURT  
AT AUCKLAND**

**I TE KŌTI TAIAO O AOTEAROA  
KI TĀMAKI MAKĀURAU**

**Decision [2022] NZEnvC 212**

IN THE MATTER OF an appeal under clause 14 of the First  
Schedule of the Resource Management  
Act 1991

BETWEEN KRISTIN SCHOOL CHARITABLE  
TRUST

(ENV-2022-AKL-000107)

Appellant

AND

AUCKLAND COUNCIL

Respondent

AND

BEI GROUP LIMITED

Applicant

Court: Environment Judge MJL Dickey sitting alone under s 279 of the Act

Date of Order: 20 October 2022

Date of Issue: 20 October 2022

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**CONSENT DETERMINATION**

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A: Under section 279(1)(b) of the Resource Management Act 1991, the  
Environment Court, by consent, orders that:

- (1) the appeal is allowed subject to the modifications as set out in  
**Appendix A;**

Kristin School Charitable Trust v Auckland Council



(2) the appeal is otherwise dismissed.

B: Under section 285 of the Resource Management Act 1991, there is no order as to costs.

## REASONS

### Introduction

[1] This consent order relates to an appeal by Kristin School Charitable Trust (**Kristin or the Appellant**) against part of Auckland Council's (**Council**) decision dated 28 February 2022 (**the Decision**) to approve Bei Group Limited's (**Bei Group**) plan change proposal to rezone approximately 13.72 ha of land at 473 Albany Highway, Albany from Residential – Mixed Housing Suburban to Residential – Terraced Housing and Apartment Buildings; amend the Albany 9 Precinct provisions; and introduce a new Albany 10 Precinct (**Precinct**) within the Auckland Unitary Plan (**PC59**).

[2] Kristin appealed PC59 insofar as it relates to transport matters, including failure to provide for appropriate consideration of the existing transport environment when assessing applications for resource consent under the Precinct provisions, upgrade thresholds, and other provisions connected with traffic generation.

[3] Auckland Transport joined the appeal on 12 May 2022 in accordance with section 274 of the Act.

### Agreement reached between the parties

[4] Kristin, Council, Bei Group and Auckland Transport (together *the parties*) engaged in informal discussions, and have now reached agreement on all matters.

[5] The parties have reached agreement as to various amendments to the Precinct provisions which will resolve the remaining issues on appeal. The agreed amendments are set out in **Appendix A** and include the following:



- (a) adding specificity to the Precinct description around the use of the two intersections providing access to the Precinct, in the overall ‘management’ of effects on the transport network more generally;
- (b) amendments to the transport assessment requirements under ‘Table I552.6.12.1. Transport assessment and upgrade thresholds’. Those amendments seek to ensure any required transport assessment outlines the operational capacity of the two intersections giving access to the site (both during school peak-periods and in relation to the existing and receiving environment), and include a ‘signal’ to account for any approved resource consents, including any held by Kristin; and
- (c) minor consequential amendments to matters of discretion/assessment criteria to reflect the existing requirement under the ‘Transport assessment and upgrade thresholds’ table that a transport assessment is required for any non-residential development.

#### **Analysis of agreement reached under s 32AA of the RMA**

[6] Section 32AA of the RMA requires a further evaluation for any changes to a proposal since the initial section 32 evaluation report and the decision.

[7] The parties prepared a s32AA evaluation to assess the appropriateness of the amended Albany 10 precinct provisions, as agreed between the parties. This analysis is set out below.

[8] In summary, the proposed amendments seek to ensure that consideration of the existing and receiving environment are fully-accounted for in any assessment of the existing levels of trip generation within the transportation network serving the Albany 10 Precinct.

[9] Due to the limited scope and extent of change to the provisions, the only other reasonable and practicable option for consideration is to ‘do nothing’. That option is embedded in the assessment.

***Effectiveness and efficiency***

[10] The changes do not reduce the effectiveness and efficiency of the approved precinct provisions, and merely clarify the nature and extent of transport assessment that was already required within the provisions.

[11] Such changes will continue to provide for the effective and efficient administration of the plan provisions for any future resource consent application. They will ensure that ‘existing and receiving environment’ considerations (which are codified in case law) are ‘signposted’ in the requirements for the content and scope of any required transport assessment, including reference to any approved consents already held, including those held by Kristin School.

***Costs/Benefits***

[12] There are no additional costs associated with either proposed changes to the provisions, or the option to ‘do nothing’. In either case, the changes ensure that ‘existing and receiving environment’ considerations (which are codified in case law) are ‘signposted’ in the requirements for the content and scope of any required transport assessment, including reference to any approved consents already held by Kristin School.

***Risk of acting or not acting***

[13] The risk of not acting is to resolution of the appeal to the Albany 10 precinct. This process can be resolved in a manner that (as outlined above) does not derogate from the effectiveness and efficiency of the approved provisions, and does not alter the anticipated scope of any transport assessment that would otherwise have been required under the approved provisions (‘Table I552.6.12.1. Transport assessment and upgrade thresholds in particular).

***Decision about most appropriate option***

[14] The changes are considered to be the preferred option in achieving the purpose of the RMA, and will ensure such information requirements are clearly

embedded into the provisions which will assist in future administration of the Unitary Plan provisions.

### **Variation to PC59**

#### ***Joint memorandum dated 12 September 2022***

[15] In the joint memorandum in support of consent order dated 12 September 2022, the parties provided information addressing Variation 3 to PC 59.

[16] The parties recorded that Council was required to notify an Intensification Planning Instrument (**IPI**) to incorporate the requirements of the National Policy Statement on Urban Development 2020, and the Medium Density Residential Standards (**MDRS**) from the Resource Management (Enabling Housing Supply and Other Matters) Amendments Act 2022 (**Enabling Act**) into the Auckland Unitary Plan.

[17] The transitional provisions of the Enabling Act also required Council to notify variations to private plan changes already in train to incorporate the MDRS.

[18] The Council had determined that a variation to PC59 was required to incorporate MDRS and a variation (**Variation 3**) was notified on 18 August 2022.

[19] The Council has subsequently determined the preferable approach where a private plan change has been varied under clause 34(2) of Part 5 of Schedule 12 would be for the Council to withdraw the variation, make the plan change operative if a consent order is issued by the Court, and subsequently notify a variation to Council's IPI (also known as Plan Change 78 – Intensification (PC78)) to incorporate the MDRS into relevant residential zones within the private plan change area.

[20] The subsequent notification of a variation to PC78 would mean that a variation to PC59 would no longer be required for PC59 to meet the requirement for the MDRS to be incorporated into relevant residential zones. It will also allow the Plan Change Proponent to have its private plan change made operative rather than waiting on the MDRS plan change process to be completely finalised (estimated to be early 2024).

[21] The parties therefore asked that the Court not make an order resolving the appeal until such time that the Council has withdrawn Variation 3 to PC 59.

***Memorandum of counsel for Auckland Council dated 17 October 2022***

[22] Counsel for Auckland Council filed a memorandum dated 17 October 2022 advising that Variation 3 to Plan Change 59 was withdrawn by Auckland Council on 13 October 2022. A copy of the public notification of the withdrawal was attached.

***Outcome***

[23] I am satisfied the Court can proceed with considering the consent documents.

**Consideration**

[24] The Court has read and considered the notice of appeal dated 27 April 2022, the joint memoranda of the parties dated 12 September 2022 and 3 October 2022, and memorandum of counsel for Auckland Council dated 17 October 2022.

[25] The Court is making this order under section 279(1) of the Act, such order being by consent, rather than representing a decision or determination on the merits pursuant to section 297. The Court understands for present purposes that:

- (a) all parties to the proceedings have executed the memorandum requesting this order;
- (b) all parties are satisfied that all matters proposed for the Court's endorsement fall within the Court's jurisdiction, and conform to the relevant requirements and objectives of the Act including, in particular, Part 2.

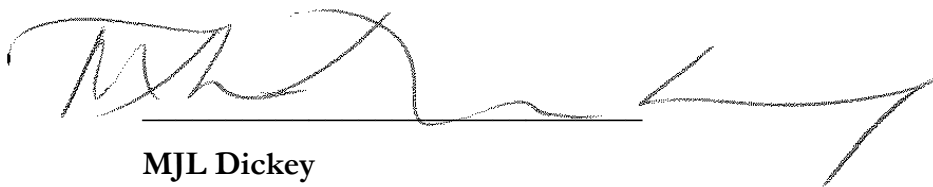
[26] I am satisfied that the agreement reached is one that represents the various interests of the parties. It is clear the parties have considered other reasonably practicable options, the risk of acting or not acting, and assessed costs and benefits. I am of the view that the changes agreed will continue to provide for the effective and efficient administration of the plan provisions. I conclude the parties have taken a considered and balanced approach, and the agreed amendments are the most

appropriate way to achieve the purpose of the Act and the objectives in the Plan. Overall, I consider the sustainable management purpose and the other relevant requirements of the Act are broadly met.

### Orders

[27] Therefore the Court orders, by consent, that:

- (a) the plan change be approved subject to the Albany 10 Precinct provisions as set out in **Appendix A**;
- (b) the appeal is otherwise dismissed. This order resolves the appeal in its entirety; and
- (c) there is no order as to costs.



**MJL Dickey**  
**Environment Judge**



# Appendix A

## I552 Albany 10 Precinct

### I552.1. Precinct Description

The Albany 10 Precinct applies to part of the former Massey University Albany Campus which extends across 13.7 hectares of land between the Albany Highway, gradually falling away towards the Days Bridge Esplanade Reserve, beyond which lies the Oteha Stream and Fernhill Escarpment.

The precinct benefits from the existing amenity, landscape and ecological values that the Fernhill Escarpment and Oteha Stream provide to the surrounding urban environment; and is strategically located adjacent to Albany Highway which provides direct multi-modal transport connections to Albany Village and the Albany Metropolitan Centre. The precinct also benefits from proximity to, and connections with, the walking tracks throughout the Fernhill Escarpment, which extend along the Oteha Stream to the northeast, and towards Lucas Creek to the west. These features are identified within the precinct as integral to support urban growth and residential liveability.

The purpose of the precinct is to provide for a comprehensive and integrated redevelopment of part of the former Massey University Albany Campus. The precinct enables a new residential community comprising a mixture of housing types including terrace housing, low and mid-rise apartment buildings and integrated residential development such as retirement villages within a unique urban setting. The variety of housing typologies enabled by the precinct will help cater for Auckland's projected growth and will integrate comfortably within the existing urban environment. The precinct does not preclude the provision of social infrastructure or educational facilities, given the underlying Terrace Housing and Apartment Building Zone.

The precinct seeks to maintain the ecological functions and water quality of existing streams, while also enhancing the landscape and open space amenity values of the area through the provision of publicly-accessible open space that incorporates established trees, planting (including riparian planting), visual corridors, shared pedestrian cycle paths, walkways and informal recreation and play areas.

The zoning of the land within the precinct is Residential - Terrace Housing and Apartment Buildings Zone. A location-specific range of residential densities and building forms are provided for that includes commercial activities and healthcare facilities in identified locations around a Community Hub identified on Precinct Plan 1, intended to support the local community while not undermining the role, function and viability of existing centres nearby.

Height control areas have been applied to recognise the favourable size, location and topography of the precinct to accommodate a range of buildings heights. The enabled heights recognise the relative sensitivities of adjoining and adjacent neighbours, with greater height located where potential adverse effects can be managed within the precinct and/or there is capacity to accommodate greater building height. Buildings of up to ten storeys are enabled in identified locations through the centre of the precinct, transitioning to six storeys along the Days Bridge Esplanade Reserve and the northern frontage of the precinct to Albany Highway. In areas where there is an interface to lower

intensity zones or the Days Bridge Esplanade Reserve, the precinct enables a built character of development of predominantly three storeys.

The precinct seeks to manage effects on the transportation network, including the capacity of the two signalised ~~and on~~ intersections ~~providing access to~~ providing access to the precinct. Triggers are provided for within the precinct provisions so that ~~to assess~~ the capacity of the transport network to accommodate the planned growth can be assessed. This includes proposed upgrades to the approaches within the precinct to the respective intersections, ~~and to provide for upgrades to the two signalised intersections servicing the precinct~~, along with upgrades to cycle paths.

Development of this precinct will be guided by the following precinct plans:

- Precinct Plan 1 – Albany features plan.
- Precinct Plan 2 – Albany movement network.
- Precinct Plan 3 – Albany height control areas.
- Precinct Plan 4 – Albany frontage controls.

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

## **I552.2. Objectives [dp]**

### *Development*

- (1) Creation of a vibrant and diverse community that enables a range of household sizes and dwelling typologies, including integrated residential development.
- (2) Subdivision and development are undertaken in a comprehensive manner in general accordance with Precinct Plans 1 – 4, and are designed to align with the provision of open space and, where required, the upgrading and installation of infrastructure including transport infrastructure and services, water, wastewater and stormwater.
- (3) Subdivision and development provide for an efficient use of land to deliver housing supply in proximity to existing centres.
- (4) Non-residential activities are provided for in identified locations, proximate to the central Community Hub identified on Precinct Plan 1 – Albany features plan, to support residential occupation within the precinct.
- (5) Subdivision and development within the precinct contribute to, and model the principles of, a sustainable urban neighbourhood as identified in the 5-star Sustainable Community Rating Tool – Green Building Council, or other equivalent rating system.

### *Built form*

- (6) New buildings and structures respond and positively contribute to the amenity values of streets, open spaces and the surrounding environment.

- (7) Development is in keeping with the planned urban built character of the precinct, enabling buildings between three and ten storeys in height in identified locations.
- (8) Subdivision and development in the precinct respond positively to the natural and physical features of the area, while at the same time providing for the planned built-outcomes within the precinct.

#### *Open space and public realm*

- (9) Pedestrian and cycle linkages within the precinct are provided, including connections to the wider roading and pedestrian network and adjacent land, taking into account topography, visual corridors, watercourses and vegetation, to enhance recreation and connectivity and create a network that links open spaces within the precinct and the wider environment.
- (10) Recreational needs of the community are met through:
  - (a) the provision of open space areas in accordance with Precinct Plan 1 – Albany features plan, that are publicly accessible and integrated with the movement network and Community Hub; and
  - (b) promoting common informal recreational spaces in areas of intensity identified within Precinct Plan 3 – Albany height control areas.
- (11) Accessible open spaces recognise and take advantage of the natural features of the site, including the incorporation of existing waterways, existing riparian margins and identified existing mature trees within the open space network.
- (12) The ecological values of existing streams and habitats are recognised and protected, and where practicable, enhanced.
- (13) The natural and environmental values of the precinct are maintained and, where practicable, enhanced.

#### *Infrastructure*

- (14) Subdivision and development are integrated with the capacity of the transport network to ensure travel demand is supported by suitable transportation infrastructure.
- (15) Land use and development within the precinct promotes the safe and efficient operation of the local transport network.
- (16) Subdivision and development within the precinct facilitate a transport network that:
  - (a) supports pedestrian, cycle and public transport use; and
  - (b) facilitates and promotes alternative transport choices.
- (17) The adverse effects of stormwater runoff within the precinct are avoided or mitigated to maintain water quality and preserve the mauri of the Oteha Stream.
- (18) Development is integrated and sequenced with the upgrading of and/or installation of new water and wastewater infrastructure.



In addition to the objectives specified above, all relevant overlay, Auckland-wide and zone objectives apply in this precinct.

### **I552.3. Policies [dp]**

#### *Development*

- (1) Promote comprehensive and integrated subdivision and development of the precinct in general accordance with Precinct Plans 1 – 4.
- (2) Ensure that subdivision and development within the precinct contributes to a 'sustainable community rating' under the Sustainable Community Rating Tool – Green Building Council, particularly through the principles of energy efficiency, accessibility including cycling and public transport, sustainable water management, biodiversity and compact walkable neighbourhoods.
- (3) Enable development in a variety of forms and heights to ensure an efficient use of land, while responding to the planned urban built character of adjoining residential sites, preserving the character and amenity of the Days Bridge Esplanade Reserve and Fernhill Escarpment, and providing high-quality on-site amenity.
- (4) Promote an integrated urban form, with pedestrian and cycleway movement networks to provide an alternative to, and reduce dependency on, private motor vehicles as a means of transportation.
- (5) Enable commercial activities and healthcare facilities in identified areas through a commercial frontage control located in proximity to the community hub identified on Precinct Plan 1 – Albany features plan, to service the needs of the community while ensuring that:
  - (a) the commercial uses will not detract from the residential amenity of the precinct; and
  - (b) the scale and intensity of commercial activities will not have an adverse effect on the role, function and viability of Albany Village and the Albany Metropolitan Centre.
- (6) Reflect a strong cultural narrative within the Precinct through mahi toi, and provide high quality open spaces, revegetated riparian margins and high-quality stormwater management to achieve positive mana whenua outcomes.

#### *Built form*

- (7) Ensure subdivision and development is of a scale and form that maintains adequate sunlight access to residential units and open space, and mitigates the effects of bulk, dominance and overlooking.
- (8) Require that new buildings:
  - (a) achieve a high-density urban built character of three to ten storey buildings in identified locations in a variety of forms;

- (b) are appropriate in scale to the internal street network and public frontage to the precinct along Albany Highway;
  - (c) provide a transition in height between Albany Highway and the Days Bridge Esplanade Reserve;
  - (d) are to be located and designed to support both the identified Visual Corridors through to the Fernhill Escarpment and key open space and pedestrian connections within the site; and
  - (e) do not result in significant shading, bulk and dominance effects on residential land within and/or adjacent to the precinct, having regard to the planned outcomes for the zone.
- (9) Ensure residential development achieves a high standard of amenity by:
- (a) providing functional and accessible outdoor living spaces that are suitable for different dwelling typologies;
  - (b) discouraging fencing in identified locations to ensure a permeable and legible pedestrian environment;
  - (c) controlling fence heights in identified locations, to provide a reasonable level of on-site privacy while enabling passive surveillance of streets and open spaces;
  - (d) controlling building coverage, impervious areas and minimum landscaped areas;
  - (e) requiring the setback of buildings above five storeys to promote alternative building forms and facades;
  - (f) applying design assessment criteria to manage privacy effects both within and external to the site;
  - (g) specifying minimum setbacks from boundaries for primary and secondary outlooks to minimise overlooking, maximise daylight access and mitigate noise effects; and
  - (h) requiring minimum side yards in identified locations to enable separation between buildings and development outside of the precinct.

*Open space and public realm*

- (10) Enable development that addresses and responds to the internal open space network, while generally requiring that all subdivision and development is consistent with the planned movement network identified on Precinct Plan 2 – Albany movement network.
- (11) Ensure that subdivision and development does not compromise the use of pedestrian linkages and the streetscape as natural extensions of the open space/s identified on Precinct Plan 2 – Albany movement network.

- (12) Enable passive recreation opportunities within open space areas throughout the precinct to encourage the use and enjoyment of the pedestrian network and natural environment within the precinct.
- (13) Incorporate existing urban streams and watercourses within the precinct into the open space green network for all subdivision and development, to ensure their ongoing contribution to the natural amenity and environmental values of the surrounding environment.
- (14) Promote the activation, use and enjoyment of the Central Park green space for residents within the precinct by:
  - (a) enabling recreation and play equipment;
  - (b) providing for a vehicle parking area that can be adapted to contain community gatherings, markets and other such events that support the local community; and
  - (c) enabling a small building to contain restaurant and café activities that will support the Central Park as a Community Hub, while not compromising the overall amenity, use and enjoyment of the space.

#### *Infrastructure*

- (15) Ensure the safety and capacity of the transport network is maintained, and discourage non-residential activities that do not appropriately manage adverse effects on the safe and efficient operation of the transport network including effects on pedestrian safety.
- (16) Where the quantum of development within the precinct generates appropriate demand, require upgrades to identified signalised intersections and the provision of the publicly-accessible shared cycle path along the Days Bridge Esplanade Reserve and/or ensure other services are in place to ensure the safe and efficient movement of people in and out of the precinct, particularly at peak traffic hours.
- (17) Ensure new roads, lanes and pedestrian/cycle facilities are located in accordance with Precinct Plan 2 – Albany movement network to contribute to a highly connected pedestrian, cycle and road network that provides for all modes of transport as well as for safe and efficient movement within and beyond the precinct.
- (18) Ensure that commercial activities and healthcare facilities are of a size and intensity that supports the local residents within the precinct, without encouraging significant trip movements from outside the precinct.
- (19) Apply parking maximums to activities enabled within the precinct to mitigate the effects of traffic generation, and to support alternative transport modes as a viable alternative to private vehicle use.
- (20) Restrict the maximum impervious area within the overall precinct in order to manage the amount of stormwater runoff generated by development, while

enabling specific areas of greater impervious coverage to support the planned urban built character of the precinct.

- (21) Ensure that stormwater in the precinct is managed and, where appropriate, treated, to ensure the health and ecological value of streams are maintained and where practicable, enhanced, for all subdivision and development.
- (22) Ensure that water and wastewater infrastructure is provided to enable the servicing of new residential lots and commercial activities.

In addition to the policies specified above, all relevant overlay, Auckland-wide and zone policies apply in this precinct.

#### I552.4. Activity table

All relevant overlay, Auckland-wide and zone activity tables apply unless the activity is specifically listed in Activity Table I552.4.1 below.

Activity Table I552.4.1 specifies the activity status of district land use and subdivision activities in the Albany 10 Precinct pursuant to sections 9(3) and 11 of the Resource Management Act 1991.

**Table I552.4.1. Activity table**

Activity		Activity Status
<b>Land Use</b>		
Residential		
A1	Dwellings	P
Commercial activities		
A2	Commercial activities and Healthcare facilities (excluding drive-through restaurants) up to 150m <sup>2</sup> gross floor area per tenancy that comply with Standard I552.6.6 – Commercial GFA and location control	P
A3	Commercial activities and Healthcare facilities (excluding drive-through restaurants) of more than 150m <sup>2</sup> gross floor area per tenancy that comply with Standard I552.6.6 – Commercial GFA and location control	RD
A4	Commercial activities and Healthcare facilities (excluding drive-through restaurants) that do not comply with Standard I552.6.6 – Commercial GFA and location control	D
A5	One supermarket up to 500m <sup>2</sup> gross floor area	P
A6	Large format retail, including supermarkets not otherwise provided for	NC
A7	Restaurants and cafes within a single building no greater than 100m <sup>2</sup> GFA located within the Central Park identified on Precinct Plan 1 – Albany features plan	P
Development		

<b>Activity</b>		<b>Activity Status</b>
A8	New buildings	RD
A9	External additions to existing buildings	RD
A10	Accessory buildings	RD
A11	Development that does not comply with Standard I552.6.1 – Building height	NC
A12	Buildings within an identified Visual Corridor on Precinct Plan 1 – Albany features plan (not including street furniture and lighting)	NC
A13	Development, including vehicle access to Albany Highway, not otherwise listed in Table I552.4.1 or that is not generally in accordance with Precinct Plans 1, 2 and 4	D
A14	Development which does not comply with Standard I552.6.12 – Transport assessment and upgrade thresholds	RD
A15	Development which does not comply with Standard I552.6.11 – Parking	RD
A16	Development that does not comply with Standard I552.6.8 – Stormwater management	D
<b>Community</b>		
A17	Informal recreation and leisure activities (including play / gym equipment and seating) within Open Space areas and riparian yards, identified on Precinct Plan 1 – Albany features plan	P
A18	Recreation and leisure activities (including play / courts / gym equipment and seating) within the Central Park identified on Precinct Plan 1 – Albany features plan	P
<b>Subdivision</b>		
A19	Subdivision in accordance with all subdivision standards and Standard I552.6.12 – Transport assessment and upgrade thresholds	RD
A20	Subdivision which does not comply with Standard I552.6.12 – Transport assessment and upgrade thresholds	RD
A21	Subdivision that is not in accordance with Standards I552.6.13.1, I552.6.13.3, I552.6.13.4, I552.6.13.5	D
A22	Subdivision, including subdivision in accordance with an approved land use consent, that is not in accordance with Standard I552.6.13.2 – Subdivision standards for key roading and access	NC

### **I552.5. Notification**

- (1) Any application for resource consent for a restricted discretionary activity listed in Activity Table I552.4.1 will be considered without public notification. This does not include:
  - (a) I552.4.1 (A15) Any development which does not comply with Standard I552.6.11 Parking;
  - (b) I552.4.1 (A19) Subdivision.
  - (c) I552.4.1 (A14) Development which does not comply with Standard I552.6.12 – Transport assessment and upgrade thresholds.
  - (d) I552.4.1 (A20) Subdivision which does not comply with Standard I552.6.12 – Transport assessment and upgrade thresholds.
- (2) Any application for resource consent for an activity listed in Activity Table I552.4.1 which is not identified in I552.5(1) above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (3) 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.

#### **I552.6. Standards**

- (1) Unless specified in Standard I552.6(2) below, all relevant overlay, Auckland-wide and zone standards apply to all activities listed in Activity Table I552.4.1 above. In addition, zone activities not listed in Activity Table I552.4.1 are subject to the I552.6 Standards. Where there is any conflict or difference between standards in this precinct and the Auckland-wide and zone standards, the standards in this precinct will apply.
- (2) The following standards in the Residential – Terrace Housing and Apartment Buildings Zone do not apply to land in the Albany 10 Precinct:
  - (a) H6.6.5 Building height;
  - (b) H6.6.10 Maximum impervious area;
  - (c) H6.6.11 Building coverage;
  - (d) H6.6.12 Landscaped area.
  - (e) H6.6.16 Front, side and rear fences and walls
- (3) Non-compliance with any standard not otherwise identified as a discretionary or non-complying under Activity Table I552.4.1 is a restricted discretionary activity under General Rule C1.9.

#### **I552.6.1. Building height**

Purpose: To ensure development is consistent with the planned outcomes identified on Precinct Plan 3 – Albany height control areas, by:

- focussing greater building height within the precinct in identified locations that are removed from lower intensity residential zones, the Oteha Stream and Days Bridge Esplanade Reserve;
- focussing the greatest height and density through the centre of the precinct around the Central Park, Community Hub and Visual Corridors identified on Precinct Plan 1 – Albany features plan; and
- recognising the lower intensity residential development of the surrounding area by applying lower height limits at identified precinct boundaries.

All development within the precinct must comply with the following standards:

- (1) Buildings must not exceed the maximum heights specified in Table I552.6.1.1 and on Precinct Plan 3 – Albany height control areas.

**Table I552.6.1.1 Building height**

Area	Height for roof form	Total building height shown on Precinct Plan 3
Area 1 (Low Rise)	2m	11m
Area 2 (Low-Rise)	2m	19m
Area 3 (Mid-Rise)	NA	35m
Area 4 (Open Space and Reserves)	1m	4.5m

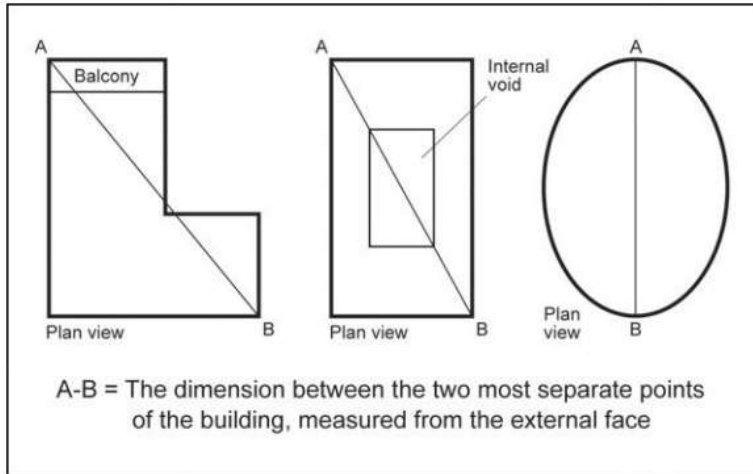
### **I552.6.2. Maximum building dimension and separation**

Purpose: To ensure that buildings over 19m in height:

- are not overly bulky in appearance and manage significant visual dominance effects;
  - allow adequate sunlight and daylight access to streets, public open space and nearby sites;
  - provide adequate sunlight and outlook around and between buildings; and
  - mitigate adverse wind effects.
- (1) The maximum plan view dimension of that part of any individual building above 19m must not exceed 55m.
  - (2) The maximum plan view dimension is the horizontal dimension between the exterior faces of the two most separate points of the building depicted as A to B in Figure I552.6.2.1 Maximum building dimension plan view.

- (3) Above a height of 19m, a minimum distance of 20m must be provided between buildings.

**Figure I522.6.2.1 Maximum building dimension plan view**



**I552.6.3. Maximum building coverage, impervious area and landscaping**

Purpose:

- to manage the amount of stormwater runoff generated by development;
  - to enable an intensive built character for apartment buildings; and
  - to provide a good standard of onsite amenity for residents.
- (1) The maximum and minimum areas in Table I552.6.3.1 apply. Compliance is to be determined both for individual lots and for the total precinct.

**Table I552.6.3.1. Maximum building coverage, impervious area and landscaping**

Maximum Impervious area	Maximum building coverage	Minimum landscaped area
<b>Individual lots</b>		
Apartments 100%	Apartments 100%	Apartments 0%
Detached or attached housing 85%	Detached or attached housing 65%	Detached or attached housing 15%
Any site not connected to stormwater 10%		



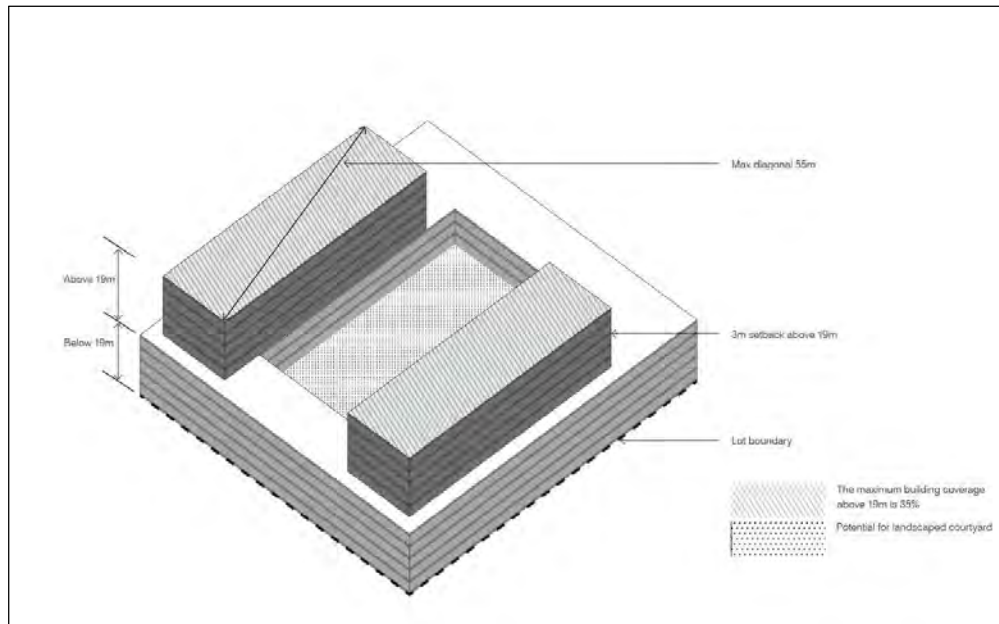
Riparian Yard 10%		
<b>Total precinct (including all roads)</b>		
70%	65%	35%

#### **I552.6.4. Building coverage and setback at upper levels**

Purpose:

- to provide adequate daylight access to streets;
  - to manage visual dominance effects on streets;
  - to manage visual dominance, residential amenity and privacy effects on residential uses within and surrounding the precinct; and
  - to ensure apartment buildings in Height Area 3 specified in Table I552.6.1.1 and on Precinct Plan 3 – Albany height control areas provide for internal amenity and sunlight access to lower-level apartments and common outdoor areas at 19m above ground level.
- (1) Above a height of 19m a new building must be set back 3m from the outer facade of the building below as shown in Figure I552.6.4.1.
  - (2) The cumulative building coverage for each building in Height Area 3 above a height of 19m above ground level must not exceed 35% of the building below. For clarity, compliance with this standard can be expressed with multiple towers at differing heights within a block, subject to the limitations in I552.6.2 – Maximum building dimension and separation, I552.6.1 Building height and H6.6.14 Daylight.

#### **Figure I552.6.4.1. Building coverage and setback at upper levels**



#### **I552.6.5. Wind**

Purpose: To mitigate the adverse wind effects generated by tall buildings.

- (1) A new building exceeding 25m in height and additions to existing buildings that increase the building height above 25m are subject to the requirements of H13.6.8 Wind – Business Mixed Use zone.

#### **I552.6.6. Commercial GFA and location control**

Purpose: To enable commercial activities and healthcare facilities in identified locations in proximity to the Community Hub identified on Precinct Plan 1 – Albany features plan without compromising the role, function and viability of existing centres.

- (1) Commercial activities and healthcare facilities (excluding restaurants or cafes located within the Central Park) must be located in areas subject to the commercial frontage control, shown on Precinct Plan 4 – Albany frontage controls.
- (2) The area to be used for commercial and/or healthcare purposes must have its public access and frontage to the road to vest/open space, subject to the setback requirements under Standard I552.6.10.1 Special frontage, height and vehicle access restrictions matrix.
- (3) The total gross floor area of all commercial activities and healthcare facilities shall not exceed 4,000m<sup>2</sup> within the precinct.

*Note: Commercial activities are defined within the 'Commerce' nesting table in Chapter J.*

#### **I552.6.7. Front, side and rear fences and walls**

Purpose: To ensure that where fences and walls are provided, they:

- do not obstruct visual, landscape and ecological integration with open space in the precinct;
  - enable privacy for dwellings and outdoor living spaces, whilst maximising opportunities for passive surveillance of the street, rear lane or adjoining public place; and
  - minimise visual dominance effects to immediate neighbours and the street or adjoining public places.
- (1) Fences or walls or a combination of these structures (whether separate or joined together) must not exceed the height specified below when measured from the ground level at the boundary:
- (a) Within front yards:
- (i) Fences in a front yard (including along Albany Highway) must not exceed 1.0m in height.
  - (ii) Where a dwelling is erected within 1.5m of the road frontage, a fence must not be erected in the front yard.
  - (iii) Where there is no front fence and a side boundary fence is to run between adjoining properties, the boundary fence must be set at least 1m back from the front corner of the building.
- (b) Within side and rear yards:
- (i) Fences in side and rear yards must not exceed 1.8m in height on land/boundaries that do not adjoin Fernhill Escarpment or the Albany Highway, provided that any fence on a rear boundary that faces onto a rear lane shall be at least 50 percent visually open, as viewed perpendicular to the boundary.
  - (ii) On land/boundaries that adjoin Fernhill Escarpment fences must be visually permeable, must be constructed of a pool type fencing, and must not exceed 1.4m in height.

#### **I552.6.8. Stormwater management**

Purpose: To ensure that stormwater in the precinct is managed and, where appropriate, treated, to ensure the health and ecological value of streams are maintained.

- (1) All land use development shall be managed in accordance with an approved Network Discharge Consent and/or Stormwater Management Plan certified by the Stormwater network utility operator.
- (2) All stormwater runoff from a new impermeable road, lane or accessway surface (including at grade parking associated with the Central Park) must be managed by a device designed to achieve stormwater treatment and stream protections via stormwater detention of the 90<sup>th</sup> percentile 24-hour rainfall event as outlined

in Guideline Document 2017/001, Version 1, “Stormwater Management Devices in the Auckland Region”, by Auckland Council and dated December 2017.

#### **I522.6.9. Riparian planting**

Purpose: To ensure that the amenity, water quality and ecology of the stream network within the precinct is maintained through riparian planting.

- (1) Riparian margins to existing watercourses and streams identified on Precinct Plan 1 – Albany features plan, must be planted to a minimum width of 10m measured from the channel edge of the stream, or from the centreline of the watercourse or stream where the channel edge cannot be physically identified by ground survey. This rule shall not apply to road crossings over streams.
- (2) Riparian margins to existing watercourses and streams identified on Precinct Plan 1 – Albany features plan, must be planted in accordance with a council approved planting plan, use eco-sourced native vegetation, and be consistent with local biodiversity and habitat in accordance with the Appendix 16 Guideline for native revegetation plantings.
- (3) Planting within riparian areas does not preclude the provision of pedestrian and shared walkways and passive recreational spaces in accordance with Precinct Plan 1 – Albany features plan, subject to impervious area limitations within Standard I552.6.3. Maximum building coverage, impervious area and landscaping.

#### **I552.6.10. Special frontage, height and vehicle access restrictions**

Purpose: To ensure a quality interface between buildings and key street edges to ensure streetscape and pedestrian amenity, to support the safe and efficient operation of the road network, and to maintain passive surveillance and outlook to the street.

- (1) Development fronting roads and open space in locations identified on Precinct Plan 4 – Albany frontage controls, must comply with the requirements of Table I552.6.10.1 Special frontage, height and vehicle access restrictions matrix.
- (2) On frontages where Standard I552.6.10(1) applies, where there is a conflict between this standard and any other standard, this standard applies.
- (3) For the avoidance of doubt, no direct vehicle access shall be provided to properties from those roads and streets subject to frontage controls as identified on Precinct Plan 4 – Albany frontage controls. This does not apply to private roads and lanes.

**Table I552.6.10.1. Special frontage, height and vehicle access restrictions matrix**

Street or open space frontage typology	Albany Highway	Road to vest	Private Roads and Lanes	Open Space	Commercial frontage
<b>Description:</b>	Buildings fronting Albany Highway	Buildings fronting these	Buildings fronting private	Buildings shall front Open	Commercial Buildings fronting

Street or open space frontage typology	Albany Highway	Road to vest	Private Roads and Lanes	Open Space	Commercial frontage					
	provide a well-defined urban frontage of a scale that responds to the existing urban form located opposite. Safety for all street users is ensured by avoiding vehicle crossings. Modest private open space can be accommodated in the front yard. However, the setback is limited so as to establish an urban character with good overlooking of the street. Passive surveillance of the street with living spaces oriented to the west is encouraged.	roads provide a more formal urban frontage. Scale and density are urban in character with setbacks limited, building to the street is encouraged. Increased building height, continuous frontage and reduced setback reinforces the urban character of the street. No vehicular access or garaging is permitted to ensure pedestrian safety and amenity.	streets and lanes provide a less formal urban frontage. Safety for all users is ensured by allowing for but reducing the impact of car parking and manoeuvring areas. Services areas are provided for. Shared streets and home zones are expected.	Spaces and Walkways in order to provide passive surveillance, ensuring safety for park / open space users. Buildings shall take full advantage of the amenity on offer by actively fronting open spaces and walkways. Building length is controlled to allow buildings further back to participate in the amenity on offer, and to maximise accessibility to open spaces and walkways. Privacy effects at the interface are managed through appropriate threshold heights and vertical separation.	these roads provide a more formal urban frontage. Scale and density are urban in character with setbacks limited, building to the street is encouraged. Increased building height, continuous frontage and reduced setback reinforces the urban character of the street. No vehicular access or garaging is permitted to ensure pedestrian safety and amenity.					
<b>Minimum number of storeys [refer also to note i below]</b>	2 min	2 min	N/A	2 min	2 min					
<b>Frontage building setback</b>	min 3m	max 5m	min 0m	max 3m	min 2m	max n/a	min 1m	max 3m	min 0m	max 3m
<b>Threshold condition (ii)</b>	min 0m	max 0.9m	min 0.5m	max 1.25m	N/A		min 0m	max 0.9m	min 0m	max 0.5m
<b>Vehicular access from street frontage permitted</b>	No	No	No	Yes	No	No	No	No	No	No
<b>Minimum ground floor, internal floor to ceiling heights for buildings</b>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	4m	
<b>At grade parking or multi Level Parking (iii)</b>	N/A	Yes	Yes	Yes	No	No	No	No	No	No
<b>Continuous building frontage required (iv)</b>	No	No	No	No	No	No	No	No	yes for 80% of development block	
<b>Maximum building length along road frontage</b>	60m	N/A	N/A	N/A	60m				N/A	
<b>Frontage landscaping (v)</b>	2m min	N/A	N/A	N/A	N/A				N/A	
<b>Notes:</b> i. The relevant minimum height is deemed to have been met where the building frontage meets the storey height limit and is at least one dwelling unit depth. ii. The definition of Threshold condition is the height difference between street level and the ground floor level of the building. iii. Ground floor parking within a building must not be located adjacent to the street frontage or any space in public ownership. Buildings must be designed to accommodate a business or residential activity, depending on the zone, between any ground floor parking and the building frontage.										

Street or open space frontage typology	Albany Highway	Road to vest	Private Roads and Lanes	Open Space	Commercial frontage
iv. The definition of continuous building frontage is a row of buildings with no more than 2m separating adjoining residential units with no driveways servicing the front. v. A minimum landscape buffer of 2m in depth must be provided along the street frontage between the street and car parking, loading, or service areas which are visible from the street frontage. This rule excludes access points.					

### I552.6.11. Parking

Purpose: To ensure the safety and capacity of the internal and wider road network and to reduce single occupancy vehicle commuter trips to and from the precinct.

(1) Parking ratios:

- (a) the number of parking spaces for activities within the precinct must comply with the maximum rates specified in Table E27.6.2.3 Parking rates – area 1, Chapter E27 Transport, unless otherwise stated in Table I552.6.11.1 – Maximum parking provision, below:

**Table I552.6.11.1. Maximum parking provision**

Activity	Maximum Parking ratio	
Offices	1 space per 60m <sup>2</sup> of gross floor area	
Commercial services	1 space per 60m <sup>2</sup> of gross floor area	
Retail	1 space per 50m <sup>2</sup> of gross floor area	
Dwellings	1-3 bedrooms: 1 space	4+ bedrooms: 2 spaces

- (2) At least one dedicated cycle parking space shall be provided for each dwelling unit.
- (3) Visitor cycle parking shall be provided at a rate of one for every 20 dwellings within a single building.

### I552.6.12. Transport assessment and upgrade thresholds

Purpose: To ensure that the precinct responds to the anticipated growth of the Albany area, while also ensuring the safe and efficient operation of the transport network.

- (1) Any application that involves non-residential activities and/or will result in the total cumulative number of dwellings (or dwelling unit equivalents) within the precinct either constructed or consented exceeding the thresholds specified in Table I552.6.12.1 Transport assessment and upgrade thresholds; shall meet the following requirements:

**Table I552.6.12.1. Transport assessment and upgrade thresholds**

Threshold	Requirement to exceed the threshold
1 dwelling or any non-residential activity.	Provision of a private shuttle bus principally between the site and Albany Station (or similar location) for residents, to encourage behaviour change away from private vehicles and towards public transport.
	Provision of the publicly-accessible shared cycle/pedestrian path along the extent of the Oteha Stream, identified on Precinct Plan 2 – Albany movement network.
460 or more dwellings or any non-residential activity	<p>A Transport Assessment is required to ensure the traffic generation of the dwellings (or dwelling unit equivalents) together with other developments does not exceed the traffic generation thresholds detailed below:</p> <p>(a) 500 vehicles per hour without any intersection upgrades; or</p> <p>(b) 600 vehicles per hour with the following intersection upgrades:</p> <ul style="list-style-type: none"> <li>• The addition of separate left and right turn lanes (60m queuing length) on the site approach (currently known as Eastbourne Road) to the Albany Highway / Wharf Road signalised intersection.</li> <li>• The addition of separate left and right turn lanes (60m queuing length) on the site approach (currently known as Oakland Road) to the Albany Highway / Bass Road signalised intersection.</li> </ul> <p>The Transport Assessment shall include details of:</p> <ul style="list-style-type: none"> <li>• <a href="#">The operational capacity of the Bass Road and Wharf Road signalised intersections with particular regard to:</a> <ul style="list-style-type: none"> <li>○ <a href="#">intersection capacity during the school peak periods of 8:00-9:00am and 3:00-4:00pm as determined by ITA monitoring survey(s);</a></li> <li>○ <a href="#">the existing environment and overall intersection capacity (inclusive of any approved resource consents, including any held by Kristin School at the time a required ITA is prepared);</a></li> </ul> </li> <li>• surveyed traffic volumes entering and exiting the precinct at both the Albany Highway / Wharf Road signalised intersection and the Albany Highway / Bass Road signalised intersection;</li> <li>• resultant traffic generation rate of the precinct;</li> <li>• predicted traffic generated by any proposed development <a href="#">within the precinct</a> that will generate vehicle trips, and the specific traffic generating characteristics of those activities; and</li> <li>• traffic generation analysis demonstrating the predicted cumulative traffic generation of all existing and proposed development within the precinct is less than the traffic generation thresholds referenced above, being: <ul style="list-style-type: none"> <li>(a) 500 vehicles per hour without any intersection upgrades; or</li> <li>(b) 600 vehicles per hour with the intersection upgrades.</li> </ul> </li> </ul> <p><i>Note: the first subdivision resource consent application, or first land use resource consent application for any development where the total</i></p>

Threshold	Requirement to exceed the threshold
	<i>number of dwellings constructed or consented within the precinct exceeds 460 dwellings is required to be accompanied by an 'integrated transport assessment' as noted under 'Special Information Requirements'. A further transport assessment will be required for all further development where the thresholds are exceeded under Standard I552.6.12 Transport assessment and upgrade thresholds</i>

- (2) For the purposes of determining when the development threshold is reached, dwellings shall be calculated in accordance with Table I552.6.12.2 Dwelling unit equivalents:

**Table I552.6.12.2. Dwelling unit equivalents**

Type	Equivalent dwellings unit value
Retirement village unit	0.61
Rest home bed	0.46
Visitor accommodation room	1.3

### **I552.6.13. Subdivision standards**

The subdivision controls in E38 Subdivision – Urban apply in this precinct, with the following additional standards specified below.

#### **I552.6.13.1. Subdivision standards for stormwater management**

Purpose: To ensure that stormwater is managed and treated in the precinct and watercourses recharged appropriately.

- (1) All subdivision shall be managed in accordance with an approved Network Discharge Consent and/or Stormwater Management Plan certified by the Stormwater network utility operator.
- (2) All stormwater runoff from a new impermeable road, lane or accessway surface (including at grade parking associated with the Central Park) must be managed by a device designed to achieve stormwater treatment and stream protections via stormwater detention of the 90<sup>th</sup> percentile 24-hour rainfall event as outlined in Guideline Document 2017/001, Version 1, "Stormwater Management Devices in the Auckland Region", by Auckland Council and dated December 2017.

#### **I552.6.13.2. Subdivision standards for key roading and access**

Purpose: To ensure the precinct is supported by a safe, efficient and legible movement and transport network.



- (1) All roads, lanes and pedestrian/cycle connections within the precinct must be located in general accordance and alignment with Precinct Plan 2 – Albany movement network.
- (2) All public ‘roads to vest’ must be constructed in accordance with the standards contained within Table I552.6.13.2.1 and vested in Council.

**Table I552.6.13.2.1 Minimum standards for roads to vest within the Albany 10 Precinct**

Types of Road	Legal Road Width	Footpath
Roads to vest	20m minimum	1.8m minimum (both sides)

- (3) Vehicle access from Albany Highway must be from the identified access points on Precinct Plan 2 – Albany movement network (Wharf Road and Bass Road).
- (4) Sites that front onto roads where direct vehicle access is not permitted under Standard I552.6.10 Special frontage, height and vehicle access restrictions, must be provided with access from rear lanes (access lots) or side roads at the time of subdivision.

### **I552.6.13.3. Subdivision standards for open space areas**

Purpose: To ensure:

- that sufficient and well-designed open space for residents is provided, developed, managed and maintained appropriately;
  - subdivision and development provide for public access to the Days Bridge Esplanade Reserve, Fernhill Escarpment and public walking and cycling network throughout Albany; and
  - open space areas providing connection through the precinct to the Days Bridge Esplanade Reserve, provide for the integration of flora and the movement of native fauna between the precinct and the Esplanade Reserve.
- (1) All land shown on Precinct Plan 1 – Albany features plan as open space (including the Central Park) must be accessible to the public at all times and, if not vested in the Council, held as private open space that is owned by a legal structure that shall be formed for the eventual owners to hold responsibility in perpetuity for the on-going maintenance and management of private infrastructure and planted areas. All land owners must be members of this legal entity, or otherwise obliged to contribute to its outgoings on a perpetual basis and this shall be registered by way of consent notice on each title as part of any future subdivision consent.
  - (2) The first subdivision application must include an open space development plan for all areas of open space in the precinct which details the existing and

proposed development, the existing trees to be retained in accordance with Precinct Plan 1 – Albany features plan, new planting and landscaping and infrastructure for the open space, and includes an on-going management and maintenance plan as well as mechanisms for making changes to the plan when required.

- (3) All open space within a subdivision application area shall be developed in accordance with the precinct open space development plan prior to the issue of a certificate for the relevant subdivision or stage under section 224(c) of the Resource Management Act 1991.

#### **I552.6.13.4. Subdivision standards for riparian margins**

Purpose: To ensure that the amenity, water quality and ecology of the stream and watercourse network within the precinct is enhanced through riparian planting.

- (1) Riparian margins to existing watercourses and streams identified on Precinct Plan 1 – Albany features plan qualifying watercourses, must be planted to a minimum average width of 10m measured from the channel edge of the stream, or from the centreline of the watercourse or stream where the channel edge cannot be physically identified by ground survey. This rule shall not apply to road crossings over streams.
- (2) Riparian margins to existing watercourses and streams identified on Precinct Plan 1 – Albany features plan, must be planted in accordance with a council approved planting plan, use eco-sourced native vegetation, and be consistent with local biodiversity and habitat and in accordance with Appendix 16 Guideline for native revegetation plantings.
- (3) All riparian margins within a subdivision application area must be planted in accordance with the approved planting plan prior to the issue of section 224(c) certificate (under the Resource Management Act 1991) for the relevant subdivision or stage.

#### **I552.6.13.5. Esplanade reserve**

Purpose: To ensure that public access and enjoyment is made available to qualifying water courses and streams within the precinct.

- (1) Where any subdivision involving the creation of sites less than 4ha is proposed to land adjoining streams and/or rivers, the application plan and subsequent land transfer plan must provide for a minimum esplanade reserve or esplanade strip in accordance with section 230 of the Resource Management Act 1991 as follows:
  - (a) For qualifying water courses and streams within the precinct, 10m either side of the centreline of the stream.
  - (b) Where subdivision takes place adjoining the Days Bridge Esplanade Reserve, no further esplanade shall be required.

- (2) Any esplanade taken as part of a subdivision shall be landscaped in accordance with the requirements of Standard I552.6.13.3 Subdivision standards for open space areas.

### **I552.7. Assessment – controlled activities**

There are no controlled activities in this precinct.

### **I552.8. Assessment – restricted discretionary activities**

#### **I552.8.1. Matters of discretion**

The Council will restrict its discretion to all 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 any relevant overlay, zone, and Auckland-wide provisions:

- (1) New buildings, additions and alterations to existing buildings and accessory buildings;
  - (a) general criteria:
    - (i) consistency with precinct plans;
    - (ii) building design and location;
    - (iii) shading;
    - (iv) landscaping;
    - (v) transport;
    - (vi) travel plans and integrated transport assessments; and
    - (vii) infrastructure.
  - (b) Additional criteria for buildings within Height Area 3:
    - (i) building mass;
    - (ii) provision of internal green space;
    - (iii) passive surveillance; and
    - (iv) streetscape.
- (2) Commercial activities and healthcare facilities of more than 150m<sup>2</sup> gross floor area per tenancy that comply with Standard I552.6.6 – Commercial GFA and location control:
  - (a) transport;
  - (b) streetscape; and
  - (c) travel plans and integrated transport assessments.
- (3) Any development that does not comply with Standard I552.6.11 Parking:

- (a) appropriateness for the site and the proposal; and
  - (b) effects on the transport network.
- (4) Subdivision:
- (a) the matters of discretion set out in E38 Subdivision - Urban under E38.12.1;
  - (b) consistency with the precinct plans;
  - (c) infrastructure;
  - (d) travel plans and integrated transport assessments; and
  - (e) transport.
- (5) Subdivision and development that does not comply with Standard I552.6.12 Transport assessment and upgrade thresholds:
- (a) effects on the transport network;
  - (b) the likely trip generation of the subdivision and/or development and the effects of the quantum of that development on the safe and efficient functioning of the roading network;
  - (c) contribution of alternatives to overall traffic effects; and
  - (d) effectiveness of alternatives.

#### **I552.8.2. 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 overlay, zone, and Auckland-wide provisions.

- (1) New buildings, additions and alterations to existing buildings and accessory buildings:
- (a) Consistency with precinct plans:
    - (i) Whether the development is in accordance with Precinct Plans 1 – 4.
    - (ii) Whether the activity is consistent overall with the objectives and policies of the precinct.
  - (b) Building design and location:
    - (i) The extent to which building design and layout achieves:
      - a character and appearance that will ensure a high standard of amenity;
      - a design that avoids conflict between activities within the precinct;

- a consistent and attractive streetscape character;
  - variations in building footprints, form and style;
  - articulation of any building facades which are visible from roads so that the extent of large blank and/or flat walls and/or facades are reduced, having regard to the orientation of buildings and solar access;
  - access by windows of habitable rooms to sunlight, daylight and outlook; and
  - permeable fencing, except where residential activities need clear separation from non-residential activities.
- (ii) The extent to which building design and location contributes to a minimum 5-star community rating under Sustainable Community Rating Tool – Green Building Council, taking into consideration the level of overall development within the precinct (or other equivalent rating tool or system).
- (iii) The extent to which internal living areas at all levels within a building maximise outlook onto existing public open space and proposed public open space and streets.
- (iv) The extent to which activities at ground level engage with and activate existing and/or proposed open spaces, streets and lanes.
- (v) The extent to which outdoor living areas and internal living spaces achieve privacy from publicly accessible areas while maintaining a reasonable level of passive surveillance.
- (vi) The extent to which any otherwise unavoidable blank walls are enlivened by methods which may include artwork, mahi toi, articulation, modulation and cladding choice to provide architectural relief.
- (vii) The extent to which parking areas located within buildings are not directly open and/or visible from open spaces, streets and lanes.
- (viii) The extent to which building location and site layout does not compromise the ability to deliver upgrades required under 1552.2.6.12 Transport assessment and upgrade thresholds.

(c) Shading:

- (i) The extent to which the location and design of buildings ensures a reasonable level of sunlight access (measured at the Winter Solstice) to open space areas, taking into consideration site and building orientation, and the planned built-character of the precinct.

- (ii) The extent to which residential units achieve a minimum of three hours direct sunlight to living rooms and private open spaces between 9am and 3pm (measured at the Winter Solstice).

(d) Landscaping:

- (i) The extent to which landscaping treatment responds to and acknowledges the natural landscape character of the Fernhill Escarpment and adjoining land within the Days Bridge Esplanade Reserve.
- (ii) The extent to which landscaping of riparian and open spaces are consistent with any relevant objective and policy within the Albany 10 Precinct.
- (iii) The extent to which other native trees not identified on Precinct Plan 1 - Albany features plan, can be accommodated and/or relocated taking into consideration their contribution to amenity values and the practicalities of their retention in relation to the planned-outcomes of the Albany 10 Precinct.
- (iv) The extent to which native trees that cannot be practicably retained, can be sustainably reused within the development to contribute to the outcomes sought under Policy I552.3(6).

(e) Transport:

- (i) Whether vehicle accesses to sites are designed and located to complement the road function and hierarchy, while avoiding conflict with the function of existing public open space and proposed open space, streets and lanes, while balancing the requirements of access and through-movement.
- (ii) The extent to which, prior to occupation of the first dwelling, the provision of a private shuttle bus between development within the Albany 10 Precinct and the Albany Station (or similar location):
  - achieves the intended purpose of encouraging behaviour change away from private vehicles and towards public transport;
  - 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;
  - provides a level of service to support residents at any given stage of development of the precinct; and

- is necessary taking into consideration other public transport options and alternative transport modes made available in the surrounding area.
- (iii) For development where the total number of dwellings constructed and/or consented (or dwelling unit equivalents) together with other development exceeds 460 dwellings [or for any non-residential development](#); the extent to which traffic generation from activities may create adverse effects on the:
- capacity of roads giving access to the site;
  - safety of road users including cyclists and pedestrians;
  - effective, efficient and safe operation of the road network (including the arterial road network); and
  - the planned urban built character of the precinct.
- (iv) The extent to which construction traffic impacts on the Albany Highway / Bass Road intersection during school peak hours (8am-9am and 3pm-4pm) as well as during the network peak are minimised.
- (f) Travel plans and integrated transport assessments:
- (i) The extent to which proposed developments and travel plans prepared in support of a proposal, are consistent with the analysis and recommendations of any existing integrated transport assessment supporting the proposed development and/or precinct.
- (g) Infrastructure:
- (i) The extent to which the design of streets and lanes are well-connected, attractive and safe transport routes, with appropriate provision for:
- pedestrian, cycle and vehicle movements;
  - minimising potential conflicts between vehicles and cyclists where appropriate and in reference to potential cycle routes identified on Precinct Plan 2 – Albany movement network;
  - car parking (while minimising reliance on private vehicle use);
  - infrastructure services; and
  - street tree planting and landscape treatment consistent with the overall planned outcomes for the precinct and surrounding environmental context.

- (ii) The extent to which infrastructure for stormwater, wastewater and water supply are designed to ensure minimisation of water use, stormwater and wastewater generation and maximise water re-use.
- (iii) The extent to which infrastructure provided to serve any new development models a range of different methods to achieve sustainability, with a particular emphasis on the efficient use and natural treatment for water quality.
- (iv) The extent to which development adopts an integrated approach to stormwater management, with an emphasis on water sensitive design to enable the reduction of stormwater generated from sites through reuse and reduction of impervious areas.
- (v) The extent to which there is consistency with the Stormwater Management Plan and/or relevant Network Discharge Consent.
- (vi) The extent to which stormwater retention and treatment facilities are designed to retain in-stream ecological values and added additional habitat where practical.
- (vii) The extent to which development retains and provides protection for riparian margins and esplanade reserves.
- (viii) The extent to which existing urban streams are supported through landscaping and riparian margins comprising predominantly native species, to contribute to the amenity of the precinct and to support their ecological function.
- (ix) The extent to which identified open spaces are provided so that they are:
  - readily visible and publicly accessible by adopting methods such as a generous street frontages or bordering onto yards of sites and front faces of buildings that are clear of visual obstructions;
  - located to provide visual relief, particularly in intensively developed areas;
  - integrated with surrounding development;
  - reflective of the wider cultural landscape, by ensuring that the landscaping of open spaces embodies the principles of mahi toi where appropriate;
  - sized and developed according to community and neighbourhood needs; and
  - easy to maintain.



- (x) The extent to which the esplanade shared path and all other identified walkways within the precinct are designed to be:
    - suitable and safe for regular shared pedestrian and cycle use;
    - easily visible and accessible; and
    - publicly accessible, and linked to the public walkway and cycleway network surrounding the precinct.
  - (xi) The extent to which native trees that cannot be practicably retained, can be sustainably reused within the development to contribute to the outcomes sought under Policy I552.3(6).
- (h) In addition, for buildings within Height Area 3:
- (i) In respect of building mass:
    - the extent to which long building frontages are visually broken up by variations in height, form and other design means such as variations in facade design and roofline, recesses, awnings, upper level balconies and other projections, materials and colours.
  - (ii) In respect of the provision of internal green spaces:
    - whether internal common green space areas are provided within a building or development site to ensure adequate sunlight access and outlook for residential units, and the extent to which shared common green spaces internal to buildings:
      - provide legible access from the building/s;
      - ensure the privacy of residential units that overlook the space or are located at-grade;
      - are landscaped to provide informal passive recreation opportunities for residents and amenity of outlook while taking into consideration and mitigating the effects of reverse sensitivity; and
      - achieve a reasonable duration of sunlight access measured at the Equinox.
  - (iii) In respect of passive surveillance:
    - the extent to which buildings are designed to contribute to the prevention of crime through their design and configuration.
  - (iv) In respect of the streetscape:

- the extent to which the scale, proportion and rhythm of architectural features and the fenestration, materials, finishes and colours (as appropriate) of proposed buildings addressing street frontages acknowledge the planned-characteristics of the streetscape and provide street frontages with architectural design richness, interest and depth;
- the extent to which flat planes or blank facades devoid of modulation, relief or surface detail can be avoided;
- the extent to which servicing elements are concealed where possible and not placed on facades unless integrated into the facade design;
- the extent to which exterior lighting is integrated with architectural and landscape design to minimise glare and light overspill onto adjacent properties and streets; and
- the extent to which any rooftop mechanical plant or other equipment is screened or integrated in the building design.

(2) Commercial activities and healthcare facilities of more than 150m<sup>2</sup> gross floor area per tenancy that comply with Standard I552.6.6 – Commercial GFA and location control:

(a) Transport:

- (i) The extent to which traffic generation and trip movements to and from the activity may create adverse effects on the:
  - capacity of roads giving access to the site;
  - safety of road users including cyclists and pedestrians;
  - effective, efficient and safe operation of the road network (including the arterial road network); and
  - the planned urban built character of the precinct.
- (ii) Whether vehicle accesses to sites are designed and located to complement the road function and hierarchy, while avoiding conflict with the function of existing public open space and proposed open space, streets and lanes, while balancing the requirements of access and through-movement.

(b) Streetscape:

- (i) The extent to which activities serving the local neighbourhood are designed, developed and operated to have an attractive street frontage, with buildings located on the street frontage providing generous display space or alternative shop front that suitably engages with the street.

- (ii) The extent to which additional GFA does not compromise the planned built character of the streetscape.
    - (iii) The extent to which the building footprints, height, floor to floor heights and the profile of buildings enable them to accommodate a wide range of ground floor activities to be adapted to accommodate differing uses in the future.
  - (c) Travel plans and integrated transport assessments:
    - (i) The extent to which proposed developments and travel plans prepared in support of a proposal, are consistent with the analysis and recommendations of any existing integrated transport assessment supporting the proposed development and/or precinct.
- (3) Parking:
- (a) Any activity or development which provides more than the maximum permitted number of parking spaces under Standard I552.6.11:
    - (i) the trip characteristics of the proposed activities on the site requiring additional parking spaces;
    - (ii) the effects of the vehicle movements associated with the additional parking spaces on the safe and efficient operation of the adjacent transport network, including public transport and the movements of pedestrians, cyclists and general traffic. This includes considering the effect of additional parking on trip generation from the site during peak commuter times;
    - (iii) the adequacy and accessibility of public transport and its ability to serve the proposed activity;
    - (iv) mitigation measures to provide the additional parking which may include measures such as by entering into a shared parking arrangement with another site or sites in the immediate vicinity; or
    - (v) the extent to which the demand for the additional parking can be adequately addressed by management of existing or permitted parking. Depending on number of additional parking spaces proposed, the number of employees, and the location of the site, this may be supported by a travel plan outlining measures and commitments for the activity or activities on-site to minimise the need for private vehicle use and make efficient use of any parking provided.
- (4) Subdivision:
- (a) The matters of discretion set out in E38 Subdivision – Urban under E38.12.1:

- (i) The extent to which subdivision is consistent with the assessment criteria set out in E38 Subdivision – Urban E38.12.2.
- (b) Consistency with the precinct plans:
- (i) Whether the subdivision or land use is in accordance with Precinct Plans 1 – 4.
  - (ii) Whether the activity is consistent overall with the objectives and policies of the precinct.
- (c) Infrastructure:
- (i) The extent to which infrastructure for stormwater, wastewater and water supply are designed to ensure minimisation of water use, storm and wastewater generation and maximise water re-use.
  - (ii) The extent to which infrastructure provided to serve any new development models a range of different methods to achieve sustainability, with a particular emphasis on the efficient use and natural treatment for water quality.
  - (iii) The extent to which development adopts an integrated approach to stormwater management, with an emphasis on water sensitive design to enable the reduction of stormwater generated from sites through reuse and reduction of impervious areas.
  - (iv) The extent to which there is consistency with the Stormwater Management Plan and/or relevant Network Discharge Consent.
  - (v) The extent to which stormwater retention and treatment facilities are designed to retain in-stream ecological values and added additional habitat where practical.
  - (vi) The extent to which subdivision retains and provides protection for riparian margins and esplanade reserves.
  - (vii) The extent to which existing urban streams are supported through landscaping and riparian margins comprising predominantly native species, to contribute to the amenity of the precinct and to support their ecological function.
  - (viii) The extent to which identified open spaces are provided so that they are:
    - readily visible and publicly accessible by adopting methods such as a generous street frontages or bordering onto yards of sites and front faces of buildings that are clear of visual obstructions;

- located to provide visual relief, particularly in intensively developed areas;
  - integrated with surrounding development;
  - reflective of the wider cultural landscape, by ensuring that the landscaping of open spaces embodies the principles of mahi toi where appropriate;
  - sized and developed according to community and neighbourhood needs; and
  - easy to maintain.
- (ix) The extent to which the design and layout of the Central Park provides for a range of active and passive recreation opportunities that cater to all ages and abilities.
- (x) The extent to which any common shared parking area within the Central Park is of a size and location that does not reduce or compromise the primary use and function of the Central Park area, and provides appropriate access to enable flexibility of use for community events, markets and the like.
- (xi) The extent to which the esplanade shared path and all other identified walkways within the precinct are designed to be:
- suitable and safe for regular shared pedestrian and cycle use;
  - easily visible and accessible; and
  - publicly accessible, and linked to the public walkway and cycleway network surrounding the precinct.
- (xii) The extent to which other native trees not identified on Precinct Plan 1 – Albany features plan, can be accommodated and/or relocated taking into consideration their contribution to amenity values and the practicalities of their retention in relation to the planned-outcomes of the Albany 10 Precinct.
- (xiii) The extent to which native trees that cannot be practicably retained, can be sustainably reused within the development to contribute to the outcomes sought under Policy I552.3(6).
- (xiv) The extent to which development contributes to a minimum 5-star community rating under the Sustainable Community Rating Tool – Green Building Council, taking into consideration the level of overall development within the precinct (or other equivalent rating tool or system).
- (d) Travel plans and integrated transport assessments:

- (i) The extent to which proposed developments and travel plans prepared in support of a proposal, are consistent with the analysis and recommendations of any existing integrated transport assessment supporting the proposed development and/or precinct;

(e) Transport:

- (i) The extent to which the design of streets and lanes are well-connected, attractive and safe transport routes, with appropriate provision for:
  - pedestrian, cycle and vehicle movements;
  - minimising potential conflicts between vehicles and cyclists where appropriate and in reference to potential cycle routes identified on Precinct Plan 2 – Albany movement network;
  - car parking (while minimising reliance on private vehicle use);
  - infrastructure services; and
  - street tree planting and landscape treatment consistent with the overall planned outcomes for the precinct and surrounding environmental context.
- (ii) The extent to which local road and pedestrian/cycle networks encourage a walkable neighbourhood to reduce vehicle dependency and ensure local accessibility to community facilities, open space areas, public transport facilities and retail activities.
- (iii) For development where the total number of dwellings constructed and/or consented (or dwelling unit equivalents) together with other development exceeds 460 dwellings [or for any non-residential development](#); the extent to which traffic generation from activities may create adverse effects on the:
  - capacity of roads giving access to the site;
  - safety of road users including cyclists and pedestrians;
  - effective, efficient and safe operation of the road network (including the arterial road network); and
  - the planned urban built character of the precinct.
- (iv) The extent to which, prior to occupation of the first dwelling, the provision of a private shuttle bus between development within the Albany 10 Precinct and the Albany Station (or similar location):

- achieves the intended purpose of encouraging behaviour change away from private vehicles and towards public transport;
  - 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;
  - provides a level of service to support residents at any given stage of development of the precinct; and
  - is necessary taking into consideration other public transport options and alternative transport modes made available in the surrounding area.
- (v) The extent to which construction traffic impacts on the Albany Highway / Bass Road intersection during school peak hours (8am-9am and 3pm-4pm) as well as during the network peak are minimised.
- (vi) The extent to which subdivision design and site layout does not compromise the ability to deliver upgrades required under I552.6.12 Transport assessment and upgrade thresholds.
- (vii) The extent to which an alternative alignment of private roads and lanes identified as 'no control' on Precinct Plan 4 – Albany frontage controls is supported by a transport assessment that includes:
- an assessment of safety and efficiency of movements to the local network of active mode users;
  - an assessment of safety and efficiency of movements to the local network of private vehicles; and
  - the extent to which the alternative alignment is generally consistent with the assessment criteria under I552.8.2(4) Subdivision.
- (5) Subdivision and development that does not comply with Standard I552.6.12 Transport assessment and upgrade thresholds:
- (a) Effects on the transport network.
- (b) Whether subdivision and/or development has adverse effects on the efficiency of the operation and safety of the transport network for all road users, including existing and future pedestrians, active mode users, public transport operations and high occupancy vehicles, on Albany Highway, between and including the intersections of Albany Expressway and Rosedale Road with Albany Highway.

- (c) Contribution of alternatives to overall traffic effects:
- (i) whether other transport network upgrade works to those identified in I552.6.12 Transport assessment and upgrade thresholds have been undertaken or other measures are required that mitigate the transport effects of the proposed subdivision and/or development; and
  - (ii) the extent to which (if any) staging of subdivision may be required due to the co-ordination of the provision of transport infrastructure.

### **I552.9. Special information requirements**

In addition to the general information that must be submitted with a resource consent application (refer C1.2(1) Information requirements for resource consent applications), applications for the activities listed below must be accompanied by the additional information specified:

#### Integrated Transport Assessment

- (1) The first subdivision resource consent application, or first land use resource consent application for any development where the total number of dwellings either constructed or consented within the precinct exceeds 460 dwellings, shall be accompanied by an integrated transport assessment for the precinct. A further transport assessment will be required for all further development where the thresholds are exceeded under Standard I552.6.12 Transport assessment and upgrade thresholds.

#### Dwelling assessment

- (2) Any application for new buildings and/or dwellings shall be accompanied by an assessment of the current and proposed number of dwellings (or dwelling unit equivalents) within the precinct, so as to confirm compliance with standard I552.6.12. Transport assessment and upgrade thresholds. This requirement does not apply after 460 dwellings consented and/or constructed.

#### Commercial GFA assessment

- (3) Any application for commercial activities or healthcare facilities shall be accompanied by an assessment of the current GFA for these activities and facilities within the precinct, so as to confirm compliance with Standard I552.6.6 Commercial GFA and location control.

#### Coverage Plan

- (4) Any application for subdivision or development within the precinct shall include coverage information to demonstrate compliance with Standard I552.6.3 – Maximum building coverage, impervious area and landscaping and the extent of existing and proposed coverages across the overall precinct for any stage of development (including roads and lanes).



### Private Shuttle Service

- (5) Where residential dwellings are proposed as part of any application, information shall be provided to confirm that the private shuttle bus required under I552.6.12 – Transport assessment and upgrade thresholds:
- (a) 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;
  - (b) provides a level of service to support residents at any given stage of development of the precinct, including intended route and stops; and
  - (c) is necessary taking into consideration other public transport options and alternative transport modes made available in the surrounding area.

### **I552.10 Precinct plans**

- Precinct Plan 1 – Albany features plan
- Precinct Plan 2 – Albany movement network.
- Precinct Plan 3 – Albany height control areas.
- Precinct Plan 4 – Albany frontage controls.

#### 4.1. I554 Albany 10 Precinct

Commented [JR1]: Updated

##### I554.1. Precinct Description

The Albany 10 Precinct applies to part of the former Massey University Albany Campus which extends across 13.7 hectares of land between the Albany Highway, gradually falling away towards the Days Bridge Esplanade Reserve, beyond which lies the Oteha Stream and Fernhill Escarpment.

The precinct benefits from the existing amenity, landscape and ecological values that the Fernhill Escarpment and Oteha Stream provide to the surrounding urban environment; and is strategically located adjacent to Albany Highway which provides direct multi-modal transport connections to Albany Village and the Albany Metropolitan Centre. The precinct also benefits from proximity to, and connections with, the walking tracks throughout the Fernhill Escarpment, which extend along the Oteha Stream to the northeast, and towards Lucas Creek to the west. These features are identified within the precinct as integral to support urban growth and residential liveability.

The purpose of the precinct is to provide for a comprehensive and integrated redevelopment of part of the former Massey University Albany Campus. The precinct enables a new residential community comprising a mixture of housing types including terrace housing, low and mid-rise apartment buildings and integrated residential development such as retirement villages within a unique urban setting. The variety of housing typologies enabled by the precinct will help cater for Auckland's projected growth and will integrate comfortably within the existing urban environment. The precinct does not preclude the provision of social infrastructure or educational facilities, given the underlying Terrace Housing and Apartment Building Zone.

The precinct seeks to maintain the ecological functions and water quality of existing streams, while also enhancing the landscape and open space amenity values of the area through the provision of publicly-accessible open space that incorporates established trees, planting (including riparian planting), visual corridors, shared pedestrian cycle paths, walkways and informal recreation and play areas.

The zoning of the land within the precinct is Residential - Terrace Housing and Apartment Buildings Zone. A location-specific range of residential densities and building forms are provided for that includes commercial activities and healthcare facilities in identified locations around a Community Hub identified on Precinct Plan 1, intended to support the local community while not undermining the role, function and viability of existing centres nearby.

Height control areas have been applied to recognise the favourable size, location and topography of the precinct to accommodate a range of buildings heights. The enabled heights recognise the relative sensitivities of adjoining and adjacent neighbours, with greater height located where potential adverse effects can be managed within the precinct and/or there is capacity to accommodate greater building height. Buildings of up to ten storeys are enabled in identified locations through the centre of the precinct, transitioning to six storeys along the Days Bridge Esplanade Reserve and the northern frontage of the precinct to Albany Highway. In areas where there is an interface to lower

intensity zones or the Days Bridge Esplanade Reserve, the precinct enables a built character of development of predominantly three storeys.

The precinct seeks to manage effects on the transportation network, including the capacity of the two signalised and on intersections providing access to providing access to the precinct. Triggers are provided for within the precinct provisions so that to assess the capacity of the transport network to accommodate the planned growth can be assessed. This includes proposed upgrades to the approaches within the precinct to the respective intersections, and to provide for upgrades to the two signalised intersections servicing the precinct, along with upgrades to cycle paths.

Commented [JR2]: Updated

Development of this precinct will be guided by the following precinct plans:

- Precinct Plan 1 – Albany features plan.
- Precinct Plan 2 – Albany movement network.
- Precinct Plan 3 – Albany height control areas.
- Precinct Plan 4 – Albany frontage controls.

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

#### **I554.2. Objectives [dp]**

##### *Development*

- (1) Creation of a vibrant and diverse community that enables a range of household sizes and dwelling typologies, including integrated residential development.
- (2) Subdivision and development are undertaken in a comprehensive manner in general accordance with Precinct Plans 1 – 4, and are designed to align with the provision of open space and, where required, the upgrading and installation of infrastructure including transport infrastructure and services, water, wastewater and stormwater.
- (3) Subdivision and development provide for an efficient use of land to deliver housing supply in proximity to existing centres.
- (4) Non-residential activities are provided for in identified locations, proximate to the central Community Hub identified on Precinct Plan 1 – Albany features plan, to support residential occupation within the precinct.
- (5) Subdivision and development within the precinct contribute to, and model the principles of, a sustainable urban neighbourhood as identified in the 5-star Sustainable Community Rating Tool – Green Building Council, or other equivalent rating system.

##### *Built form*

- (6) New buildings and structures respond and positively contribute to the amenity values of streets, open spaces and the surrounding environment.

- (7) Development is in keeping with the planned urban built character of the precinct, enabling buildings between three and ten storeys in height in identified locations.
- (8) Subdivision and development in the precinct respond positively to the natural and physical features of the area, while at the same time providing for the planned built-outcomes within the precinct.

*Open space and public realm*

- (9) Pedestrian and cycle linkages within the precinct are provided, including connections to the wider roading and pedestrian network and adjacent land, taking into account topography, visual corridors, watercourses and vegetation, to enhance recreation and connectivity and create a network that links open spaces within the precinct and the wider environment.
- (10) Recreational needs of the community are met through:
  - (a) the provision of open space areas in accordance with Precinct Plan 1 – Albany features plan, that are publicly accessible and integrated with the movement network and Community Hub; and
  - (b) promoting common informal recreational spaces in areas of intensity identified within Precinct Plan 3 – Albany height control areas.
- (11) Accessible open spaces recognise and take advantage of the natural features of the site, including the incorporation of existing waterways, existing riparian margins and identified existing mature trees within the open space network.
- (12) The ecological values of existing streams and habitats are recognised and protected, and where practicable, enhanced.
- (13) The natural and environmental values of the precinct are maintained and, where practicable, enhanced.

*Infrastructure*

- (14) Subdivision and development are integrated with the capacity of the transport network to ensure travel demand is supported by suitable transportation infrastructure.
- (15) Land use and development within the precinct promotes the safe and efficient operation of the local transport network.
- (16) Subdivision and development within the precinct facilitate a transport network that:
  - (a) supports pedestrian, cycle and public transport use; and
  - (b) facilitates and promotes alternative transport choices.
- (17) The adverse effects of stormwater runoff within the precinct are avoided or mitigated to maintain water quality and preserve the mauri of the Oteha Stream.
- (18) Development is integrated and sequenced with the upgrading of and/or installation of new water and wastewater infrastructure.

In addition to the objectives specified above, all relevant overlay, Auckland-wide and zone objectives apply in this precinct.

### **I554.3. Policies [dp]**

#### *Development*

- (1) Promote comprehensive and integrated subdivision and development of the precinct in general accordance with Precinct Plans 1 – 4.
- (2) Ensure that subdivision and development within the precinct contributes to a 'sustainable community rating' under the Sustainable Community Rating Tool – Green Building Council, particularly through the principles of energy efficiency, accessibility including cycling and public transport, sustainable water management, biodiversity and compact walkable neighbourhoods.
- (3) Enable development in a variety of forms and heights to ensure an efficient use of land, while responding to the planned urban built character of adjoining residential sites, preserving the character and amenity of the Days Bridge Esplanade Reserve and Fernhill Escarpment, and providing high-quality on-site amenity.
- (4) Promote an integrated urban form, with pedestrian and cycleway movement networks to provide an alternative to, and reduce dependency on, private motor vehicles as a means of transportation.
- (5) Enable commercial activities and healthcare facilities in identified areas through a commercial frontage control located in proximity to the community hub identified on Precinct Plan 1 – Albany features plan, to service the needs of the community while ensuring that:
  - (a) the commercial uses will not detract from the residential amenity of the precinct; and
  - (b) the scale and intensity of commercial activities will not have an adverse effect on the role, function and viability of Albany Village and the Albany Metropolitan Centre.
- (6) Reflect a strong cultural narrative within the Precinct through mahi toi, and provide high quality open spaces, revegetated riparian margins and high-quality stormwater management to achieve positive mana whenua outcomes.

#### *Built form*

- (7) Ensure subdivision and development is of a scale and form that maintains adequate sunlight access to residential units and open space, and mitigates the effects of bulk, dominance and overlooking.
- (8) Require that new buildings:
  - (a) achieve a high-density urban built character of three to ten storey buildings in identified locations in a variety of forms;

- (b) are appropriate in scale to the internal street network and public frontage to the precinct along Albany Highway;
  - (c) provide a transition in height between Albany Highway and the Days Bridge Esplanade Reserve;
  - (d) are to be located and designed to support both the identified Visual Corridors through to the Fernhill Escarpment and key open space and pedestrian connections within the site; and
  - (e) do not result in significant shading, bulk and dominance effects on residential land within and/or adjacent to the precinct, having regard to the planned outcomes for the zone.
- (9) Ensure residential development achieves a high standard of amenity by:
- (a) providing functional and accessible outdoor living spaces that are suitable for different dwelling typologies;
  - (b) discouraging fencing in identified locations to ensure a permeable and legible pedestrian environment;
  - (c) controlling fence heights in identified locations, to provide a reasonable level of on-site privacy while enabling passive surveillance of streets and open spaces;
  - (d) controlling building coverage, impervious areas and minimum landscaped areas;
  - (e) requiring the setback of buildings above five storeys to promote alternative building forms and facades;
  - (f) applying design assessment criteria to manage privacy effects both within and external to the site;
  - (g) specifying minimum setbacks from boundaries for primary and secondary outlooks to minimise overlooking, maximise daylight access and mitigate noise effects; and
  - (h) requiring minimum side yards in identified locations to enable separation between buildings and development outside of the precinct.

*Open space and public realm*

- (10) Enable development that addresses and responds to the internal open space network, while generally requiring that all subdivision and development is consistent with the planned movement network identified on Precinct Plan 2 – Albany movement network.
- (11) Ensure that subdivision and development does not compromise the use of pedestrian linkages and the streetscape as natural extensions of the open space/s identified on Precinct Plan 2 – Albany movement network.
- (12) Enable passive recreation opportunities within open space areas throughout the precinct to encourage the use and enjoyment of the pedestrian network and natural environment within the precinct.

- (13) Incorporate existing urban streams and watercourses within the precinct into the open space green network for all subdivision and development, to ensure their ongoing contribution to the natural amenity and environmental values of the surrounding environment.
- (14) Promote the activation, use and enjoyment of the Central Park green space for residents within the precinct by:
  - (a) enabling recreation and play equipment;
  - (b) providing for a vehicle parking area that can be adapted to contain community gatherings, markets and other such events that support the local community; and
  - (c) enabling a small building to contain restaurant and café activities that will support the Central Park as a Community Hub, while not compromising the overall amenity, use and enjoyment of the space.

#### *Infrastructure*

- (15) Ensure the safety and capacity of the transport network is maintained, and discourage non-residential activities that do not appropriately manage adverse effects on the safe and efficient operation of the transport network including effects on pedestrian safety.
- (16) Where the quantum of development within the precinct generates appropriate demand, require upgrades to identified signalised intersections and the provision of the publicly-accessibly shared cycle path along the Days Bridge Esplanade Reserve and/or ensure other services are in place to ensure the safe and efficient movement of people in and out of the precinct, particularly at peak traffic hours.
- (17) Ensure new roads, lanes and pedestrian/cycle facilities are located in accordance with Precinct Plan 2 – Albany movement network to contribute to a highly connected pedestrian, cycle and road network that provides for all modes of transport as well as for safe and efficient movement within and beyond the precinct.
- (18) Ensure that commercial activities and healthcare facilities are of a size and intensity that supports the local residents within the precinct, without encouraging significant trip movements from outside the precinct.
- (19) Apply parking maximums to activities enabled within the precinct to mitigate the effects of traffic generation, and to support alternative transport modes as a viable alternative to private vehicle use.
- (20) Restrict the maximum impervious area within the overall precinct in order to manage the amount of stormwater runoff generated by development, while enabling specific areas of greater impervious coverage to support the planned urban built character of the precinct.

(21) Ensure that stormwater in the precinct is managed and, where appropriate, treated, to ensure the health and ecological value of streams are maintained and where practicable, enhanced, for all subdivision and development.

(22) Ensure that water and wastewater infrastructure is provided to enable the servicing of new residential lots and commercial activities.

In addition to the policies specified above, all relevant overlay, Auckland-wide and zone policies apply in this precinct.

#### I554.4. Activity table

All relevant overlay, Auckland-wide and zone activity tables apply unless the activity is specifically listed in Activity Table I554.4.1 below.

Activity Table I554.4.1 specifies the activity status of district land use and subdivision activities in the Albany 10 Precinct pursuant to sections 9(3) and 11 of the Resource Management Act 1991.

**Table I554.4.1. Activity table**

Activity		Activity Status
<b>Land Use</b>		
Residential		
A1	Dwellings	P
Commercial activities		
A2	Commercial activities and Healthcare facilities (excluding drive-through restaurants) up to 150m <sup>2</sup> gross floor area per tenancy that comply with Standard I554.6.6 – Commercial GFA and location control	P
A3	Commercial activities and Healthcare facilities (excluding drive-through restaurants) of more than 150m <sup>2</sup> gross floor area per tenancy that comply with Standard I554.6.6 – Commercial GFA and location control	RD
A4	Commercial activities and Healthcare facilities (excluding drive-through restaurants) that do not comply with Standard I554.6.6 – Commercial GFA and location control	D
A5	One supermarket up to 500m <sup>2</sup> gross floor area	P
A6	Large format retail, including supermarkets not otherwise provided for	NC
A7	Restaurants and cafes within a single building no greater than 100m <sup>2</sup> GFA located within the Central Park identified on Precinct Plan 1 – Albany features plan	P
Development		
A8	New buildings	RD
A9	External additions to existing buildings	RD
A10	Accessory buildings	RD



Activity		Activity Status
A11	Development that does not comply with Standard I554.6.1 – Building height	NC
A12	Buildings within an identified Visual Corridor on Precinct Plan 1 – Albany features plan (not including street furniture and lighting)	NC
A13	Development, including vehicle access to Albany Highway, not otherwise listed in Table I554.4.1 or that is not generally in accordance with Precinct Plans 1, 2 and 4	D
A14	Development which does not comply with Standard I554.6.12 – Transport assessment and upgrade thresholds	RD
A15	Development which does not comply with Standard I554.6.11 – Parking	RD
A16	Development that does not comply with Standard I554.6.8 – Stormwater management	D
Community		
A17	Informal recreation and leisure activities (including play / gym equipment and seating) within Open Space areas and riparian yards, identified on Precinct Plan 1 – Albany features plan	P
A18	Recreation and leisure activities (including play / courts / gym equipment and seating) within the Central Park identified on Precinct Plan 1 – Albany features plan	P
Subdivision		
A19	Subdivision in accordance with all subdivision standards and Standard I554.6.12 – Transport assessment and upgrade thresholds	RD
A20	Subdivision which does not comply with Standard I554.6.12 – Transport assessment and upgrade thresholds	RD
A21	Subdivision that is not in accordance with Standards I554.6.13.1, I554.6.13.3, I554.6.13.4, I554.6.13.5	D
A22	Subdivision, including subdivision in accordance with an approved land use consent, that is not in accordance with Standard I554.6.13.2 – Subdivision standards for key roading and access	NC

#### I554.5. Notification

- (1) Any application for resource consent for a restricted discretionary activity listed in Activity Table I554.4.1 will be considered without public notification. This does not include:
- (a) I554.4.1 (A15) Any development which does not comply with Standard I554.6.11 Parking;

- (b) I554.4.1 (A19) Subdivision.
  - (c) I554.4.1 (A14) Development which does not comply with Standard I554.6.12 – Transport assessment and upgrade thresholds.
  - (d) I554.4.1 (A20) Subdivision which does not comply with Standard I554.6.12 – Transport assessment and upgrade thresholds.
- (2) Any application for resource consent for an activity listed in Activity Table I554.4.1 which is not identified in I554.5(1) above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (3) 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.

#### **I554.6. Standards**

- (1) Unless specified in Standard I554.6(2) below, all relevant overlay, Auckland-wide and zone standards apply to all activities listed in Activity Table I554.4.1 above. In addition, zone activities not listed in Activity Table I554.4.1 are subject to the I554.6 Standards. Where there is any conflict or difference between standards in this precinct and the Auckland-wide and zone standards, the standards in this precinct will apply.
- (2) The following standards in the Residential – Terrace Housing and Apartment Buildings Zone do not apply to land in the Albany 10 Precinct:
- (a) H6.6.5 Building height;
  - (b) H6.6.10 Maximum impervious area;
  - (c) H6.6.11 Building coverage;
  - (d) H6.6.12 Landscaped area.
  - (e) H6.6.16 Front, side and rear fences and walls
- (3) Non-compliance with any standard not otherwise identified as a discretionary or non-complying under Activity Table I554.4.1 is a restricted discretionary activity under General Rule C1.9.

#### **I554.6.1. Building height**

Purpose: To ensure development is consistent with the planned outcomes identified on Precinct Plan 3 – Albany height control areas, by:

- focussing greater building height within the precinct in identified locations that are removed from lower intensity residential zones, the Oteha Stream and Days Bridge Esplanade Reserve;

- focussing the greatest height and density through the centre of the precinct around the Central Park, Community Hub and Visual Corridors identified on Precinct Plan 1 – Albany features plan; and
- recognising the lower intensity residential development of the surrounding area by applying lower height limits at identified precinct boundaries.

All development within the precinct must comply with the following standards:

- (1) Buildings must not exceed the maximum heights specified in Table I554.6.1.1 and on Precinct Plan 3 – Albany height control areas.

**Table I554.6.1.1 Building height**

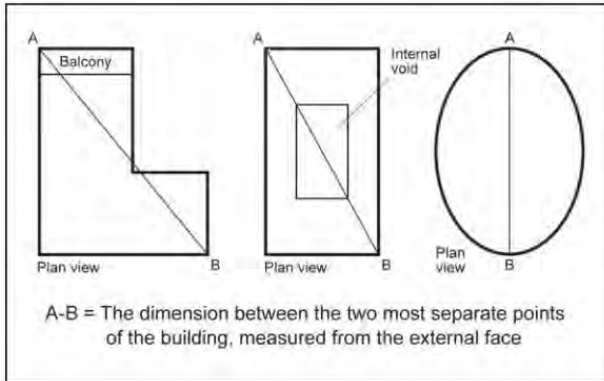
Area	Height for roof form	Total building height shown on Precinct Plan 3
Area 1 (Low Rise)	2m	11m
Area 2 (Low-Rise)	2m	19m
Area 3 (Mid-Rise)	NA	35m
Area 4 (Open Space and Reserves)	1m	4.5m

#### **I554.6.2. Maximum building dimension and separation**

Purpose: To ensure that buildings over 19m in height:

- are not overly bulky in appearance and manage significant visual dominance effects;
  - allow adequate sunlight and daylight access to streets, public open space and nearby sites;
  - provide adequate sunlight and outlook around and between buildings; and
  - mitigate adverse wind effects.
- (1) The maximum plan view dimension of that part of any individual building above 19m must not exceed 55m.
  - (2) The maximum plan view dimension is the horizontal dimension between the exterior faces of the two most separate points of the building depicted as A to B in Figure I554.6.2.1 Maximum building dimension plan view.
  - (3) Above a height of 19m, a minimum distance of 20m must be provided between buildings.

**Figure I522.6.2.1 Maximum building dimension plan view**



**I554.6.3. Maximum building coverage, impervious area and landscaping**

Purpose:

- to manage the amount of stormwater runoff generated by development;
  - to enable an intensive built character for apartment buildings; and
  - to provide a good standard of onsite amenity for residents.
- (1) The maximum and minimum areas in Table I554.6.3.1 apply. Compliance is to be determined both for individual lots and for the total precinct.

**Table I554.6.3.1. Maximum building coverage, impervious area and landscaping**

Maximum Impervious area	Maximum building coverage	Minimum landscaped area
<b>Individual lots</b>		
Apartments 100% Detached or attached housing 85% Any site not connected to stormwater 10% Riparian Yard 10%	Apartments 100% Detached or attached housing 65%	Apartments 0% Detached or attached housing 15%
<b>Total precinct (including all roads)</b>		
70%	65%	35%

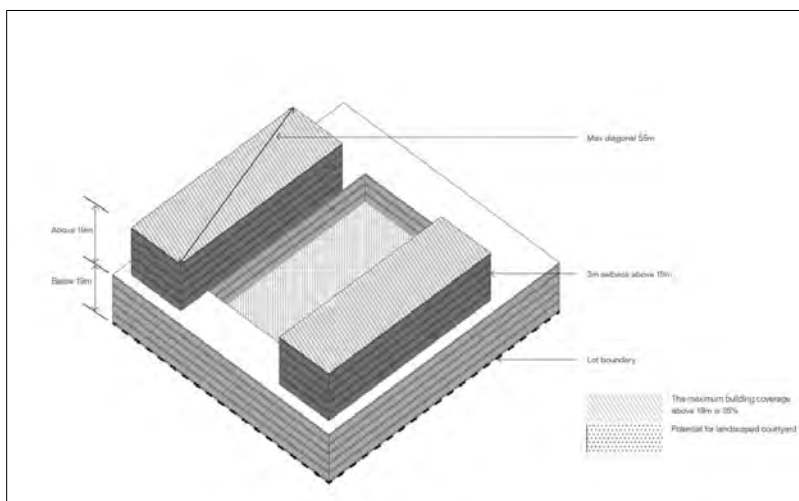
**I554.6.4. Building coverage and setback at upper levels**

Purpose:

- to provide adequate daylight access to streets;

- to manage visual dominance effects on streets;
  - to manage visual dominance, residential amenity and privacy effects on residential uses within and surrounding the precinct; and
  - to ensure apartment buildings in Height Area 3 specified in Table I554.6.1.1 and on Precinct Plan 3 – Albany height control areas provide for internal amenity and sunlight access to lower-level apartments and common outdoor areas at 19m above ground level.
- (1) Above a height of 19m a new building must be set back 3m from the outer facade of the building below as shown in Figure I554.6.4.1.
  - (2) The cumulative building coverage for each building in Height Area 3 above a height of 19m above ground level must not exceed 35% of the building below. For clarity, compliance with this standard can be expressed with multiple towers at differing heights within a block, subject to the limitations in I554.6.2 – Maximum building dimension and separation, I554.6.1 Building height and H6.6.14 Daylight.

**Figure I554.6.4.1. Building coverage and setback at upper levels**



#### **I554.6.5. Wind**

Purpose: To mitigate the adverse wind effects generated by tall buildings.

- (1) A new building exceeding 25m in height and additions to existing buildings that increase the building height above 25m are subject to the requirements of H13.6.8 Wind – Business Mixed Use zone.

#### **I554.6.6. Commercial GFA and location control**

Purpose: To enable commercial activities and healthcare facilities in identified locations in proximity to the Community Hub identified on Precinct Plan 1 – Albany features plan without compromising the role, function and viability of existing centres.

- (1) Commercial activities and healthcare facilities (excluding restaurants or cafes located within the Central Park) must be located in areas subject to the commercial frontage control, shown on Precinct Plan 4 – Albany frontage controls.
- (2) The area to be used for commercial and/or healthcare purposes must have its public access and frontage to the road to vest/open space, subject to the setback requirements under Standard I554.6.10.1 Special frontage, height and vehicle access restrictions matrix.
- (3) The total gross floor area of all commercial activities and healthcare facilities shall not exceed 4,000m<sup>2</sup> within the precinct.

*Note: Commercial activities are defined within the 'Commerce' nesting table in Chapter J.*

#### **I554.6.7. Front, side and rear fences and walls**

Purpose: To ensure that where fences and walls are provided, they:

- do not obstruct visual, landscape and ecological integration with open space in the precinct;
  - enable privacy for dwellings and outdoor living spaces, whilst maximising opportunities for passive surveillance of the street, rear lane or adjoining public place; and
  - minimise visual dominance effects to immediate neighbours and the street or adjoining public places.
- (1) Fences or walls or a combination of these structures (whether separate or joined together) must not exceed the height specified below when measured from the ground level at the boundary:
    - (a) Within front yards:
      - (i) Fences in a front yard (including along Albany Highway) must not exceed 1.0m in height.
      - (ii) Where a dwelling is erected within 1.5m of the road frontage, a fence must not be erected in the front yard.
      - (iii) Where there is no front fence and a side boundary fence is to run between adjoining properties, the boundary fence must be set at least 1m back from the front corner of the building.
    - (b) Within side and rear yards:
      - (i) Fences in side and rear yards must not exceed 1.8m in height on land/boundaries that do not adjoin Fernhill Escarpment or the Albany Highway, provided that any fence on a rear boundary that faces onto a rear lane shall be at least 50 percent visually open, as viewed perpendicular to the boundary.

- (ii) On land/boundaries that adjoin Fernhill Escarpment fences must be visually permeable, must be constructed of a pool type fencing, and must not exceed 1.4m in height.

#### **I554.6.8. Stormwater management**

Purpose: To ensure that stormwater in the precinct is managed and, where appropriate, treated, to ensure the health and ecological value of streams are maintained.

- (1) All land use development shall be managed in accordance with an approved Network Discharge Consent and/or Stormwater Management Plan certified by the Stormwater network utility operator.
- (2) All stormwater runoff from a new impermeable road, lane or accessway surface (including at grade parking associated with the Central Park) must be managed by a device designed to achieve stormwater treatment and stream protections via stormwater detention of the 90<sup>th</sup> percentile 24-hour rainfall event as outlined in Guideline Document 2017/001, Version 1, "Stormwater Management Devices in the Auckland Region", by Auckland Council and dated December 2017.

#### **I554.6.9. Riparian planting**

Purpose: To ensure that the amenity, water quality and ecology of the stream network within the precinct is maintained through riparian planting.

- (1) Riparian margins to existing watercourses and streams identified on Precinct Plan 1 – Albany features plan, must be planted to a minimum width of 10m measured from the channel edge of the stream, or from the centreline of the watercourse or stream where the channel edge cannot be physically identified by ground survey. This rule shall not apply to road crossings over streams.
- (2) Riparian margins to existing watercourses and streams identified on Precinct Plan 1 – Albany features plan, must be planted in accordance with a council approved planting plan, use eco-sourced native vegetation, and be consistent with local biodiversity and habitat in accordance with the Appendix 16 Guideline for native revegetation plantings.
- (3) Planting within riparian areas does not preclude the provision of pedestrian and shared walkways and passive recreational spaces in accordance with Precinct Plan 1 – Albany features plan, subject to impervious area limitations within Standard I554.6.3. Maximum building coverage, impervious area and landscaping.

#### **I554.6.10. Special frontage, height and vehicle access restrictions**

Purpose: To ensure a quality interface between buildings and key street edges to ensure streetscape and pedestrian amenity, to support the safe and efficient operation of the road network, and to maintain passive surveillance and outlook to the street.

- (1) Development fronting roads and open space in locations identified on Precinct Plan 4 – Albany frontage controls, must comply with the requirements of Table I554.6.10.1 Special frontage, height and vehicle access restrictions matrix.
- (2) On frontages where Standard I554.6.10(1) applies, where there is a conflict between this standard and any other standard, this standard applies.
- (3) For the avoidance of doubt, no direct vehicle access shall be provided to properties from those roads and streets subject to frontage controls as identified on Precinct Plan 4 – Albany frontage controls. This does not apply to private roads and lanes.

**Table I554.6.10.1. Special frontage, height and vehicle access restrictions matrix**

Street or open space frontage typology	Albany Highway	Road to vest	Private Roads and Lanes	Open Space	Commercial frontage					
<b>Description:</b>	Buildings fronting Albany Highway provide a well-defined urban frontage of a scale that responds to the existing urban form located opposite. Safety for all street users is ensured by avoiding vehicle crossings. Modest private open space can be accommodated in the front yard. However, the setback is limited so as to establish an urban character with good overlooking of the street. Passive surveillance of the street with living spaces oriented to the west is encouraged.	Buildings fronting these roads provide a more formal urban frontage. Scale and density are urban in character with setbacks limited, building to the street is encouraged. Increased building height, continuous frontage and reduced setback reinforces the urban character of the street. No vehicular access or garaging is permitted to ensure pedestrian safety and amenity.	Buildings fronting private streets and lanes provide a less formal urban frontage. Safety for all users is ensured by allowing for but reducing the impact of car parking and manoeuvring areas. Services areas are provided for. Shared streets and home zones are expected.	Buildings shall front Open Spaces and Walkways in order to provide passive surveillance, ensuring safety for park / open space users. Buildings shall take full advantage of the amenity on offer by actively fronting open spaces and walkways. Building length is controlled to allow buildings further back to participate in the amenity on offer, and to maximise accessibility to open spaces and walkways. Privacy effects at the interface are managed through appropriate threshold heights and vertical separation.	Commercial Buildings fronting these roads provide a more formal urban frontage. Scale and density are urban in character with setbacks limited, building to the street is encouraged. Increased building height, continuous frontage and reduced setback reinforces the urban character of the street. No vehicular access or garaging is permitted to ensure pedestrian safety and amenity.					
<b>Minimum number of storeys [refer also to note i below]</b>	2 min	2 min	N/A	2 min	2 min					
<b>Frontage building setback</b>	min 3m	max 5m	min 0m	max 3m	min 2m	max n/a	min 1m	max 3m	min 0m	max 3m
<b>Threshold condition (ii)</b>	min 0m	max 0.9m	min 0.5m	max 1.25m	N/A		min 0m	max 0.9m	min 0m	max 0.5m
<b>Vehicular access from street frontage permitted</b>	No	No	Yes	No	No					
<b>Minimum ground floor, internal floor to</b>	N/A	N/A	N/A	N/A	4m					



Street or open space frontage typology	Albany Highway	Road to vest	Private Roads and Lanes	Open Space	Commercial frontage
ceiling heights for buildings					
At grade parking or multi Level Parking (iii)	N/A	Yes	Yes	No	No
Continuous building frontage required (iv)	No	No	No	No	yes for 80% of development block
Maximum building length along road frontage	60m	N/A	N/A	60m	N/A
Frontage landscaping (v)	2m min	N/A	N/A	N/A	N/A
Notes: i. The relevant minimum height is deemed to have been met where the building frontage meets the storey height limit and is at least one dwelling unit depth. ii. The definition of Threshold condition is the height difference between street level and the ground floor level of the building. iii. Ground floor parking within a building must not be located adjacent to the street frontage or any space in public ownership. Buildings must be designed to accommodate a business or residential activity, depending on the zone, between any ground floor parking and the building frontage. iv. The definition of continuous building frontage is a row of buildings with no more than 2m separating adjoining residential units with no driveways servicing the front. v. A minimum landscape buffer of 2m in depth must be provided along the street frontage between the street and car parking, loading, or service areas which are visible from the street frontage. This rule excludes access points.					

#### I554.6.11. Parking

Purpose: To ensure the safety and capacity of the internal and wider road network and to reduce single occupancy vehicle commuter trips to and from the precinct.

(1) Parking ratios:

- (a) the number of parking spaces for activities within the precinct must comply with the maximum rates specified in Table E27.6.2.3 Parking rates – area 1, Chapter E27 Transport, unless otherwise stated in Table I554.6.11.1 – Maximum parking provision, below:

**Table I554.6.11.1. Maximum parking provision**

Activity	Maximum Parking ratio	
Offices	1 space per 60m <sup>2</sup> of gross floor area	
Commercial services	1 space per 60m <sup>2</sup> of gross floor area	
Retail	1 space per 50m <sup>2</sup> of gross floor area	
Dwellings	1-3 bedrooms: 1 space	4+ bedrooms: 2 spaces

- (2) At least one dedicated cycle parking space shall be provided for each dwelling unit.
- (3) Visitor cycle parking shall be provided at a rate of one for every 20 dwellings within a single building.

**I554.6.12. Transport assessment and upgrade thresholds**

Purpose: To ensure that the precinct responds to the anticipated growth of the Albany area, while also ensuring the safe and efficient operation of the transport network.

- (1) Any application that involves non-residential activities and/or will result in the total cumulative number of dwellings (or dwelling unit equivalents) within the precinct either constructed or consented exceeding the thresholds specified in Table I554.6.12.1 Transport assessment and upgrade thresholds; shall meet the following requirements:

**Table I554.6.12.1. Transport assessment and upgrade thresholds**

Threshold	Requirement to exceed the threshold
1 dwelling or any non-residential activity.	<p>Provision of a private shuttle bus principally between the site and Albany Station (or similar location) for residents, to encourage behaviour change away from private vehicles and towards public transport.</p> <p>Provision of the publicly-accessible shared cycle/pedestrian path along the extent of the Oteha Stream, identified on Precinct Plan 2 – Albany movement network.</p>
460 or more dwellings or any non-residential activity	<p>A Transport Assessment is required to ensure the traffic generation of the dwellings (or dwelling unit equivalents) together with other developments does not exceed the traffic generation thresholds detailed below:</p> <ul style="list-style-type: none"> <li>(a) 500 vehicles per hour without any intersection upgrades; or</li> <li>(b) 600 vehicles per hour with the following intersection upgrades:               <ul style="list-style-type: none"> <li>• The addition of separate left and right turn lanes (60m queuing length) on the site approach (currently known as Eastbourne Road) to the Albany Highway / Wharf Road signalised intersection.</li> <li>• The addition of separate left and right turn lanes (60m queuing length) on the site approach (currently known as Oakland Road) to the Albany Highway / Bass Road signalised intersection.</li> </ul> </li> </ul> <p>The Transport Assessment shall include details of:</p> <ul style="list-style-type: none"> <li>• <u>The operational capacity of the Bass Road and Wharf Road signalised intersections with particular regard to:</u> <ul style="list-style-type: none"> <li>○ <u>intersection capacity during the school peak periods of 8:00-9:00am and 3:00-4:00pm as determined by ITA monitoring survey(s);</u></li> <li>○ <u>the existing environment and overall intersection capacity (inclusive of any approved resource consents, including any held by Kristen School at the time a required ITA is prepared);</u></li> </ul> </li> <li>• surveyed traffic volumes entering and exiting the precinct at both the Albany Highway / Wharf Road signalised intersection and the Albany Highway / Bass Road signalised intersection;</li> <li>• resultant traffic generation rate of the precinct;</li> <li>• predicted traffic generated by any proposed development <u>within the precinct that will generate vehicle trips, and the</u></li> </ul>

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Threshold	Requirement to exceed the threshold
	<p>specific traffic generating characteristics of those activities; and</p> <ul style="list-style-type: none"> <li>• traffic generation analysis demonstrating the predicted cumulative traffic generation of all existing and proposed development within the precinct is less than the traffic generation thresholds referenced above, being:               <ul style="list-style-type: none"> <li>(a) 500 vehicles per hour without any intersection upgrades; or</li> <li>(b) 600 vehicles per hour with the intersection upgrades.</li> </ul> </li> </ul> <p><i>Note: the first subdivision resource consent application, or first land use resource consent application for any development where the total number of dwellings constructed or consented within the precinct exceeds 460 dwellings is required to be accompanied by an 'integrated transport assessment' as noted under 'Special Information Requirements'. A further transport assessment will be required for all further development where the thresholds are exceeded under Standard I554.6.12 Transport assessment and upgrade thresholds</i></p>

- (2) For the purposes of determining when the development threshold is reached, dwellings shall be calculated in accordance with Table I554.6.12.2 Dwelling unit equivalents:

**Table I554.6.12.2. Dwelling unit equivalents**

Type	Equivalent dwellings unit value
Retirement village unit	0.61
Rest home bed	0.46
Visitor accommodation room	1.3

**I554.6.13. Subdivision standards**

The subdivision controls in E38 Subdivision – Urban apply in this precinct, with the following additional standards specified below.

**I554.6.13.1. Subdivision standards for stormwater management**

Purpose: To ensure that stormwater is managed and treated in the precinct and watercourses recharged appropriately.

- (1) All subdivision shall be managed in accordance with an approved Network Discharge Consent and/or Stormwater Management Plan certified by the Stormwater network utility operator.
- (2) All stormwater runoff from a new impermeable road, lane or accessway surface (including at grade parking associated with the Central Park) must be managed by a device designed to achieve stormwater treatment and stream protections via stormwater detention of the 90<sup>th</sup> percentile 24-hour rainfall

event as outlined in Guideline Document 2017/001, Version 1, "Stormwater Management Devices in the Auckland Region", by Auckland Council and dated December 2017.

**I554.6.13.2. Subdivision standards for key roading and access**

Purpose: To ensure the precinct is supported by a safe, efficient and legible movement and transport network.

- (1) All roads, lanes and pedestrian/cycle connections within the precinct must be located in general accordance and alignment with Precinct Plan 2 – Albany movement network.
- (2) All public 'roads to vest' must be constructed in accordance with the standards contained within Table I554.6.13.2.1 and vested in Council.

**Table I554.6.13.2.1 Minimum standards for roads to vest within the Albany 10 Precinct**

Types of Road	Legal Road Width	Footpath
Roads to vest	20m minimum	1.8m minimum (both sides)

- (3) Vehicle access from Albany Highway must be from the identified access points on Precinct Plan 2 – Albany movement network (Wharf Road and Bass Road).
- (4) Sites that front onto roads where direct vehicle access is not permitted under Standard I554.6.10 Special frontage, height and vehicle access restrictions, must be provided with access from rear lanes (access lots) or side roads at the time of subdivision.

**I554.6.13.3. Subdivision standards for open space areas**

Purpose: To ensure:

- that sufficient and well-designed open space for residents is provided, developed, managed and maintained appropriately;
  - subdivision and development provide for public access to the Days Bridge Esplanade Reserve, Fernhill Escarpment and public walking and cycling network throughout Albany; and
  - open space areas providing connection through the precinct to the Days Bridge Esplanade Reserve, provide for the integration of flora and the movement of native fauna between the precinct and the Esplanade Reserve.
- (1) All land shown on Precinct Plan 1 – Albany features plan as open space (including the Central Park) must be accessible to the public at all times and, if not vested in the Council, held as private open space that is owned by a legal structure that shall be formed for the eventual owners to hold responsibility in perpetuity for the on-going maintenance and management of

private infrastructure and planted areas. All land owners must be members of this legal entity, or otherwise obliged to contribute to its outgoings on a perpetual basis and this shall be registered by way of consent notice on each title as part of any future subdivision consent.

- (2) The first subdivision application must include an open space development plan for all areas of open space in the precinct which details the existing and proposed development, the existing trees to be retained in accordance with Precinct Plan 1 – Albany features plan, new planting and landscaping and infrastructure for the open space, and includes an on-going management and maintenance plan as well as mechanisms for making changes to the plan when required.
- (3) All open space within a subdivision application area shall be developed in accordance with the precinct open space development plan prior to the issue of a certificate for the relevant subdivision or stage under section 224I of the Resource Management Act 1991.

#### **I554.6.13.4. Subdivision standards for riparian margins**

Purpose: To ensure that the amenity, water quality and ecology of the stream and watercourse network within the precinct is enhanced through riparian planting.

- (1) Riparian margins to existing watercourses and streams identified on Precinct Plan 1 – Albany features plan qualifying watercourses, must be planted to a minimum average width of 10m measured from the channel edge of the stream, or from the centreline of the watercourse or stream where the channel edge cannot be physically identified by ground survey. This rule shall not apply to road crossings over streams.
- (2) Riparian margins to existing watercourses and streams identified on Precinct Plan 1 – Albany features plan, must be planted in accordance with a council approved planting plan, use eco-sourced native vegetation, and be consistent with local biodiversity and habitat and in accordance with Appendix 16 Guideline for native revegetation plantings.
- (3) All riparian margins within a subdivision application area must be planted in accordance with the approved planting plan prior to the issue of section 224I certificate (under the Resource Management Act 1991) for the relevant subdivision or stage.

#### **I554.6.13.5. Esplanade reserve**

Purpose: To ensure that public access and enjoyment is made available to qualifying water courses and streams within the precinct.

- (1) Where any subdivision involving the creation of sites less than 4ha is proposed to land adjoining streams and/or rivers, the application plan and subsequent land transfer plan must provide for a minimum esplanade reserve or esplanade strip in accordance with section 230 of the Resource Management Act 1991 as follows:

- (a) For qualifying water courses and streams within the precinct, 10m either side of the centreline of the stream.
  - (b) Where subdivision takes place adjoining the Days Bridge Esplanade Reserve, no further esplanade shall be required.
- (2) Any esplanade taken as part of a subdivision shall be landscaped in accordance with the requirements of Standard I554.6.13.3 Subdivision standards for open space areas.

#### **I554.7. Assessment – controlled activities**

There are no controlled activities in this precinct.

#### **I554.8. Assessment – restricted discretionary activities**

##### **I554.8.1. Matters of discretion**

The Council will restrict its discretion to all 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 any relevant overlay, zone, and Auckland-wide provisions:

- (1) New buildings, additions and alterations to existing buildings and accessory buildings;
  - (a) general criteria:
    - (i) consistency with precinct plans;
    - (ii) building design and location;
    - (iii) shading;
    - (iv) landscaping;
    - (v) transport;
    - (vi) travel plans and integrated transport assessments; and
    - (vii) infrastructure.
  - (b) Additional criteria for buildings within Height Area 3:
    - (i) building mass;
    - (ii) provision of internal green space;
    - (iii) passive surveillance; and
    - (iv) streetscape.
- (2) Commercial activities and healthcare facilities of more than 150m<sup>2</sup> gross floor area per tenancy that comply with Standard I554.6.6 – Commercial GFA and location control:
  - (a) transport;

- (b) streetscape; and
  - (c) travel plans and integrated transport assessments.
- (3) Any development that does not comply with Standard I554.6.11 Parking:
- (a) appropriateness for the site and the proposal; and
  - (b) effects on the transport network.
- (4) Subdivision:
- (a) the matters of discretion set out in E38 Subdivision – Urban under E38.12.1;
  - (b) consistency with the precinct plans;
  - (c) infrastructure;
  - (d) travel plans and integrated transport assessments; and
  - (e) transport.
- (5) Subdivision and development that does not comply with Standard I554.6.12 Transport assessment and upgrade thresholds:
- (a) effects on the transport network;
  - (b) the likely trip generation of the subdivision and/or development and the effects of the quantum of that development on the safe and efficient functioning of the roading network;
  - (c) contribution of alternatives to overall traffic effects; and
  - (d) effectiveness of alternatives.

#### **I554.8.2. 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 overlay, zone, and Auckland-wide provisions.

- (1) New buildings, additions and alterations to existing buildings and accessory buildings:
- (a) Consistency with precinct plans:
    - (i) Whether the development is in accordance with Precinct Plans 1 – 4.
    - (ii) Whether the activity is consistent overall with the objectives and policies of the precinct.
  - (b) Building design and location:
    - (i) The extent to which building design and layout achieves:
      - a character and appearance that will ensure a high standard of amenity;

- a design that avoids conflict between activities within the precinct;
  - a consistent and attractive streetscape character;
  - variations in building footprints, form and style;
  - articulation of any building facades which are visible from roads so that the extent of large blank and/or flat walls and/or facades are reduced, having regard to the orientation of buildings and solar access;
  - access by windows of habitable rooms to sunlight, daylight and outlook; and
  - permeable fencing, except where residential activities need clear separation from non-residential activities.
- (ii) The extent to which building design and location contributes to a minimum 5-star community rating under Sustainable Community Rating Tool – Green Building Council, taking into consideration the level of overall development within the precinct (or other equivalent rating tool or system).
- (iii) The extent to which internal living areas at all levels within a building maximise outlook onto existing public open space and proposed public open space and streets.
- (iv) The extent to which activities at ground level engage with and activate existing and/or proposed open spaces, streets and lanes.
- (v) The extent to which outdoor living areas and internal living spaces achieve privacy from publicly accessible areas while maintaining a reasonable level of passive surveillance.
- (vi) The extent to which any otherwise unavoidable blank walls are enlivened by methods which may include artwork, mahi toi, articulation, modulation and cladding choice to provide architectural relief.
- (vii) The extent to which parking areas located within buildings are not directly open and/or visible from open spaces, streets and lanes.
- (viii) The extent to which building location and site layout does not compromise the ability to deliver upgrades required under I554.2.6.12 Transport assessment and upgrade thresholds.
- (c) Shading:
- (i) The extent to which the location and design of buildings ensures a reasonable level of sunlight access (measured at the Winter Solstice) to open space areas, taking into consideration



site and building orientation, and the planned built-character of the precinct.

- (ii) The extent to which residential units achieve a minimum of three hours direct sunlight to living rooms and private open spaces between 9am and 3pm (measured at the Winter Solstice).

(d) Landscaping:

- (i) The extent to which landscaping treatment responds to and acknowledges the natural landscape character of the Fernhill Escarpment and adjoining land within the Days Bridge Esplanade Reserve.
- (ii) The extent to which landscaping of riparian and open spaces are consistent with any relevant objective and policy within the Albany 10 Precinct.
- (iii) The extent to which other native trees not identified on Precinct Plan 1 – Albany features plan, can be accommodated and/or relocated taking into consideration their contribution to amenity values and the practicalities of their retention in relation to the planned-outcomes of the Albany 10 Precinct.
- (iv) The extent to which native trees that cannot be practicably retained, can be sustainably reused within the development to contribute to the outcomes sought under Policy I554.3(6).

(e) Transport:

- (i) Whether vehicle accesses to sites are designed and located to complement the road function and hierarchy, while avoiding conflict with the function of existing public open space and proposed open space, streets and lanes, while balancing the requirements of access and through-movement.
- (ii) The extent to which, prior to occupation of the first dwelling, the provision of a private shuttle bus between development within the Albany 10 Precinct and the Albany Station (or similar location):
  - achieves the intended purpose of encouraging behaviour change away from private vehicles and towards public transport;
  - 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;

- provides a level of service to support residents at any given stage of development of the precinct; and
  - is necessary taking into consideration other public transport options and alternative transport modes made available in the surrounding area.
- (iii) For development where the total number of dwellings constructed and/or consented (or dwelling unit equivalents) together with other development exceeds 460 dwellings or for any non-residential development; the extent to which traffic generation from activities may create adverse effects on the:
- capacity of roads giving access to the site;
  - safety of road users including cyclists and pedestrians;
  - effective, efficient and safe operation of the road network (including the arterial road network); and
  - the planned urban built character of the precinct.
- (iv) The extent to which construction traffic impacts on the Albany Highway / Bass Road intersection during school peak hours (8am-9am and 3pm-4pm) as well as during the network peak are minimised.
- (f) Travel plans and integrated transport assessments:
- (i) The extent to which proposed developments and travel plans prepared in support of a proposal, are consistent with the analysis and recommendations of any existing integrated transport assessment supporting the proposed development and/or precinct.
- (g) Infrastructure:
- (i) The extent to which the design of streets and lanes are well-connected, attractive and safe transport routes, with appropriate provision for:
- pedestrian, cycle and vehicle movements;
  - minimising potential conflicts between vehicles and cyclists where appropriate and in reference to potential cycle routes identified on Precinct Plan 2 – Albany movement network;
  - car parking (while minimising reliance on private vehicle use);
  - infrastructure services; and
  - street tree planting and landscape treatment consistent with the overall planned outcomes for the precinct and surrounding environmental context.

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- (ii) The extent to which infrastructure for stormwater, wastewater and water supply are designed to ensure minimisation of water use, stormwater and wastewater generation and maximise water re-use.
- (iii) The extent to which infrastructure provided to serve any new development models a range of different methods to achieve sustainability, with a particular emphasis on the efficient use and natural treatment for water quality.
- (iv) The extent to which development adopts an integrated approach to stormwater management, with an emphasis on water sensitive design to enable the reduction of stormwater generated from sites through reuse and reduction of impervious areas.
- (v) The extent to which there is consistency with the Stormwater Management Plan and/or relevant Network Discharge Consent.
- (vi) The extent to which stormwater retention and treatment facilities are designed to retain in-stream ecological values and added additional habitat where practical.
- (vii) The extent to which development retains and provides protection for riparian margins and esplanade reserves.
- (viii) The extent to which existing urban streams are supported through landscaping and riparian margins comprising predominantly native species, to contribute to the amenity of the precinct and to support their ecological function.
- (ix) The extent to which identified open spaces are provided so that they are:
  - readily visible and publicly accessible by adopting methods such as a generous street frontages or bordering onto yards of sites and front faces of buildings that are clear of visual obstructions;
  - located to provide visual relief, particularly in intensively developed areas;
  - integrated with surrounding development;
  - reflective of the wider cultural landscape, by ensuring that the landscaping of open spaces embodies the principles of mahi toi where appropriate;
  - sized and developed according to community and neighbourhood needs; and
  - easy to maintain.

- (x) The extent to which the esplanade shared path and all other identified walkways within the precinct are designed to be:
    - suitable and safe for regular shared pedestrian and cycle use;
    - easily visible and accessible; and
    - publicly accessible, and linked to the public walkway and cycleway network surrounding the precinct.
  - (xi) The extent to which native trees that cannot be practicably retained, can be sustainably reused within the development to contribute to the outcomes sought under Policy I554.3(6).
- (h) In addition, for buildings within Height Area 3:
- (i) In respect of building mass:
    - the extent to which long building frontages are visually broken up by variations in height, form and other design means such as variations in facade design and roofline, recesses, awnings, upper level balconies and other projections, materials and colours.
  - (ii) In respect of the provision of internal green spaces:
    - whether internal common green space areas are provided within a building or development site to ensure adequate sunlight access and outlook for residential units, and the extent to which shared common green spaces internal to buildings:
      - provide legible access from the building/s;
      - ensure the privacy of residential units that overlook the space or are located at-grade;
      - are landscaped to provide informal passive recreation opportunities for residents and amenity of outlook while taking into consideration and mitigating the effects of reverse sensitivity; and
      - achieve a reasonable duration of sunlight access measured at the Equinox.
  - (iii) In respect of passive surveillance:
    - the extent to which buildings are designed to contribute to the prevention of crime through their design and configuration.
  - (iv) In respect of the streetscape:
    - the extent to which the scale, proportion and rhythm of architectural features and the fenestration, materials,

finishes and colours (as appropriate) of proposed buildings addressing street frontages acknowledge the planned-characteristics of the streetscape and provide street frontages with architectural design richness, interest and depth;

- the extent to which flat planes or blank facades devoid of modulation, relief or surface detail can be avoided;
- the extent to which servicing elements are concealed where possible and not placed on facades unless integrated into the facade design;
- the extent to which exterior lighting is integrated with architectural and landscape design to minimise glare and light overspill onto adjacent properties and streets; and
- the extent to which any rooftop mechanical plant or other equipment is screened or integrated in the building design.

(2) Commercial activities and healthcare facilities of more than 150m<sup>2</sup> gross floor area per tenancy that comply with Standard I554.6.6 – Commercial GFA and location control:

(a) Transport:

- (i) The extent to which traffic generation and trip movements to and from the activity may create adverse effects on the:
  - capacity of roads giving access to the site;
  - safety of road users including cyclists and pedestrians;
  - effective, efficient and safe operation of the road network (including the arterial road network); and
  - the planned urban built character of the precinct.
- (ii) Whether vehicle accesses to sites are designed and located to complement the road function and hierarchy, while avoiding conflict with the function of existing public open space and proposed open space, streets and lanes, while balancing the requirements of access and through-movement.

(b) Streetscape:

- (i) The extent to which activities serving the local neighbourhood are designed, developed and operated to have an attractive street frontage, with buildings located on the street frontage providing generous display space or alternative shop front that suitably engages with the street.
- (ii) The extent to which additional GFA does not compromise the planned built character of the streetscape.

- (iii) The extent to which the building footprints, height, floor to floor heights and the profile of buildings enable them to accommodate a wide range of ground floor activities to be adapted to accommodate differing uses in the future.
  - (c) Travel plans and integrated transport assessments:
    - (i) The extent to which proposed developments and travel plans prepared in support of a proposal, are consistent with the analysis and recommendations of any existing integrated transport assessment supporting the proposed development and/or precinct.
- (3) Parking:
  - (a) Any activity or development which provides more than the maximum permitted number of parking spaces under Standard I554.6.11:
    - (i) the trip characteristics of the proposed activities on the site requiring additional parking spaces;
    - (ii) the effects of the vehicle movements associated with the additional parking spaces on the safe and efficient operation of the adjacent transport network, including public transport and the movements of pedestrians, cyclists and general traffic. This includes considering the effect of additional parking on trip generation from the site during peak commuter times;
    - (iii) the adequacy and accessibility of public transport and its ability to serve the proposed activity;
    - (iv) mitigation measures to provide the additional parking which may include measures such as by entering into a shared parking arrangement with another site or sites in the immediate vicinity; or
    - (v) the extent to which the demand for the additional parking can be adequately addressed by management of existing or permitted parking. Depending on number of additional parking spaces proposed, the number of employees, and the location of the site, this may be supported by a travel plan outlining measures and commitments for the activity or activities on-site to minimise the need for private vehicle use and make efficient use of any parking provided.
- (4) Subdivision:
  - (a) The matters of discretion set out in E38 Subdivision – Urban under E38.12.1:
    - (i) The extent to which subdivision is consistent with the assessment criteria set out in E38 Subdivision – Urban E38.12.2.

(b) Consistency with the precinct plans:

- (i) Whether the subdivision or land use is in accordance with Precinct Plans 1 – 4.
- (ii) Whether the activity is consistent overall with the objectives and policies of the precinct.

(c) Infrastructure:

- (i) The extent to which infrastructure for stormwater, wastewater and water supply are designed to ensure minimisation of water use, storm and wastewater generation and maximise water re-use.
- (ii) The extent to which infrastructure provided to serve any new development models a range of different methods to achieve sustainability, with a particular emphasis on the efficient use and natural treatment for water quality.
- (iii) The extent to which development adopts an integrated approach to stormwater management, with an emphasis on water sensitive design to enable the reduction of stormwater generated from sites through reuse and reduction of impervious areas.
- (iv) The extent to which there is consistency with the Stormwater Management Plan and/or relevant Network Discharge Consent.
- (v) The extent to which stormwater retention and treatment facilities are designed to retain in-stream ecological values and added additional habitat where practical.
- (vi) The extent to which subdivision retains and provides protection for riparian margins and esplanade reserves.
- (vii) The extent to which existing urban streams are supported through landscaping and riparian margins comprising predominantly native species, to contribute to the amenity of the precinct and to support their ecological function.
- (viii) The extent to which identified open spaces are provided so that they are:
  - readily visible and publicly accessible by adopting methods such as a generous street frontages or bordering onto yards of sites and front faces of buildings that are clear of visual obstructions;
  - located to provide visual relief, particularly in intensively developed areas;
  - integrated with surrounding development;

- reflective of the wider cultural landscape, by ensuring that the landscaping of open spaces embodies the principles of mahi toi where appropriate;
  - sized and developed according to community and neighbourhood needs; and
  - easy to maintain.
- (ix) The extent to which the design and layout of the Central Park provides for a range of active and passive recreation opportunities that cater to all ages and abilities.
- (x) The extent to which any common shared parking area within the Central Park is of a size and location that does not reduce or compromise the primary use and function of the Central Park area, and provides appropriate access to enable flexibility of use for community events, markets and the like.
- (xi) The extent to which the esplanade shared path and all other identified walkways within the precinct are designed to be:
- suitable and safe for regular shared pedestrian and cycle use;
  - easily visible and accessible; and
  - publicly accessible, and linked to the public walkway and cycleway network surrounding the precinct.
- (xii) The extent to which other native trees not identified on Precinct Plan 1 – Albany features plan, can be accommodated and/or relocated taking into consideration their contribution to amenity values and the practicalities of their retention in relation to the planned-outcomes of the Albany 10 Precinct.
- (xiii) The extent to which native trees that cannot be practicably retained, can be sustainably reused within the development to contribute to the outcomes sought under Policy I554.3(6).
- (xiv) The extent to which development contributes to a minimum 5-star community rating under the Sustainable Community Rating Tool – Green Building Council, taking into consideration the level of overall development within the precinct (or other equivalent rating tool or system).
- (d) Travel plans and integrated transport assessments:
- (i) The extent to which proposed developments and travel plans prepared in support of a proposal, are consistent with the analysis and recommendations of any existing integrated transport assessment supporting the proposed development and/or precinct;



(e) Transport:

- (i) The extent to which the design of streets and lanes are well-connected, attractive and safe transport routes, with appropriate provision for:
- pedestrian, cycle and vehicle movements;
  - minimising potential conflicts between vehicles and cyclists where appropriate and in reference to potential cycle routes identified on Precinct Plan 2 – Albany movement network;
  - car parking (while minimising reliance on private vehicle use);
  - infrastructure services; and
  - street tree planting and landscape treatment consistent with the overall planned outcomes for the precinct and surrounding environmental context.
- (ii) The extent to which local road and pedestrian/cycle networks encourage a walkable neighbourhood to reduce vehicle dependency and ensure local accessibility to community facilities, open space areas, public transport facilities and retail activities.
- (iii) For development where the total number of dwellings constructed and/or consented (or dwelling unit equivalents) together with other development exceeds 460 dwellings or for any non-residential development; the extent to which traffic generation from activities may create adverse effects on the:
- capacity of roads giving access to the site;
  - safety of road users including cyclists and pedestrians;
  - effective, efficient and safe operation of the road network (including the arterial road network); and
  - the planned urban built character of the precinct.
- (iv) The extent to which, prior to occupation of the first dwelling, the provision of a private shuttle bus between development within the Albany 10 Precinct and the Albany Station (or similar location):
- achieves the intended purpose of encouraging behaviour change away from private vehicles and towards public transport;
  - 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

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- Body Corporate or Residents' association to ensure an effective level of service;
    - provides a level of service to support residents at any given stage of development of the precinct; and
    - is necessary taking into consideration other public transport options and alternative transport modes made available in the surrounding area.
  - (v) The extent to which construction traffic impacts on the Albany Highway / Bass Road intersection during school peak hours (8am-9am and 3pm-4pm) as well as during the network peak are minimised.
  - (vi) The extent to which subdivision design and site layout does not compromise the ability to deliver upgrades required under I554.6.12 Transport assessment and upgrade thresholds.
  - (vii) The extent to which an alternative alignment of private roads and lanes identified as 'no control' on Precinct Plan 4 – Albany frontage controls is supported by a transport assessment that includes:
    - an assessment of safety and efficiency of movements to the local network of active mode users;
    - an assessment of safety and efficiency of movements to the local network of private vehicles; and
    - the extent to which the alternative alignment is generally consistent with the assessment criteria under I554.8.2(4) Subdivision.
- (5) Subdivision and development that does not comply with Standard I554.6.12 Transport assessment and upgrade thresholds:
- (a) Effects on the transport network.
  - (b) Whether subdivision and/or development has adverse effects on the efficiency of the operation and safety of the transport network for all road users, including existing and future pedestrians, active mode users, public transport operations and high occupancy vehicles, on Albany Highway, between and including the intersections of Albany Expressway and Rosedale Road with Albany Highway.
  - (c) Contribution of alternatives to overall traffic effects:
    - (i) whether other transport network upgrade works to those identified in I554.6.12 Transport assessment and upgrade thresholds have been undertaken or other measures are required that mitigate the transport effects of the proposed subdivision and/or development; and

- (ii) the extent to which (if any) staging of subdivision may be required due to the co-ordination of the provision of transport infrastructure.

#### **I554.9. Special information requirements**

In addition to the general information that must be submitted with a resource consent application (refer C1.2(1) Information requirements for resource consent applications), applications for the activities listed below must be accompanied by the additional information specified:

##### **Integrated Transport Assessment**

- (1) The first subdivision resource consent application, or first land use resource consent application for any development where the total number of dwellings either constructed or consented within the precinct exceeds 460 dwellings, shall be accompanied by an integrated transport assessment for the precinct. A further transport assessment will be required for all further development where the thresholds are exceeded under Standard I554.6.12 Transport assessment and upgrade thresholds.

##### **Dwelling assessment**

- (2) Any application for new buildings and/or dwellings shall be accompanied by an assessment of the current and proposed number of dwellings (or dwelling unit equivalents) within the precinct, so as to confirm compliance with standard I554.6.12. Transport assessment and upgrade thresholds. This requirement does not apply after 460 dwellings consented and/or constructed.

##### **Commercial GFA assessment**

- (3) Any application for commercial activities or healthcare facilities shall be accompanied by an assessment of the current GFA for these activities and facilities within the precinct, so as to confirm compliance with Standard I554.6.6 Commercial GFA and location control.

##### **Coverage Plan**

- (4) Any application for subdivision or development within the precinct shall include coverage information to demonstrate compliance with Standard I554.6.3 – Maximum building coverage, impervious area and landscaping and the extent of existing and proposed coverages across the overall precinct for any stage of development (including roads and lanes).

##### **Private Shuttle Service**

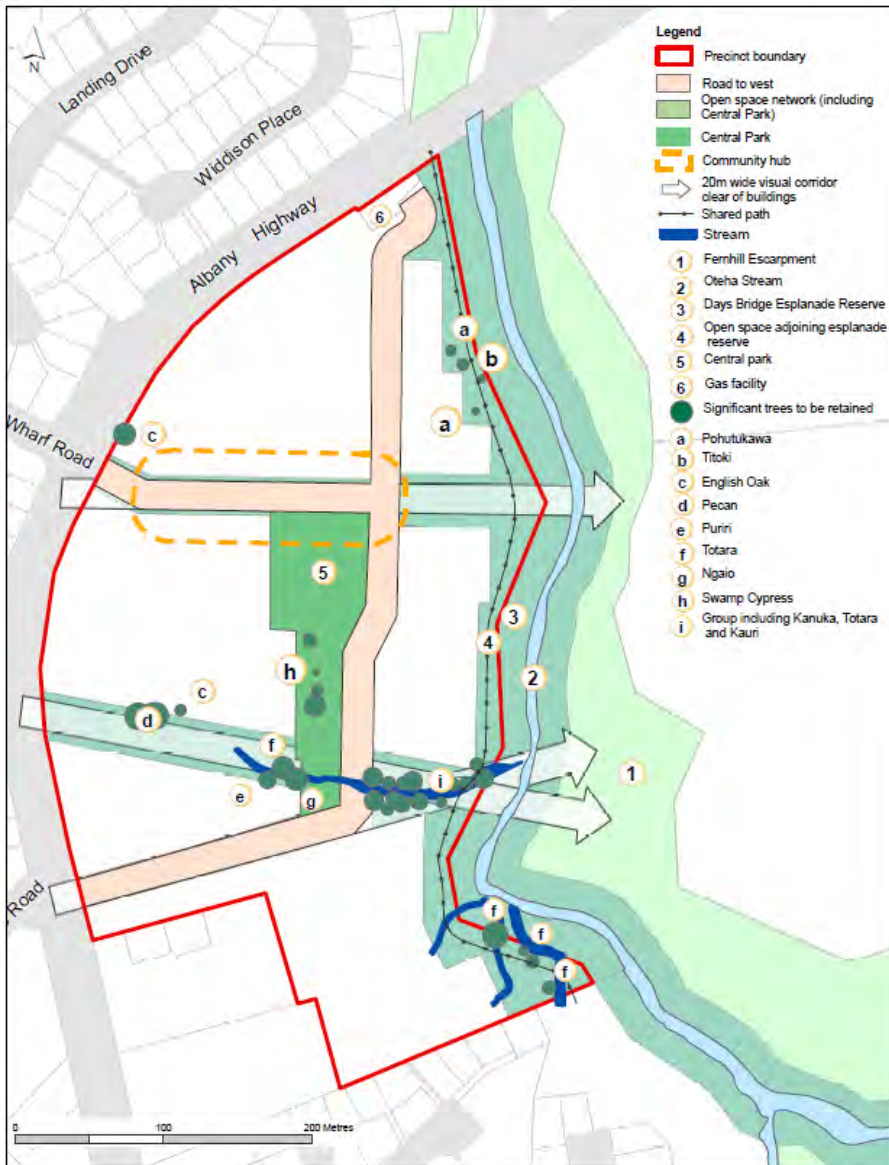
- (5) Where residential dwellings are proposed as part of any application, information shall be provided to confirm that the private shuttle bus required under I554.6.12 – Transport assessment and upgrade thresholds:
  - (a) is privately funded, operated, managed and, where not provided directly by the 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;

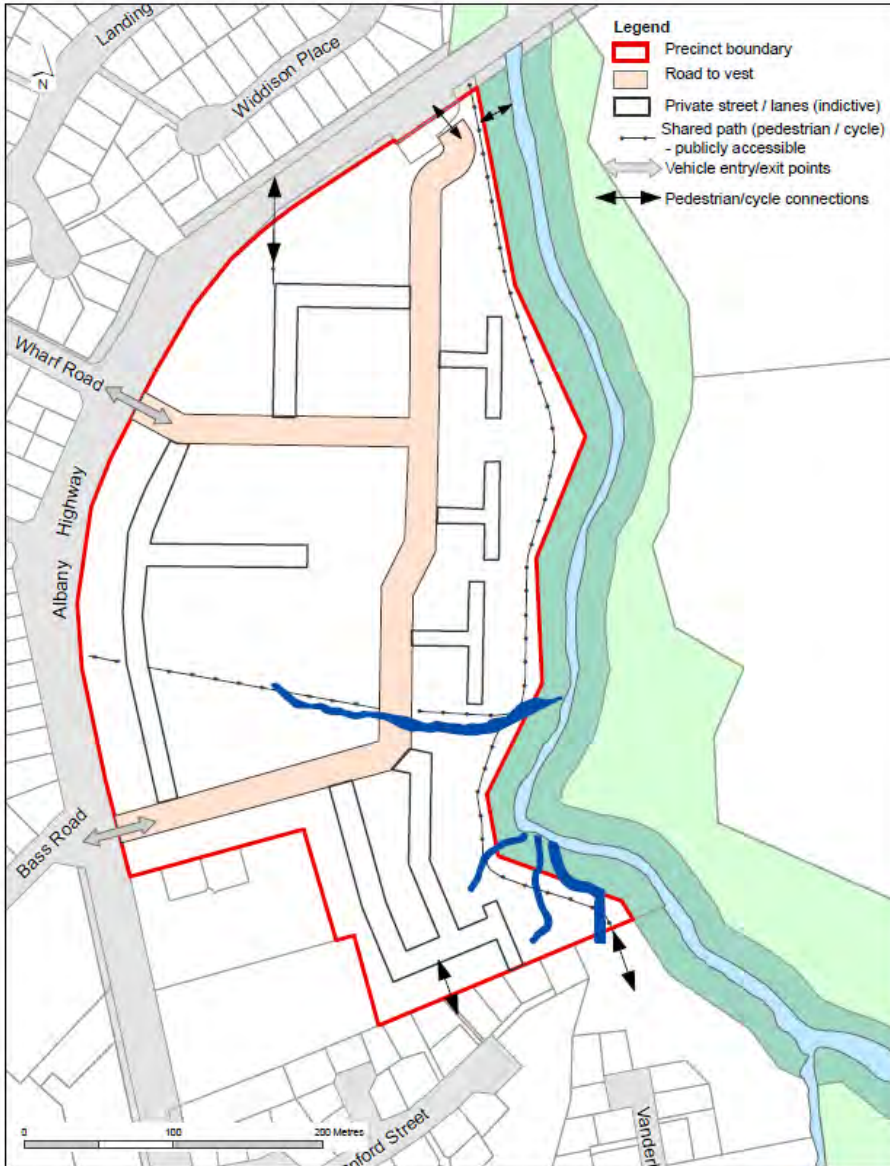
- (b) provides a level of service to support residents at any given stage of development of the precinct, including intended route and stops; and
- (c) is necessary taking into consideration other public transport options and alternative transport modes made available in the surrounding area.

**I554.10 Precinct plans**

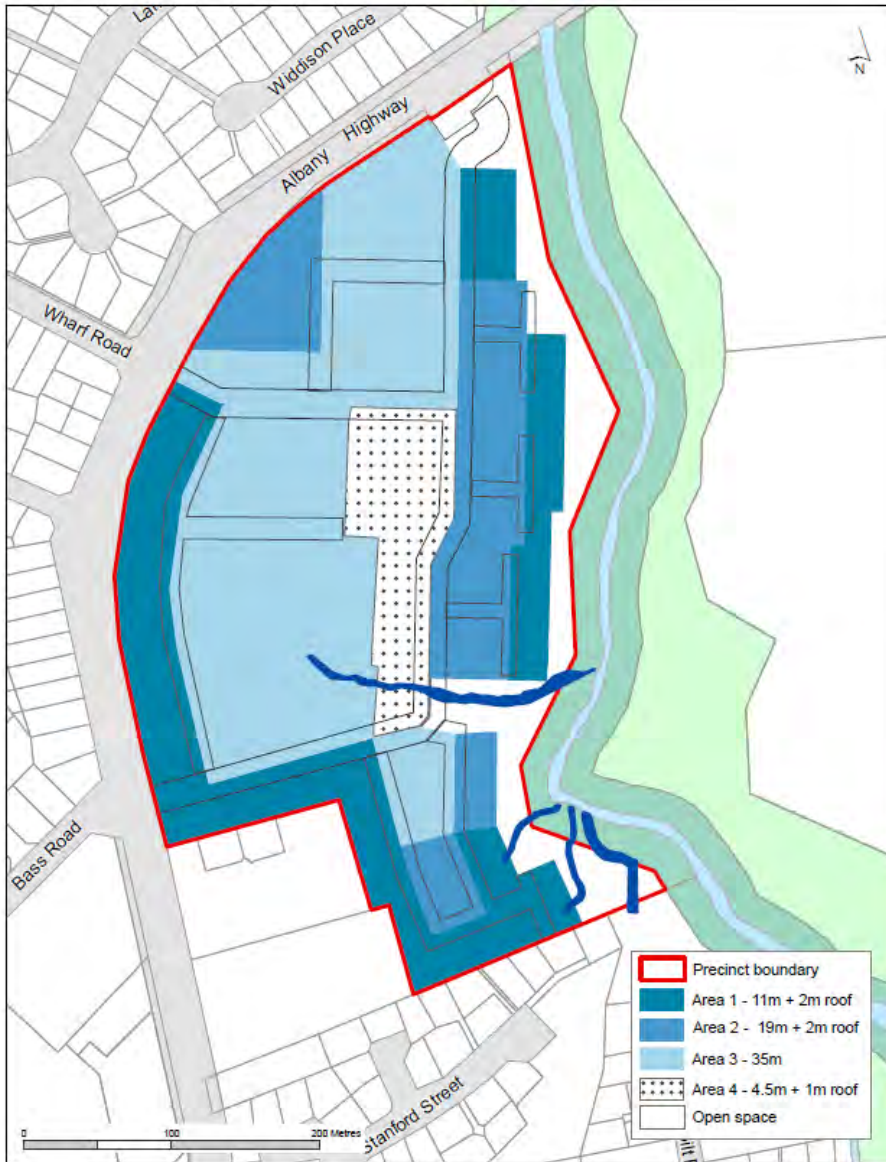
I554.10.1 Precinct Plan 1 – Albany features plan



1554.10.2 Precinct Plan 2 – Albany movement network.

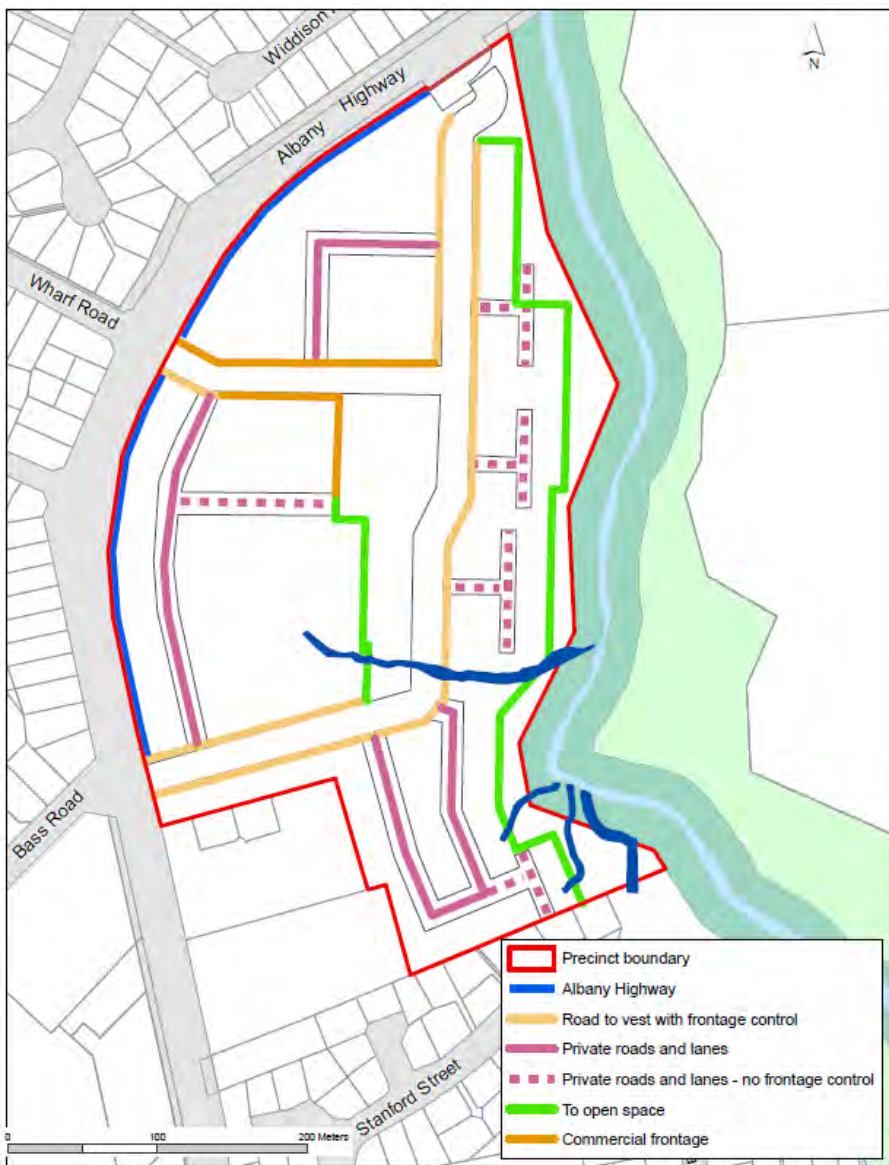


I554.10.3 Precinct Plan 3 – Albany height control areas.





I554.10.4 Precinct Plan 4 – Albany frontage controls.





**Attachment 2: Correction to text**  
(~~strikethrough~~ and underlined)

## **14.1. I554 Albany 10 Precinct**

### **I554.1. Precinct Description**

The Albany 10 Precinct applies to part of the former Massey University Albany Campus which extends across 13.7 hectares of land between the Albany Highway, gradually falling away towards the Days Bridge Esplanade Reserve, beyond which lies the Oteha Stream and Fernhill Escarpment.

The precinct benefits from the existing amenity, landscape and ecological values that the Fernhill Escarpment and Oteha Stream provide to the surrounding urban environment; and is strategically located adjacent to Albany Highway which provides direct multi-modal transport connections to Albany Village and the Albany Metropolitan Centre. The precinct also benefits from proximity to, and connections with, the walking tracks throughout the Fernhill Escarpment, which extend along the Oteha Stream to the northeast, and towards Lucas Creek to the west. These features are identified within the precinct as integral to support urban growth and residential liveability.

The purpose of the precinct is to provide for a comprehensive and integrated redevelopment of part of the former Massey University Albany Campus. The precinct enables a new residential community comprising a mixture of housing types including terrace housing, low and mid-rise apartment buildings and integrated residential development such as retirement villages within a unique urban setting. The variety of housing typologies enabled by the precinct will help cater for Auckland's projected growth and will integrate comfortably within the existing urban environment. The precinct does not preclude the provision of social infrastructure or educational facilities, given the underlying Terrace Housing and Apartment Building Zone.

The precinct seeks to maintain the ecological functions and water quality of existing streams, while also enhancing the landscape and open space amenity values of the area through the provision of publicly-accessible open space that incorporates established trees, planting (including riparian planting), visual corridors, shared pedestrian cycle paths, walkways and informal recreation and play areas.

The zoning of the land within the precinct is Residential - Terrace Housing and Apartment Buildings Zone. A location-specific range of residential densities and building forms are provided for that includes commercial activities and healthcare facilities in identified locations around a Community Hub identified on Precinct Plan 1, intended to support the local community while not undermining the role, function and viability of existing centres nearby.

Height control areas have been applied to recognise the favourable size, location and topography of the precinct to accommodate a range of buildings heights. The enabled heights recognise the relative sensitivities of adjoining and adjacent neighbours, with greater height located where potential adverse effects can be managed within the precinct and/or there is capacity to accommodate greater building height. Buildings of up to ten storeys are enabled in identified locations through the centre of the precinct, transitioning to six storeys along the Days Bridge Esplanade Reserve and the northern frontage of the precinct to Albany Highway. In areas where there is an interface to lower

intensity zones or the Days Bridge Esplanade Reserve, the precinct enables a built character of development of predominantly three storeys.

The precinct seeks to manage effects on the transportation network, including the capacity of the two signalised ~~and on~~ intersections ~~providing access to~~ providing access to the precinct. Triggers are provided for within the precinct provisions so that to assess the capacity of the transport network to accommodate the planned growth can be assessed. This includes proposed upgrades to the approaches within the precinct to the respective intersections, ~~and to provide for upgrades to the two signalised intersections servicing the precinct~~, along with upgrades to cycle paths.

Development of this precinct will be guided by the following precinct plans:

- Precinct Plan 1 – Albany features plan.
- Precinct Plan 2 – Albany movement network.
- Precinct Plan 3 – Albany height control areas.
- Precinct Plan 4 – Albany frontage controls.

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

## **I554.2. Objectives [dp]**

### *Development*

- (1) Creation of a vibrant and diverse community that enables a range of household sizes and dwelling typologies, including integrated residential development.
- (2) Subdivision and development are undertaken in a comprehensive manner in general accordance with Precinct Plans 1 – 4, and are designed to align with the provision of open space and, where required, the upgrading and installation of infrastructure including transport infrastructure and services, water, wastewater and stormwater.
- (3) Subdivision and development provide for an efficient use of land to deliver housing supply in proximity to existing centres.
- (4) Non-residential activities are provided for in identified locations, proximate to the central Community Hub identified on Precinct Plan 1 – Albany features plan, to support residential occupation within the precinct.
- (5) Subdivision and development within the precinct contribute to, and model the principles of, a sustainable urban neighbourhood as identified in the 5-star Sustainable Community Rating Tool – Green Building Council, or other equivalent rating system.

### *Built form*

- (6) New buildings and structures respond and positively contribute to the amenity values of streets, open spaces and the surrounding environment.

- (7) Development is in keeping with the planned urban built character of the precinct, enabling buildings between three and ten storeys in height in identified locations.
- (8) Subdivision and development in the precinct respond positively to the natural and physical features of the area, while at the same time providing for the planned built-outcomes within the precinct.

*Open space and public realm*

- (9) Pedestrian and cycle linkages within the precinct are provided, including connections to the wider roading and pedestrian network and adjacent land, taking into account topography, visual corridors, watercourses and vegetation, to enhance recreation and connectivity and create a network that links open spaces within the precinct and the wider environment.
- (10) Recreational needs of the community are met through:
  - (a) the provision of open space areas in accordance with Precinct Plan 1 – Albany features plan, that are publicly accessible and integrated with the movement network and Community Hub; and
  - (b) promoting common informal recreational spaces in areas of intensity identified within Precinct Plan 3 – Albany height control areas.
- (11) Accessible open spaces recognise and take advantage of the natural features of the site, including the incorporation of existing waterways, existing riparian margins and identified existing mature trees within the open space network.
- (12) The ecological values of existing streams and habitats are recognised and protected, and where practicable, enhanced.
- (13) The natural and environmental values of the precinct are maintained and, where practicable, enhanced.

*Infrastructure*

- (14) Subdivision and development are integrated with the capacity of the transport network to ensure travel demand is supported by suitable transportation infrastructure.
- (15) Land use and development within the precinct promotes the safe and efficient operation of the local transport network.
- (16) Subdivision and development within the precinct facilitate a transport network that:
  - (a) supports pedestrian, cycle and public transport use; and
  - (b) facilitates and promotes alternative transport choices.
- (17) The adverse effects of stormwater runoff within the precinct are avoided or mitigated to maintain water quality and preserve the mauri of the Oteha Stream.
- (18) Development is integrated and sequenced with the upgrading of and/or installation of new water and wastewater infrastructure.

In addition to the objectives specified above, all relevant overlay, Auckland-wide and zone objectives apply in this precinct.

### **I554.3. Policies [dp]**

#### *Development*

- (1) Promote comprehensive and integrated subdivision and development of the precinct in general accordance with Precinct Plans 1 – 4.
- (2) Ensure that subdivision and development within the precinct contributes to a ‘sustainable community rating’ under the Sustainable Community Rating Tool – Green Building Council, particularly through the principles of energy efficiency, accessibility including cycling and public transport, sustainable water management, biodiversity and compact walkable neighbourhoods.
- (3) Enable development in a variety of forms and heights to ensure an efficient use of land, while responding to the planned urban built character of adjoining residential sites, preserving the character and amenity of the Days Bridge Esplanade Reserve and Fernhill Escarpment, and providing high-quality on-site amenity.
- (4) Promote an integrated urban form, with pedestrian and cycleway movement networks to provide an alternative to, and reduce dependency on, private motor vehicles as a means of transportation.
- (5) Enable commercial activities and healthcare facilities in identified areas through a commercial frontage control located in proximity to the community hub identified on Precinct Plan 1 – Albany features plan, to service the needs of the community while ensuring that:
  - (a) the commercial uses will not detract from the residential amenity of the precinct; and
  - (b) the scale and intensity of commercial activities will not have an adverse effect on the role, function and viability of Albany Village and the Albany Metropolitan Centre.
- (6) Reflect a strong cultural narrative within the Precinct through mahi toi, and provide high quality open spaces, revegetated riparian margins and high-quality stormwater management to achieve positive mana whenua outcomes.

#### *Built form*

- (7) Ensure subdivision and development is of a scale and form that maintains adequate sunlight access to residential units and open space, and mitigates the effects of bulk, dominance and overlooking.
- (8) Require that new buildings:
  - (a) achieve a high-density urban built character of three to ten storey buildings in identified locations in a variety of forms;

- (b) are appropriate in scale to the internal street network and public frontage to the precinct along Albany Highway;
  - (c) provide a transition in height between Albany Highway and the Days Bridge Esplanade Reserve;
  - (d) are to be located and designed to support both the identified Visual Corridors through to the Fernhill Escarpment and key open space and pedestrian connections within the site; and
  - (e) do not result in significant shading, bulk and dominance effects on residential land within and/or adjacent to the precinct, having regard to the planned outcomes for the zone.
- (9) Ensure residential development achieves a high standard of amenity by:
- (a) providing functional and accessible outdoor living spaces that are suitable for different dwelling typologies;
  - (b) discouraging fencing in identified locations to ensure a permeable and legible pedestrian environment;
  - (c) controlling fence heights in identified locations, to provide a reasonable level of on-site privacy while enabling passive surveillance of streets and open spaces;
  - (d) controlling building coverage, impervious areas and minimum landscaped areas;
  - (e) requiring the setback of buildings above five storeys to promote alternative building forms and facades;
  - (f) applying design assessment criteria to manage privacy effects both within and external to the site;
  - (g) specifying minimum setbacks from boundaries for primary and secondary outlooks to minimise overlooking, maximise daylight access and mitigate noise effects; and
  - (h) requiring minimum side yards in identified locations to enable separation between buildings and development outside of the precinct.

*Open space and public realm*

- (10) Enable development that addresses and responds to the internal open space network, while generally requiring that all subdivision and development is consistent with the planned movement network identified on Precinct Plan 2 – Albany movement network.
- (11) Ensure that subdivision and development does not compromise the use of pedestrian linkages and the streetscape as natural extensions of the open space/s identified on Precinct Plan 2 – Albany movement network.
- (12) Enable passive recreation opportunities within open space areas throughout the precinct to encourage the use and enjoyment of the pedestrian network and natural environment within the precinct.

- (13) Incorporate existing urban streams and watercourses within the precinct into the open space green network for all subdivision and development, to ensure their ongoing contribution to the natural amenity and environmental values of the surrounding environment.
- (14) Promote the activation, use and enjoyment of the Central Park green space for residents within the precinct by:
  - (a) enabling recreation and play equipment;
  - (b) providing for a vehicle parking area that can be adapted to contain community gatherings, markets and other such events that support the local community; and
  - (c) enabling a small building to contain restaurant and café activities that will support the Central Park as a Community Hub, while not compromising the overall amenity, use and enjoyment of the space.

#### *Infrastructure*

- (15) Ensure the safety and capacity of the transport network is maintained, and discourage non-residential activities that do not appropriately manage adverse effects on the safe and efficient operation of the transport network including effects on pedestrian safety.
- (16) Where the quantum of development within the precinct generates appropriate demand, require upgrades to identified signalised intersections and the provision of the publicly-accessibly shared cycle path along the Days Bridge Esplanade Reserve and/or ensure other services are in place to ensure the safe and efficient movement of people in and out of the precinct, particularly at peak traffic hours.
- (17) Ensure new roads, lanes and pedestrian/cycle facilities are located in accordance with Precinct Plan 2 – Albany movement network to contribute to a highly connected pedestrian, cycle and road network that provides for all modes of transport as well as for safe and efficient movement within and beyond the precinct.
- (18) Ensure that commercial activities and healthcare facilities are of a size and intensity that supports the local residents within the precinct, without encouraging significant trip movements from outside the precinct.
- (19) Apply parking maximums to activities enabled within the precinct to mitigate the effects of traffic generation, and to support alternative transport modes as a viable alternative to private vehicle use.
- (20) Restrict the maximum impervious area within the overall precinct in order to manage the amount of stormwater runoff generated by development, while enabling specific areas of greater impervious coverage to support the planned urban built character of the precinct.

- (21) Ensure that stormwater in the precinct is managed and, where appropriate, treated, to ensure the health and ecological value of streams are maintained and where practicable, enhanced, for all subdivision and development.
- (22) Ensure that water and wastewater infrastructure is provided to enable the servicing of new residential lots and commercial activities.

In addition to the policies specified above, all relevant overlay, Auckland-wide and zone policies apply in this precinct.

#### I554.4. Activity table

All relevant overlay, Auckland-wide and zone activity tables apply unless the activity is specifically listed in Activity Table I554.4.1 below.

Activity Table I554.4.1 specifies the activity status of district land use and subdivision activities in the Albany 10 Precinct pursuant to sections 9(3) and 11 of the Resource Management Act 1991.

**Table I554.4.1. Activity table**

Activity		Activity Status
<b>Land Use</b>		
Residential		
A1	Dwellings	P
Commercial activities		
A2	Commercial activities and Healthcare facilities (excluding drive-through restaurants) up to 150m <sup>2</sup> gross floor area per tenancy that comply with Standard I554.6.6 – Commercial GFA and location control	P
A3	Commercial activities and Healthcare facilities (excluding drive-through restaurants) of more than 150m <sup>2</sup> gross floor area per tenancy that comply with Standard I554.6.6 – Commercial GFA and location control	RD
A4	Commercial activities and Healthcare facilities (excluding drive-through restaurants) that do not comply with Standard I554.6.6 – Commercial GFA and location control	D
A5	One supermarket up to 500m <sup>2</sup> gross floor area	P
A6	Large format retail, including supermarkets not otherwise provided for	NC
A7	Restaurants and cafes within a single building no greater than 100m <sup>2</sup> GFA located within the Central Park identified on Precinct Plan 1 – Albany features plan	P
Development		
A8	New buildings	RD
A9	External additions to existing buildings	RD
A10	Accessory buildings	RD



<b>Activity</b>		<b>Activity Status</b>
A11	Development that does not comply with Standard I554.6.1 – Building height	NC
A12	Buildings within an identified Visual Corridor on Precinct Plan 1 – Albany features plan (not including street furniture and lighting)	NC
A13	Development, including vehicle access to Albany Highway, not otherwise listed in Table I554.4.1 or that is not generally in accordance with Precinct Plans 1, 2 and 4	D
A14	Development which does not comply with Standard I554.6.12 – Transport assessment and upgrade thresholds	RD
A15	Development which does not comply with Standard I554.6.11 – Parking	RD
A16	Development that does not comply with Standard I554.6.8 – Stormwater management	D
<b>Community</b>		
A17	Informal recreation and leisure activities (including play / gym equipment and seating) within Open Space areas and riparian yards, identified on Precinct Plan 1 – Albany features plan	P
A18	Recreation and leisure activities (including play / courts / gym equipment and seating) within the Central Park identified on Precinct Plan 1 – Albany features plan	P
<b>Subdivision</b>		
A19	Subdivision in accordance with all subdivision standards and Standard I554.6.12 – Transport assessment and upgrade thresholds	RD
A20	Subdivision which does not comply with Standard I554.6.12 – Transport assessment and upgrade thresholds	RD
A21	Subdivision that is not in accordance with Standards I554.6.13.1, I554.6.13.3, I554.6.13.4, I554.6.13.5	D
A22	Subdivision, including subdivision in accordance with an approved land use consent, that is not in accordance with Standard I554.6.13.2 – Subdivision standards for key roading and access	NC

### **I554.5. Notification**

(1) Any application for resource consent for a restricted discretionary activity listed in Activity Table I554.4.1 will be considered without public notification. This does not include:

- (a) I554.4.1 (A15) Any development which does not comply with Standard I554.6.11 Parking;

- (b) I554.4.1 (A19) Subdivision.
  - (c) I554.4.1 (A14) Development which does not comply with Standard I554.6.12 – Transport assessment and upgrade thresholds.
  - (d) I554.4.1 (A20) Subdivision which does not comply with Standard I554.6.12 – Transport assessment and upgrade thresholds.
- (2) Any application for resource consent for an activity listed in Activity Table I554.4.1 which is not identified in I554.5(1) above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
  - (3) 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.

### **I554.6. Standards**

- (1) Unless specified in Standard I554.6(2) below, all relevant overlay, Auckland-wide and zone standards apply to all activities listed in Activity Table I554.4.1 above. In addition, zone activities not listed in Activity Table I554.4.1 are subject to the I554.6 Standards. Where there is any conflict or difference between standards in this precinct and the Auckland-wide and zone standards, the standards in this precinct will apply.
- (2) The following standards in the Residential – Terrace Housing and Apartment Buildings Zone do not apply to land in the Albany 10 Precinct:
  - (a) H6.6.5 Building height;
  - (b) H6.6.10 Maximum impervious area;
  - (c) H6.6.11 Building coverage;
  - (d) H6.6.12 Landscaped area.
  - (e) H6.6.16 Front, side and rear fences and walls
- (3) Non-compliance with any standard not otherwise identified as a discretionary or non-complying under Activity Table I554.4.1 is a restricted discretionary activity under General Rule C1.9.

#### **I554.6.1. Building height**

Purpose: To ensure development is consistent with the planned outcomes identified on Precinct Plan 3 – Albany height control areas, by:

- focussing greater building height within the precinct in identified locations that are removed from lower intensity residential zones, the Oteha Stream and Days Bridge Esplanade Reserve;

- focussing the greatest height and density through the centre of the precinct around the Central Park, Community Hub and Visual Corridors identified on Precinct Plan 1 – Albany features plan; and
- recognising the lower intensity residential development of the surrounding area by applying lower height limits at identified precinct boundaries.

All development within the precinct must comply with the following standards:

- (1) Buildings must not exceed the maximum heights specified in Table I554.6.1.1 and on Precinct Plan 3 – Albany height control areas.

**Table I554.6.1.1 Building height**

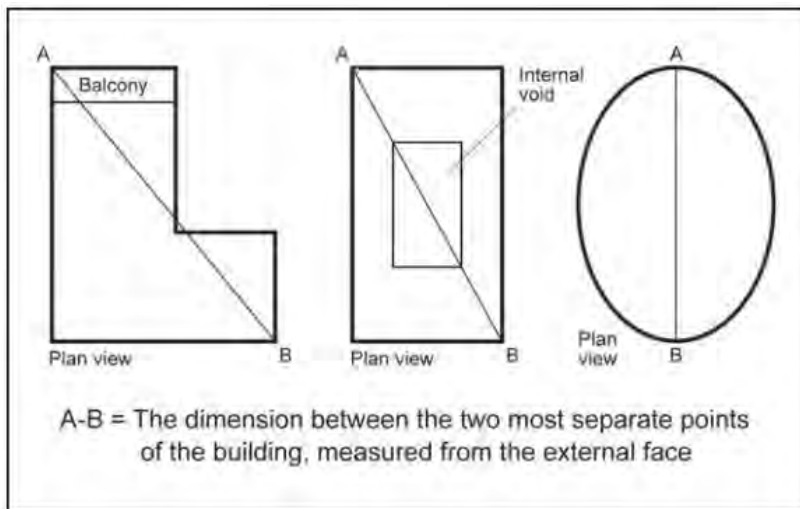
Area	Height for roof form	Total building height shown on Precinct Plan 3
Area 1 (Low Rise)	2m	11m
Area 2 (Low-Rise)	2m	19m
Area 3 (Mid-Rise)	NA	35m
Area 4 (Open Space and Reserves)	1m	4.5m

#### **I554.6.2. Maximum building dimension and separation**

Purpose: To ensure that buildings over 19m in height:

- are not overly bulky in appearance and manage significant visual dominance effects;
  - allow adequate sunlight and daylight access to streets, public open space and nearby sites;
  - provide adequate sunlight and outlook around and between buildings; and
  - mitigate adverse wind effects.
- (1) The maximum plan view dimension of that part of any individual building above 19m must not exceed 55m.
  - (2) The maximum plan view dimension is the horizontal dimension between the exterior faces of the two most separate points of the building depicted as A to B in Figure I554.6.2.1 Maximum building dimension plan view.
  - (3) Above a height of 19m, a minimum distance of 20m must be provided between buildings.

**Figure I522.6.2.1 Maximum building dimension plan view**



**I554.6.3. Maximum building coverage, impervious area and landscaping**

Purpose:

- to manage the amount of stormwater runoff generated by development;
  - to enable an intensive built character for apartment buildings; and
  - to provide a good standard of onsite amenity for residents.
- (1) The maximum and minimum areas in Table I554.6.3.1 apply. Compliance is to be determined both for individual lots and for the total precinct.

**Table I554.6.3.1. Maximum building coverage, impervious area and landscaping**

Maximum Impervious area	Maximum building coverage	Minimum landscaped area
<b>Individual lots</b>		
Apartments 100%	Apartments 100%	Apartments 0%
Detached or attached housing 85%	Detached or attached housing 65%	Detached or attached housing 15%
Any site not connected to stormwater 10%		
Riparian Yard 10%		
<b>Total precinct (including all roads)</b>		
70%	65%	35%

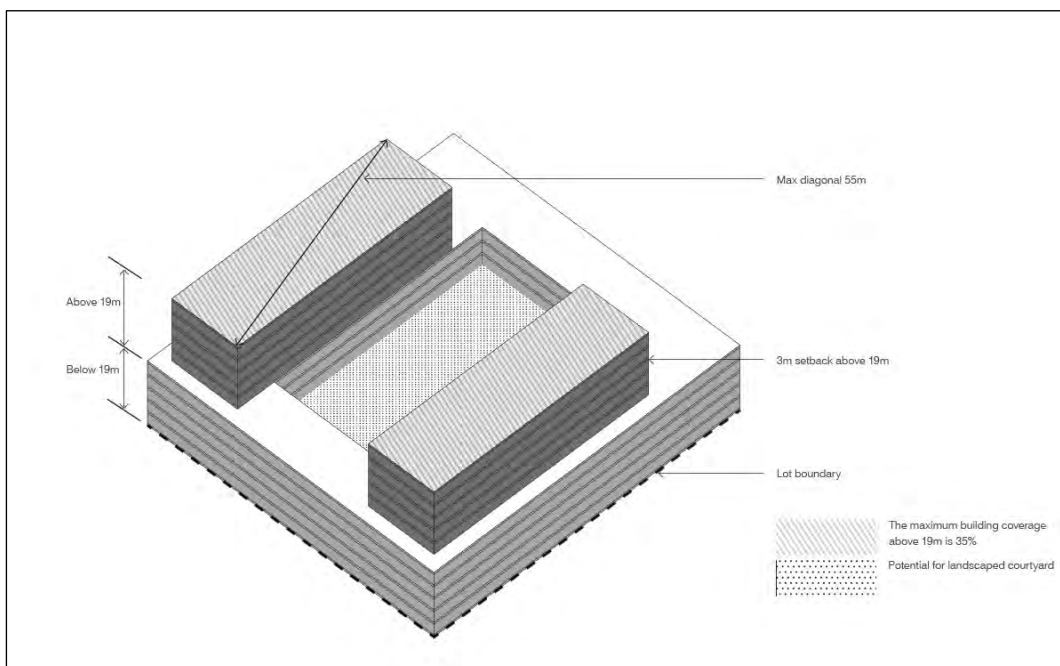
**I554.6.4. Building coverage and setback at upper levels**

Purpose:

- to provide adequate daylight access to streets;

- to manage visual dominance effects on streets;
  - to manage visual dominance, residential amenity and privacy effects on residential uses within and surrounding the precinct; and
  - to ensure apartment buildings in Height Area 3 specified in Table I554.6.1.1 and on Precinct Plan 3 – Albany height control areas provide for internal amenity and sunlight access to lower-level apartments and common outdoor areas at 19m above ground level.
- (1) Above a height of 19m a new building must be set back 3m from the outer facade of the building below as shown in Figure I554.6.4.1.
  - (2) The cumulative building coverage for each building in Height Area 3 above a height of 19m above ground level must not exceed 35% of the building below. For clarity, compliance with this standard can be expressed with multiple towers at differing heights within a block, subject to the limitations in I554.6.2 – Maximum building dimension and separation, I554.6.1 Building height and H6.6.14 Daylight.

**Figure I554.6.4.1. Building coverage and setback at upper levels**



#### **I554.6.5. Wind**

Purpose: To mitigate the adverse wind effects generated by tall buildings.

- (1) A new building exceeding 25m in height and additions to existing buildings that increase the building height above 25m are subject to the requirements of H13.6.8 Wind – Business Mixed Use zone.

#### **I554.6.6. Commercial GFA and location control**

Purpose: To enable commercial activities and healthcare facilities in identified locations in proximity to the Community Hub identified on Precinct Plan 1 – Albany features plan without compromising the role, function and viability of existing centres.

- (1) Commercial activities and healthcare facilities (excluding restaurants or cafes located within the Central Park) must be located in areas subject to the commercial frontage control, shown on Precinct Plan 4 – Albany frontage controls.
- (2) The area to be used for commercial and/or healthcare purposes must have its public access and frontage to the road to vest/open space, subject to the setback requirements under Standard I554.6.10.1 Special frontage, height and vehicle access restrictions matrix.
- (3) The total gross floor area of all commercial activities and healthcare facilities shall not exceed 4,000m<sup>2</sup> within the precinct.

*Note: Commercial activities are defined within the 'Commerce' nesting table in Chapter J.*

#### **I554.6.7. Front, side and rear fences and walls**

Purpose: To ensure that where fences and walls are provided, they:

- do not obstruct visual, landscape and ecological integration with open space in the precinct;
  - enable privacy for dwellings and outdoor living spaces, whilst maximising opportunities for passive surveillance of the street, rear lane or adjoining public place; and
  - minimise visual dominance effects to immediate neighbours and the street or adjoining public places.
- (1) Fences or walls or a combination of these structures (whether separate or joined together) must not exceed the height specified below when measured from the ground level at the boundary:
    - (a) Within front yards:
      - (i) Fences in a front yard (including along Albany Highway) must not exceed 1.0m in height.
      - (ii) Where a dwelling is erected within 1.5m of the road frontage, a fence must not be erected in the front yard.
      - (iii) Where there is no front fence and a side boundary fence is to run between adjoining properties, the boundary fence must be set at least 1m back from the front corner of the building.
    - (b) Within side and rear yards:
      - (i) Fences in side and rear yards must not exceed 1.8m in height on land/boundaries that do not adjoin Fernhill Escarpment or the Albany Highway, provided that any fence on a rear boundary that faces onto a rear lane shall be at least 50 percent visually open, as viewed perpendicular to the boundary.

- (ii) On land/boundaries that adjoin Fernhill Escarpment fences must be visually permeable, must be constructed of a pool type fencing, and must not exceed 1.4m in height.

#### **I554.6.8. Stormwater management**

Purpose: To ensure that stormwater in the precinct is managed and, where appropriate, treated, to ensure the health and ecological value of streams are maintained.

- (1) All land use development shall be managed in accordance with an approved Network Discharge Consent and/or Stormwater Management Plan certified by the Stormwater network utility operator.
- (2) All stormwater runoff from a new impermeable road, lane or accessway surface (including at grade parking associated with the Central Park) must be managed by a device designed to achieve stormwater treatment and stream protections via stormwater detention of the 90<sup>th</sup> percentile 24-hour rainfall event as outlined in Guideline Document 2017/001, Version 1, "Stormwater Management Devices in the Auckland Region", by Auckland Council and dated December 2017.

#### **I554.6.9. Riparian planting**

Purpose: To ensure that the amenity, water quality and ecology of the stream network within the precinct is maintained through riparian planting.

- (1) Riparian margins to existing watercourses and streams identified on Precinct Plan 1 – Albany features plan, must be planted to a minimum width of 10m measured from the channel edge of the stream, or from the centreline of the watercourse or stream where the channel edge cannot be physically identified by ground survey. This rule shall not apply to road crossings over streams.
- (2) Riparian margins to existing watercourses and streams identified on Precinct Plan 1 – Albany features plan, must be planted in accordance with a council approved planting plan, use eco-sourced native vegetation, and be consistent with local biodiversity and habitat in accordance with the Appendix 16 Guideline for native revegetation plantings.
- (3) Planting within riparian areas does not preclude the provision of pedestrian and shared walkways and passive recreational spaces in accordance with Precinct Plan 1 – Albany features plan, subject to impervious area limitations within Standard I554.6.3. Maximum building coverage, impervious area and landscaping.

#### **I554.6.10. Special frontage, height and vehicle access restrictions**

Purpose: To ensure a quality interface between buildings and key street edges to ensure streetscape and pedestrian amenity, to support the safe and efficient operation of the road network, and to maintain passive surveillance and outlook to the street.

- (1) Development fronting roads and open space in locations identified on Precinct Plan 4 – Albany frontage controls, must comply with the requirements of Table I554.6.10.1 Special frontage, height and vehicle access restrictions matrix.
- (2) On frontages where Standard I554.6.10(1) applies, where there is a conflict between this standard and any other standard, this standard applies.
- (3) For the avoidance of doubt, no direct vehicle access shall be provided to properties from those roads and streets subject to frontage controls as identified on Precinct Plan 4 – Albany frontage controls. This does not apply to private roads and lanes.

**Table I554.6.10.1. Special frontage, height and vehicle access restrictions matrix**

Street or open space frontage typology	Albany Highway	Road to vest	Private Roads and Lanes	Open Space	Commercial frontage					
<b>Description:</b>	Buildings fronting Albany Highway provide a well-defined urban frontage of a scale that responds to the existing urban form located opposite. Safety for all street users is ensured by avoiding vehicle crossings. Modest private open space can be accommodated in the front yard. However, the setback is limited so as to establish an urban character with good overlooking of the street. Passive surveillance of the street with living spaces oriented to the west is encouraged.	Buildings fronting these roads provide a more formal urban frontage. Scale and density are urban in character with setbacks limited, building to the street is encouraged. Increased building height, continuous frontage and reduced setback reinforces the urban character of the street. No vehicular access or garaging is permitted to ensure pedestrian safety and amenity.	Buildings fronting private streets and lanes provide a less formal urban frontage. Safety for all users is ensured by allowing for but reducing the impact of car parking and manoeuvring areas. Services areas are provided for. Shared streets and home zones are expected.	Buildings shall front Open Spaces and Walkways in order to provide passive surveillance, ensuring safety for park / open space users. Buildings shall take full advantage of the amenity on offer by actively fronting open spaces and walkways. Building length is controlled to allow buildings further back to participate in the amenity on offer, and to maximise accessibility to open spaces and walkways. Privacy effects at the interface are managed through appropriate threshold heights and vertical separation.	Commercial Buildings fronting these roads provide a more formal urban frontage. Scale and density are urban in character with setbacks limited, building to the street is encouraged. Increased building height, continuous frontage and reduced setback reinforces the urban character of the street. No vehicular access or garaging is permitted to ensure pedestrian safety and amenity.					
<b>Minimum number of storeys [refer also to note i below]</b>	2 min	2 min	N/A	2 min	2 min					
<b>Frontage building setback</b>	min 3m	max 5m	min 0m	max 3m	min 2m	max n/a	min 1m	max 3m	min 0m	max 3m
<b>Threshold condition (ii)</b>	min 0m	max 0.9m	min 0.5m	max 1.25m	N/A		min 0m	max 0.9m	min 0m	max 0.5m
<b>Vehicular access from street frontage permitted</b>	No		No		Yes		No		No	
<b>Minimum ground floor, internal floor to</b>	N/A		N/A		N/A		N/A		4m	



Street or open space frontage typology	Albany Highway	Road to vest	Private Roads and Lanes	Open Space	Commercial frontage
ceiling heights for buildings					
At grade parking or multi Level Parking (iii)	N/A	Yes	Yes	No	No
Continuous building frontage required (iv)	No	No	No	No	yes for 80% of development block
Maximum building length along road frontage	60m	N/A	N/A	60m	N/A
Frontage landscaping (v)	2m min	N/A	N/A	N/A	N/A
<p>Notes:</p> <p>i. The relevant minimum height is deemed to have been met where the building frontage meets the storey height limit and is at least one dwelling unit depth.</p> <p>ii. The definition of Threshold condition is the height difference between street level and the ground floor level of the building.</p> <p>iii. Ground floor parking within a building must not be located adjacent to the street frontage or any space in public ownership. Buildings must be designed to accommodate a business or residential activity, depending on the zone, between any ground floor parking and the building frontage.</p> <p>iv. The definition of continuous building frontage is a row of buildings with no more than 2m separating adjoining residential units with no driveways servicing the front.</p> <p>v. A minimum landscape buffer of 2m in depth must be provided along the street frontage between the street and car parking, loading, or service areas which are visible from the street frontage. This rule excludes access points.</p>					

### I554.6.11. Parking

Purpose: To ensure the safety and capacity of the internal and wider road network and to reduce single occupancy vehicle commuter trips to and from the precinct.

#### (1) Parking ratios:

- (a) the number of parking spaces for activities within the precinct must comply with the maximum rates specified in Table E27.6.2.3 Parking rates – area 1, Chapter E27 Transport, unless otherwise stated in Table I554.6.11.1 – Maximum parking provision, below:

**Table I554.6.11.1. Maximum parking provision**

Activity	Maximum Parking ratio	
Offices	1 space per 60m <sup>2</sup> of gross floor area	
Commercial services	1 space per 60m <sup>2</sup> of gross floor area	
Retail	1 space per 50m <sup>2</sup> of gross floor area	
Dwellings	1-3 bedrooms: 1 space	4+ bedrooms: 2 spaces

- (2) At least one dedicated cycle parking space shall be provided for each dwelling unit.
- (3) Visitor cycle parking shall be provided at a rate of one for every 20 dwellings within a single building.

### I554.6.12. Transport assessment and upgrade thresholds

Purpose: To ensure that the precinct responds to the anticipated growth of the Albany area, while also ensuring the safe and efficient operation of the transport network.

- (1) Any application that involves non-residential activities and/or will result in the total cumulative number of dwellings (or dwelling unit equivalents) within the precinct either constructed or consented exceeding the thresholds specified in Table I554.6.12.1 Transport assessment and upgrade thresholds; shall meet the following requirements:

**Table I554.6.12.1. Transport assessment and upgrade thresholds**

Threshold	Requirement to exceed the threshold
1 dwelling or any non-residential activity.	<p>Provision of a private shuttle bus principally between the site and Albany Station (or similar location) for residents, to encourage behaviour change away from private vehicles and towards public transport.</p> <p>Provision of the publicly-accessible shared cycle/pedestrian path along the extent of the Oteha Stream, identified on Precinct Plan 2 – Albany movement network.</p>
460 or more dwellings or any non-residential activity	<p>A Transport Assessment is required to ensure the traffic generation of the dwellings (or dwelling unit equivalents) together with other developments does not exceed the traffic generation thresholds detailed below:</p> <p>(a) 500 vehicles per hour without any intersection upgrades; or</p> <p>(b) 600 vehicles per hour with the following intersection upgrades:</p> <ul style="list-style-type: none"> <li>• The addition of separate left and right turn lanes (60m queuing length) on the site approach (currently known as Eastbourne Road) to the Albany Highway / Wharf Road signalised intersection.</li> <li>• The addition of separate left and right turn lanes (60m queuing length) on the site approach (currently known as Oakland Road) to the Albany Highway / Bass Road signalised intersection.</li> </ul> <p>The Transport Assessment shall include details of:</p> <ul style="list-style-type: none"> <li>• <u>The operational capacity of the Bass Road and Wharf Road signalised intersections with particular regard to:</u> <ul style="list-style-type: none"> <li>○ <u>intersection capacity during the school peak periods of 8:00-9:00am and 3:00-4:00pm as determined by ITA monitoring survey(s);</u></li> <li>○ <u>the existing environment and overall intersection capacity (inclusive of any approved resource consents, including any held by Kristen School at the time a required ITA is prepared);</u></li> </ul> </li> <li>• surveyed traffic volumes entering and exiting the precinct at both the Albany Highway / Wharf Road signalised intersection and the Albany Highway / Bass Road signalised intersection;</li> <li>• resultant traffic generation rate of the precinct;</li> <li>• predicted traffic generated by any proposed development <u>within the precinct</u> that will generate vehicle trips, and the</li> </ul>

Threshold	Requirement to exceed the threshold
	<p>specific traffic generating characteristics of those activities; and</p> <ul style="list-style-type: none"> <li>• traffic generation analysis demonstrating the predicted cumulative traffic generation of all existing and proposed development within the precinct is less than the traffic generation thresholds referenced above, being: <ul style="list-style-type: none"> <li>(a) 500 vehicles per hour without any intersection upgrades; or</li> <li>(b) 600 vehicles per hour with the intersection upgrades.</li> </ul> </li> </ul> <p><i>Note: the first subdivision resource consent application, or first land use resource consent application for any development where the total number of dwellings constructed or consented within the precinct exceeds 460 dwellings is required to be accompanied by an 'integrated transport assessment' as noted under 'Special Information Requirements'. A further transport assessment will be required for all further development where the thresholds are exceeded under Standard I554.6.12 Transport assessment and upgrade thresholds</i></p>

- (2) For the purposes of determining when the development threshold is reached, dwellings shall be calculated in accordance with Table I554.6.12.2 Dwelling unit equivalents:

**Table I554.6.12.2. Dwelling unit equivalents**

Type	Equivalent dwellings unit value
Retirement village unit	0.61
Rest home bed	0.46
Visitor accommodation room	1.3

### **I554.6.13. Subdivision standards**

The subdivision controls in E38 Subdivision – Urban apply in this precinct, with the following additional standards specified below.

#### **I554.6.13.1. Subdivision standards for stormwater management**

Purpose: To ensure that stormwater is managed and treated in the precinct and watercourses recharged appropriately.

- (1) All subdivision shall be managed in accordance with an approved Network Discharge Consent and/or Stormwater Management Plan certified by the Stormwater network utility operator.
- (2) All stormwater runoff from a new impermeable road, lane or accessway surface (including at grade parking associated with the Central Park) must be managed by a device designed to achieve stormwater treatment and stream protections via stormwater detention of the 90<sup>th</sup> percentile 24-hour rainfall

event as outlined in Guideline Document 2017/001, Version 1, “Stormwater Management Devices in the Auckland Region”, by Auckland Council and dated December 2017.

**I554.6.13.2. Subdivision standards for key roading and access**

Purpose: To ensure the precinct is supported by a safe, efficient and legible movement and transport network.

- (1) All roads, lanes and pedestrian/cycle connections within the precinct must be located in general accordance and alignment with Precinct Plan 2 – Albany movement network.
- (2) All public ‘roads to vest’ must be constructed in accordance with the standards contained within Table I554.6.13.2.1 and vested in Council.

**Table I554.6.13.2.1 Minimum standards for roads to vest within the Albany 10 Precinct**

Types of Road	Legal Road Width	Footpath
Roads to vest	20m minimum	1.8m minimum (both sides)

- (3) Vehicle access from Albany Highway must be from the identified access points on Precinct Plan 2 – Albany movement network (Wharf Road and Bass Road).
- (4) Sites that front onto roads where direct vehicle access is not permitted under Standard I554.6.10 Special frontage, height and vehicle access restrictions, must be provided with access from rear lanes (access lots) or side roads at the time of subdivision.

**I554.6.13.3. Subdivision standards for open space areas**

Purpose: To ensure:

- that sufficient and well-designed open space for residents is provided, developed, managed and maintained appropriately;
- subdivision and development provide for public access to the Days Bridge Esplanade Reserve, Fernhill Escarpment and public walking and cycling network throughout Albany; and
- open space areas providing connection through the precinct to the Days Bridge Esplanade Reserve, provide for the integration of flora and the movement of native fauna between the precinct and the Esplanade Reserve.

- (1) All land shown on Precinct Plan 1 – Albany features plan as open space (including the Central Park) must be accessible to the public at all times and, if not vested in the Council, held as private open space that is owned by a legal structure that shall be formed for the eventual owners to hold responsibility in perpetuity for the on-going maintenance and management of

private infrastructure and planted areas. All land owners must be members of this legal entity, or otherwise obliged to contribute to its outgoings on a perpetual basis and this shall be registered by way of consent notice on each title as part of any future subdivision consent.

- (2) The first subdivision application must include an open space development plan for all areas of open space in the precinct which details the existing and proposed development, the existing trees to be retained in accordance with Precinct Plan 1 – Albany features plan, new planting and landscaping and infrastructure for the open space, and includes an on-going management and maintenance plan as well as mechanisms for making changes to the plan when required.
- (3) All open space within a subdivision application area shall be developed in accordance with the precinct open space development plan prior to the issue of a certificate for the relevant subdivision or stage under section 224I of the Resource Management Act 1991.

#### **I554.6.13.4. Subdivision standards for riparian margins**

Purpose: To ensure that the amenity, water quality and ecology of the stream and watercourse network within the precinct is enhanced through riparian planting.

- (1) Riparian margins to existing watercourses and streams identified on Precinct Plan 1 – Albany features plan qualifying watercourses, must be planted to a minimum average width of 10m measured from the channel edge of the stream, or from the centreline of the watercourse or stream where the channel edge cannot be physically identified by ground survey. This rule shall not apply to road crossings over streams.
- (2) Riparian margins to existing watercourses and streams identified on Precinct Plan 1 – Albany features plan, must be planted in accordance with a council approved planting plan, use eco-sourced native vegetation, and be consistent with local biodiversity and habitat and in accordance with Appendix 16 Guideline for native revegetation plantings.
- (3) All riparian margins within a subdivision application area must be planted in accordance with the approved planting plan prior to the issue of section 224I certificate (under the Resource Management Act 1991) for the relevant subdivision or stage.

#### **I554.6.13.5. Esplanade reserve**

Purpose: To ensure that public access and enjoyment is made available to qualifying water courses and streams within the precinct.

- (1) Where any subdivision involving the creation of sites less than 4ha is proposed to land adjoining streams and/or rivers, the application plan and subsequent land transfer plan must provide for a minimum esplanade reserve or esplanade strip in accordance with section 230 of the Resource Management Act 1991 as follows:

- (a) For qualifying water courses and streams within the precinct, 10m either side of the centreline of the stream.
  - (b) Where subdivision takes place adjoining the Days Bridge Esplanade Reserve, no further esplanade shall be required.
- (2) Any esplanade taken as part of a subdivision shall be landscaped in accordance with the requirements of Standard I554.6.13.3 Subdivision standards for open space areas.

#### **I554.7. Assessment – controlled activities**

There are no controlled activities in this precinct.

#### **I554.8. Assessment – restricted discretionary activities**

##### **I554.8.1. Matters of discretion**

The Council will restrict its discretion to all 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 any relevant overlay, zone, and Auckland-wide provisions:

- (1) New buildings, additions and alterations to existing buildings and accessory buildings;
  - (a) general criteria:
    - (i) consistency with precinct plans;
    - (ii) building design and location;
    - (iii) shading;
    - (iv) landscaping;
    - (v) transport;
    - (vi) travel plans and integrated transport assessments; and
    - (vii) infrastructure.
  - (b) Additional criteria for buildings within Height Area 3:
    - (i) building mass;
    - (ii) provision of internal green space;
    - (iii) passive surveillance; and
    - (iv) streetscape.
- (2) Commercial activities and healthcare facilities of more than 150m<sup>2</sup> gross floor area per tenancy that comply with Standard I554.6.6 – Commercial GFA and location control:
  - (a) transport;

- (b) streetscape; and
  - (c) travel plans and integrated transport assessments.
- (3) Any development that does not comply with Standard I554.6.11 Parking:
- (a) appropriateness for the site and the proposal; and
  - (b) effects on the transport network.
- (4) Subdivision:
- (a) the matters of discretion set out in E38 Subdivision – Urban under E38.12.1;
  - (b) consistency with the precinct plans;
  - (c) infrastructure;
  - (d) travel plans and integrated transport assessments; and
  - (e) transport.
- (5) Subdivision and development that does not comply with Standard I554.6.12 Transport assessment and upgrade thresholds:
- (a) effects on the transport network;
  - (b) the likely trip generation of the subdivision and/or development and the effects of the quantum of that development on the safe and efficient functioning of the roading network;
  - (c) contribution of alternatives to overall traffic effects; and
  - (d) effectiveness of alternatives.

### **I554.8.2. 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 overlay, zone, and Auckland-wide provisions.

- (1) New buildings, additions and alterations to existing buildings and accessory buildings:
- (a) Consistency with precinct plans:
    - (i) Whether the development is in accordance with Precinct Plans 1 – 4.
    - (ii) Whether the activity is consistent overall with the objectives and policies of the precinct.
  - (b) Building design and location:
    - (i) The extent to which building design and layout achieves:
      - a character and appearance that will ensure a high standard of amenity;

- a design that avoids conflict between activities within the precinct;
  - a consistent and attractive streetscape character;
  - variations in building footprints, form and style;
  - articulation of any building facades which are visible from roads so that the extent of large blank and/or flat walls and/or facades are reduced, having regard to the orientation of buildings and solar access;
  - access by windows of habitable rooms to sunlight, daylight and outlook; and
  - permeable fencing, except where residential activities need clear separation from non-residential activities.
- (ii) The extent to which building design and location contributes to a minimum 5-star community rating under Sustainable Community Rating Tool – Green Building Council, taking into consideration the level of overall development within the precinct (or other equivalent rating tool or system).
- (iii) The extent to which internal living areas at all levels within a building maximise outlook onto existing public open space and proposed public open space and streets.
- (iv) The extent to which activities at ground level engage with and activate existing and/or proposed open spaces, streets and lanes.
- (v) The extent to which outdoor living areas and internal living spaces achieve privacy from publicly accessible areas while maintaining a reasonable level of passive surveillance.
- (vi) The extent to which any otherwise unavoidable blank walls are enlivened by methods which may include artwork, mahi toi, articulation, modulation and cladding choice to provide architectural relief.
- (vii) The extent to which parking areas located within buildings are not directly open and/or visible from open spaces, streets and lanes.
- (viii) The extent to which building location and site layout does not compromise the ability to deliver upgrades required under I554.2.6.12 Transport assessment and upgrade thresholds.

(c) Shading:

- (i) The extent to which the location and design of buildings ensures a reasonable level of sunlight access (measured at the Winter Solstice) to open space areas, taking into consideration



site and building orientation, and the planned built-character of the precinct.

- (ii) The extent to which residential units achieve a minimum of three hours direct sunlight to living rooms and private open spaces between 9am and 3pm (measured at the Winter Solstice).

(d) Landscaping:

- (i) The extent to which landscaping treatment responds to and acknowledges the natural landscape character of the Fernhill Escarpment and adjoining land within the Days Bridge Esplanade Reserve.
- (ii) The extent to which landscaping of riparian and open spaces are consistent with any relevant objective and policy within the Albany 10 Precinct.
- (iii) The extent to which other native trees not identified on Precinct Plan 1 – Albany features plan, can be accommodated and/or relocated taking into consideration their contribution to amenity values and the practicalities of their retention in relation to the planned-outcomes of the Albany 10 Precinct.
- (iv) The extent to which native trees that cannot be practicably retained, can be sustainably reused within the development to contribute to the outcomes sought under Policy I554.3(6).

(e) Transport:

- (i) Whether vehicle accesses to sites are designed and located to complement the road function and hierarchy, while avoiding conflict with the function of existing public open space and proposed open space, streets and lanes, while balancing the requirements of access and through-movement.
- (ii) The extent to which, prior to occupation of the first dwelling, the provision of a private shuttle bus between development within the Albany 10 Precinct and the Albany Station (or similar location):
  - achieves the intended purpose of encouraging behaviour change away from private vehicles and towards public transport;
  - 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;

- provides a level of service to support residents at any given stage of development of the precinct; and
  - is necessary taking into consideration other public transport options and alternative transport modes made available in the surrounding area.
- (iii) For development where the total number of dwellings constructed and/or consented (or dwelling unit equivalents) together with other development exceeds 460 dwellings or for any non-residential development; the extent to which traffic generation from activities may create adverse effects on the:
- capacity of roads giving access to the site;
  - safety of road users including cyclists and pedestrians;
  - effective, efficient and safe operation of the road network (including the arterial road network); and
  - the planned urban built character of the precinct.
- (iv) The extent to which construction traffic impacts on the Albany Highway / Bass Road intersection during school peak hours (8am-9am and 3pm-4pm) as well as during the network peak are minimised.
- (f) Travel plans and integrated transport assessments:
- (i) The extent to which proposed developments and travel plans prepared in support of a proposal, are consistent with the analysis and recommendations of any existing integrated transport assessment supporting the proposed development and/or precinct.
- (g) Infrastructure:
- (i) The extent to which the design of streets and lanes are well-connected, attractive and safe transport routes, with appropriate provision for:
- pedestrian, cycle and vehicle movements;
  - minimising potential conflicts between vehicles and cyclists where appropriate and in reference to potential cycle routes identified on Precinct Plan 2 – Albany movement network;
  - car parking (while minimising reliance on private vehicle use);
  - infrastructure services; and
  - street tree planting and landscape treatment consistent with the overall planned outcomes for the precinct and surrounding environmental context.

- (ii) The extent to which infrastructure for stormwater, wastewater and water supply are designed to ensure minimisation of water use, stormwater and wastewater generation and maximise water re-use.
- (iii) The extent to which infrastructure provided to serve any new development models a range of different methods to achieve sustainability, with a particular emphasis on the efficient use and natural treatment for water quality.
- (iv) The extent to which development adopts an integrated approach to stormwater management, with an emphasis on water sensitive design to enable the reduction of stormwater generated from sites through reuse and reduction of impervious areas.
- (v) The extent to which there is consistency with the Stormwater Management Plan and/or relevant Network Discharge Consent.
- (vi) The extent to which stormwater retention and treatment facilities are designed to retain in-stream ecological values and added additional habitat where practical.
- (vii) The extent to which development retains and provides protection for riparian margins and esplanade reserves.
- (viii) The extent to which existing urban streams are supported through landscaping and riparian margins comprising predominantly native species, to contribute to the amenity of the precinct and to support their ecological function.
- (ix) The extent to which identified open spaces are provided so that they are:
  - readily visible and publicly accessible by adopting methods such as a generous street frontages or bordering onto yards of sites and front faces of buildings that are clear of visual obstructions;
  - located to provide visual relief, particularly in intensively developed areas;
  - integrated with surrounding development;
  - reflective of the wider cultural landscape, by ensuring that the landscaping of open spaces embodies the principles of mahi toi where appropriate;
  - sized and developed according to community and neighbourhood needs; and
  - easy to maintain.

- (x) The extent to which the esplanade shared path and all other identified walkways within the precinct are designed to be:
    - suitable and safe for regular shared pedestrian and cycle use;
    - easily visible and accessible; and
    - publicly accessible, and linked to the public walkway and cycleway network surrounding the precinct.
  - (xi) The extent to which native trees that cannot be practicably retained, can be sustainably reused within the development to contribute to the outcomes sought under Policy I554.3(6).
- (h) In addition, for buildings within Height Area 3:
- (i) In respect of building mass:
    - the extent to which long building frontages are visually broken up by variations in height, form and other design means such as variations in facade design and roofline, recesses, awnings, upper level balconies and other projections, materials and colours.
  - (ii) In respect of the provision of internal green spaces:
    - whether internal common green space areas are provided within a building or development site to ensure adequate sunlight access and outlook for residential units, and the extent to which shared common green spaces internal to buildings:
      - provide legible access from the building/s;
      - ensure the privacy of residential units that overlook the space or are located at-grade;
      - are landscaped to provide informal passive recreation opportunities for residents and amenity of outlook while taking into consideration and mitigating the effects of reverse sensitivity; and
      - achieve a reasonable duration of sunlight access measured at the Equinox.
  - (iii) In respect of passive surveillance:
    - the extent to which buildings are designed to contribute to the prevention of crime through their design and configuration.
  - (iv) In respect of the streetscape:
    - the extent to which the scale, proportion and rhythm of architectural features and the fenestration, materials,

finishes and colours (as appropriate) of proposed buildings addressing street frontages acknowledge the planned-characteristics of the streetscape and provide street frontages with architectural design richness, interest and depth;

- the extent to which flat planes or blank facades devoid of modulation, relief or surface detail can be avoided;
- the extent to which servicing elements are concealed where possible and not placed on facades unless integrated into the facade design;
- the extent to which exterior lighting is integrated with architectural and landscape design to minimise glare and light overspill onto adjacent properties and streets; and
- the extent to which any rooftop mechanical plant or other equipment is screened or integrated in the building design.

(2) Commercial activities and healthcare facilities of more than 150m<sup>2</sup> gross floor area per tenancy that comply with Standard I554.6.6 – Commercial GFA and location control:

(a) Transport:

- (i) The extent to which traffic generation and trip movements to and from the activity may create adverse effects on the:
  - capacity of roads giving access to the site;
  - safety of road users including cyclists and pedestrians;
  - effective, efficient and safe operation of the road network (including the arterial road network); and
  - the planned urban built character of the precinct.
- (ii) Whether vehicle accesses to sites are designed and located to complement the road function and hierarchy, while avoiding conflict with the function of existing public open space and proposed open space, streets and lanes, while balancing the requirements of access and through-movement.

(b) Streetscape:

- (i) The extent to which activities serving the local neighbourhood are designed, developed and operated to have an attractive street frontage, with buildings located on the street frontage providing generous display space or alternative shop front that suitably engages with the street.
- (ii) The extent to which additional GFA does not compromise the planned built character of the streetscape.

- (iii) The extent to which the building footprints, height, floor to floor heights and the profile of buildings enable them to accommodate a wide range of ground floor activities to be adapted to accommodate differing uses in the future.

(c) Travel plans and integrated transport assessments:

- (i) The extent to which proposed developments and travel plans prepared in support of a proposal, are consistent with the analysis and recommendations of any existing integrated transport assessment supporting the proposed development and/or precinct.

(3) Parking:

(a) Any activity or development which provides more than the maximum permitted number of parking spaces under Standard I554.6.11:

- (i) the trip characteristics of the proposed activities on the site requiring additional parking spaces;
- (ii) the effects of the vehicle movements associated with the additional parking spaces on the safe and efficient operation of the adjacent transport network, including public transport and the movements of pedestrians, cyclists and general traffic. This includes considering the effect of additional parking on trip generation from the site during peak commuter times;
- (iii) the adequacy and accessibility of public transport and its ability to serve the proposed activity;
- (iv) mitigation measures to provide the additional parking which may include measures such as by entering into a shared parking arrangement with another site or sites in the immediate vicinity; or
- (v) the extent to which the demand for the additional parking can be adequately addressed by management of existing or permitted parking. Depending on number of additional parking spaces proposed, the number of employees, and the location of the site, this may be supported by a travel plan outlining measures and commitments for the activity or activities on-site to minimise the need for private vehicle use and make efficient use of any parking provided.

(4) Subdivision:

(a) The matters of discretion set out in E38 Subdivision – Urban under E38.12.1:

- (i) The extent to which subdivision is consistent with the assessment criteria set out in E38 Subdivision – Urban E38.12.2.

(b) Consistency with the precinct plans:

- (i) Whether the subdivision or land use is in accordance with Precinct Plans 1 – 4.
- (ii) Whether the activity is consistent overall with the objectives and policies of the precinct.

(c) Infrastructure:

- (i) The extent to which infrastructure for stormwater, wastewater and water supply are designed to ensure minimisation of water use, storm and wastewater generation and maximise water re-use.
- (ii) The extent to which infrastructure provided to serve any new development models a range of different methods to achieve sustainability, with a particular emphasis on the efficient use and natural treatment for water quality.
- (iii) The extent to which development adopts an integrated approach to stormwater management, with an emphasis on water sensitive design to enable the reduction of stormwater generated from sites through reuse and reduction of impervious areas.
- (iv) The extent to which there is consistency with the Stormwater Management Plan and/or relevant Network Discharge Consent.
- (v) The extent to which stormwater retention and treatment facilities are designed to retain in-stream ecological values and added additional habitat where practical.
- (vi) The extent to which subdivision retains and provides protection for riparian margins and esplanade reserves.
- (vii) The extent to which existing urban streams are supported through landscaping and riparian margins comprising predominantly native species, to contribute to the amenity of the precinct and to support their ecological function.
- (viii) The extent to which identified open spaces are provided so that they are:
  - readily visible and publicly accessible by adopting methods such as a generous street frontages or bordering onto yards of sites and front faces of buildings that are clear of visual obstructions;
  - located to provide visual relief, particularly in intensively developed areas;
  - integrated with surrounding development;

- reflective of the wider cultural landscape, by ensuring that the landscaping of open spaces embodies the principles of mahi toi where appropriate;
  - sized and developed according to community and neighbourhood needs; and
  - easy to maintain.
- (ix) The extent to which the design and layout of the Central Park provides for a range of active and passive recreation opportunities that cater to all ages and abilities.
- (x) The extent to which any common shared parking area within the Central Park is of a size and location that does not reduce or compromise the primary use and function of the Central Park area, and provides appropriate access to enable flexibility of use for community events, markets and the like.
- (xi) The extent to which the esplanade shared path and all other identified walkways within the precinct are designed to be:
- suitable and safe for regular shared pedestrian and cycle use;
  - easily visible and accessible; and
  - publicly accessible, and linked to the public walkway and cycleway network surrounding the precinct.
- (xii) The extent to which other native trees not identified on Precinct Plan 1 – Albany features plan, can be accommodated and/or relocated taking into consideration their contribution to amenity values and the practicalities of their retention in relation to the planned-outcomes of the Albany 10 Precinct.
- (xiii) The extent to which native trees that cannot be practicably retained, can be sustainably reused within the development to contribute to the outcomes sought under Policy I554.3(6).
- (xiv) The extent to which development contributes to a minimum 5-star community rating under the Sustainable Community Rating Tool – Green Building Council, taking into consideration the level of overall development within the precinct (or other equivalent rating tool or system).
- (d) Travel plans and integrated transport assessments:
- (i) The extent to which proposed developments and travel plans prepared in support of a proposal, are consistent with the analysis and recommendations of any existing integrated transport assessment supporting the proposed development and/or precinct;



(e) Transport:

- (i) The extent to which the design of streets and lanes are well-connected, attractive and safe transport routes, with appropriate provision for:
- pedestrian, cycle and vehicle movements;
  - minimising potential conflicts between vehicles and cyclists where appropriate and in reference to potential cycle routes identified on Precinct Plan 2 – Albany movement network;
  - car parking (while minimising reliance on private vehicle use);
  - infrastructure services; and
  - street tree planting and landscape treatment consistent with the overall planned outcomes for the precinct and surrounding environmental context.
- (ii) The extent to which local road and pedestrian/cycle networks encourage a walkable neighbourhood to reduce vehicle dependency and ensure local accessibility to community facilities, open space areas, public transport facilities and retail activities.
- (iii) For development where the total number of dwellings constructed and/or consented (or dwelling unit equivalents) together with other development exceeds 460 dwellings or for any non-residential development; the extent to which traffic generation from activities may create adverse effects on the:
- capacity of roads giving access to the site;
  - safety of road users including cyclists and pedestrians;
  - effective, efficient and safe operation of the road network (including the arterial road network); and
  - the planned urban built character of the precinct.
- (iv) The extent to which, prior to occupation of the first dwelling, the provision of a private shuttle bus between development within the Albany 10 Precinct and the Albany Station (or similar location):
- achieves the intended purpose of encouraging behaviour change away from private vehicles and towards public transport;
  - 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;

- provides a level of service to support residents at any given stage of development of the precinct; and
- is necessary taking into consideration other public transport options and alternative transport modes made available in the surrounding area.

- (v) The extent to which construction traffic impacts on the Albany Highway / Bass Road intersection during school peak hours (8am-9am and 3pm-4pm) as well as during the network peak are minimised.
- (vi) The extent to which subdivision design and site layout does not compromise the ability to deliver upgrades required under I554.6.12 Transport assessment and upgrade thresholds.
- (vii) The extent to which an alternative alignment of private roads and lanes identified as 'no control' on Precinct Plan 4 – Albany frontage controls is supported by a transport assessment that includes:
  - an assessment of safety and efficiency of movements to the local network of active mode users;
  - an assessment of safety and efficiency of movements to the local network of private vehicles; and
  - the extent to which the alternative alignment is generally consistent with the assessment criteria under I554.8.2(4) Subdivision.

(5) Subdivision and development that does not comply with Standard I554.6.12 Transport assessment and upgrade thresholds:

- (a) Effects on the transport network.
- (b) Whether subdivision and/or development has adverse effects on the efficiency of the operation and safety of the transport network for all road users, including existing and future pedestrians, active mode users, public transport operations and high occupancy vehicles, on Albany Highway, between and including the intersections of Albany Expressway and Rosedale Road with Albany Highway.
- (c) Contribution of alternatives to overall traffic effects:
  - (i) whether other transport network upgrade works to those identified in I554.6.12 Transport assessment and upgrade thresholds have been undertaken or other measures are required that mitigate the transport effects of the proposed subdivision and/or development; and

- (ii) the extent to which (if any) staging of subdivision may be required due to the co-ordination of the provision of transport infrastructure.

### **I554.9. Special information requirements**

In addition to the general information that must be submitted with a resource consent application (refer C1.2(1) Information requirements for resource consent applications), applications for the activities listed below must be accompanied by the additional information specified:

#### Integrated Transport Assessment

- (1) The first subdivision resource consent application, or first land use resource consent application for any development where the total number of dwellings either constructed or consented within the precinct exceeds 460 dwellings, shall be accompanied by an integrated transport assessment for the precinct. A further transport assessment will be required for all further development where the thresholds are exceeded under Standard I554.6.12 Transport assessment and upgrade thresholds.

#### Dwelling assessment

- (2) Any application for new buildings and/or dwellings shall be accompanied by an assessment of the current and proposed number of dwellings (or dwelling unit equivalents) within the precinct, so as to confirm compliance with standard I554.6.12. Transport assessment and upgrade thresholds. This requirement does not apply after 460 dwellings consented and/or constructed.

#### Commercial GFA assessment

- (3) Any application for commercial activities or healthcare facilities shall be accompanied by an assessment of the current GFA for these activities and facilities within the precinct, so as to confirm compliance with Standard I554.6.6 Commercial GFA and location control.

#### Coverage Plan

- (4) Any application for subdivision or development within the precinct shall include coverage information to demonstrate compliance with Standard I554.6.3 – Maximum building coverage, impervious area and landscaping and the extent of existing and proposed coverages across the overall precinct for any stage of development (including roads and lanes).

#### Private Shuttle Service

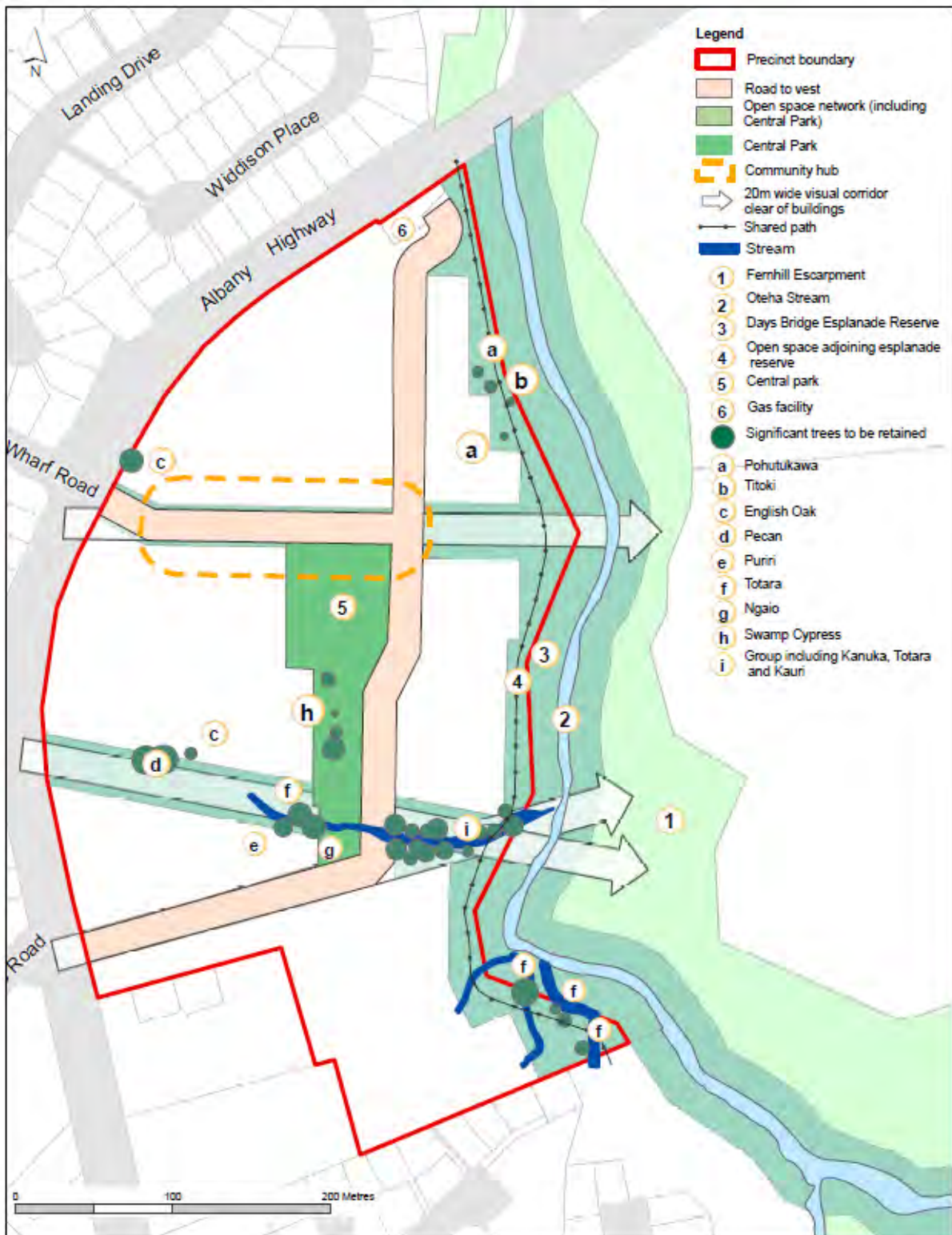
- (5) Where residential dwellings are proposed as part of any application, information shall be provided to confirm that the private shuttle bus required under I554.6.12 – Transport assessment and upgrade thresholds:
  - (a) is privately funded, operated, managed and, where not provided directly by the 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;

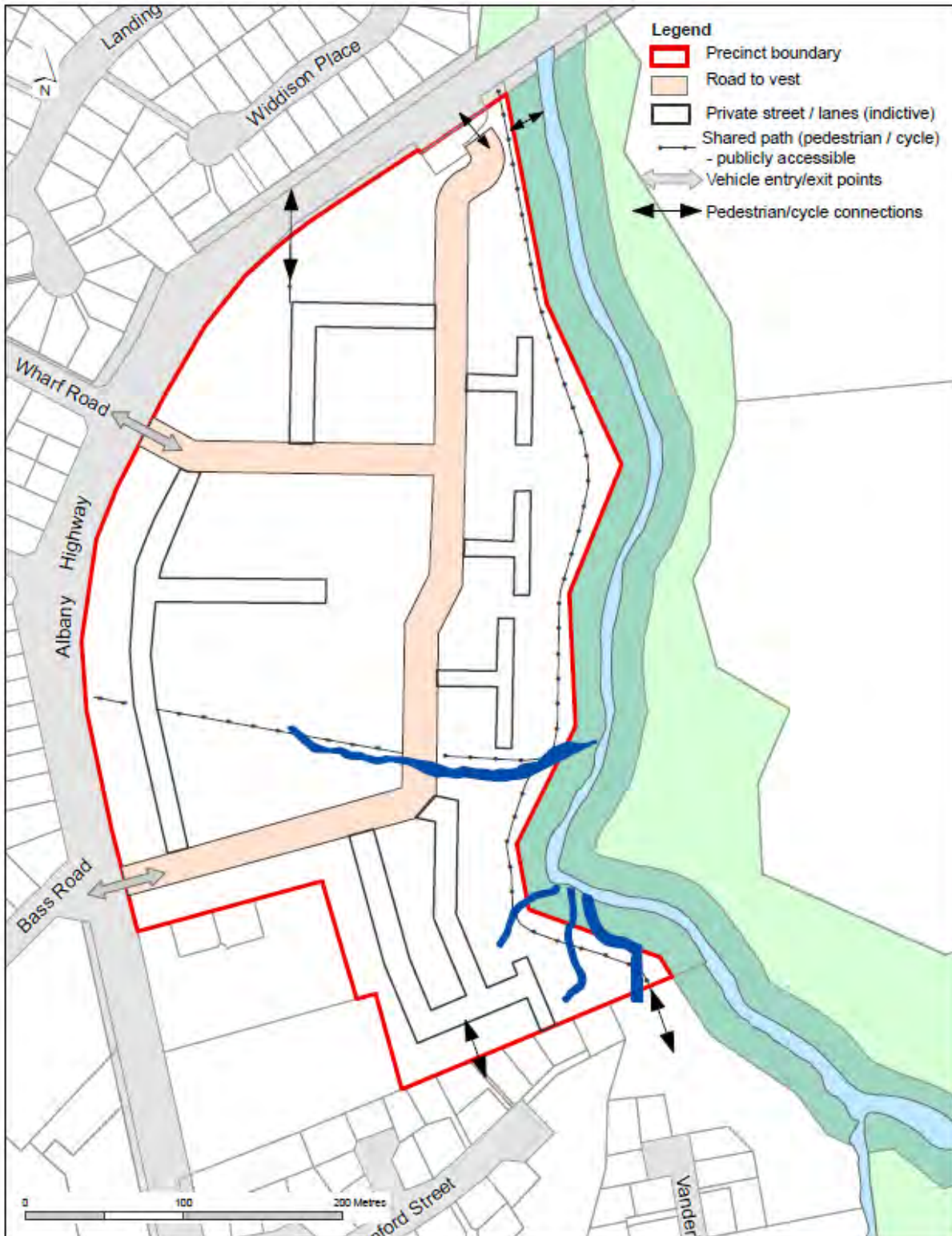
- (b) provides a level of service to support residents at any given stage of development of the precinct, including intended route and stops; and
- (c) is necessary taking into consideration other public transport options and alternative transport modes made available in the surrounding area.

#### **I554.10 Precinct plans**

# I554.10.1 Precinct Plan 1 – Albany features plan

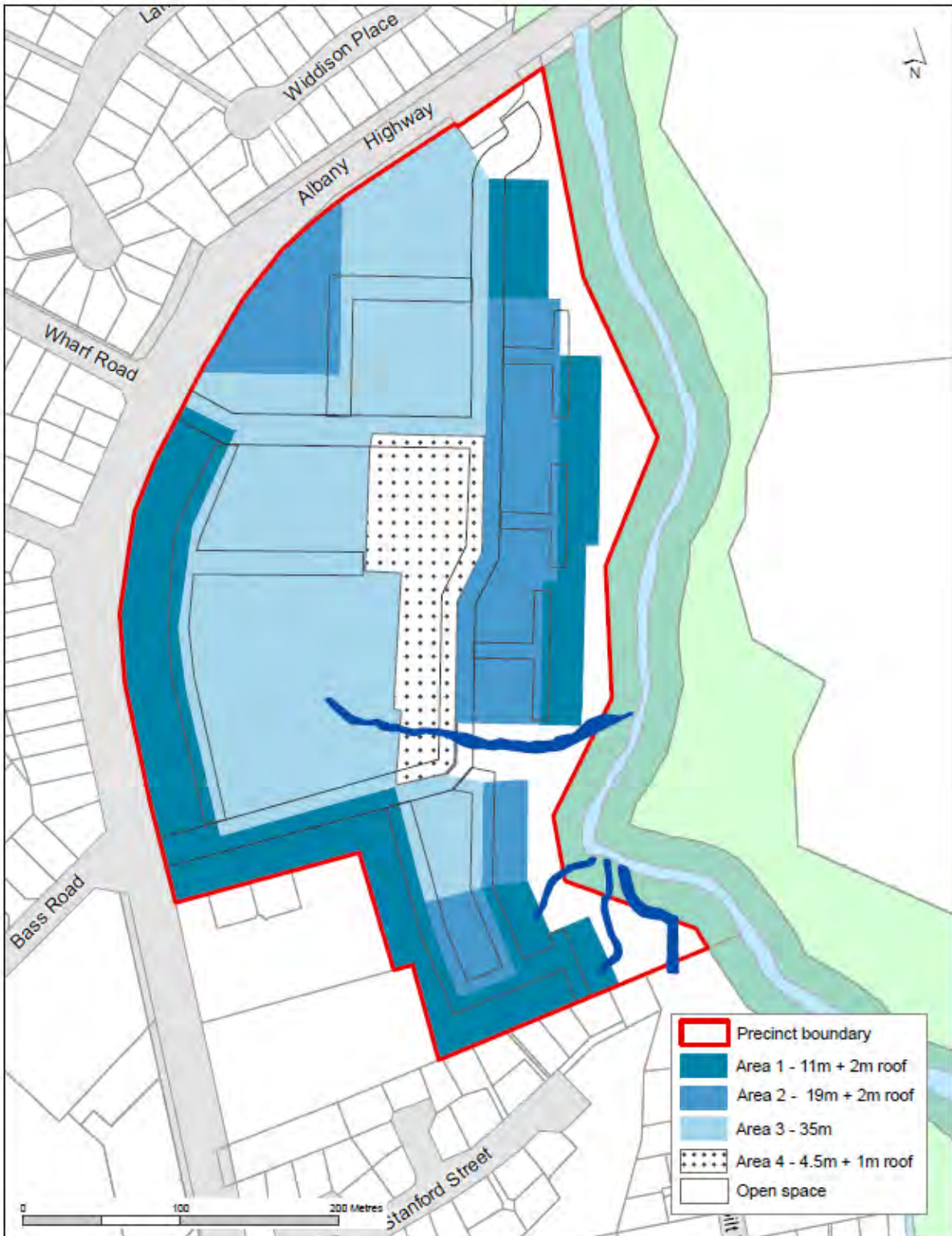


### I554.10.2 Precinct Plan 2 – Albany movement network.

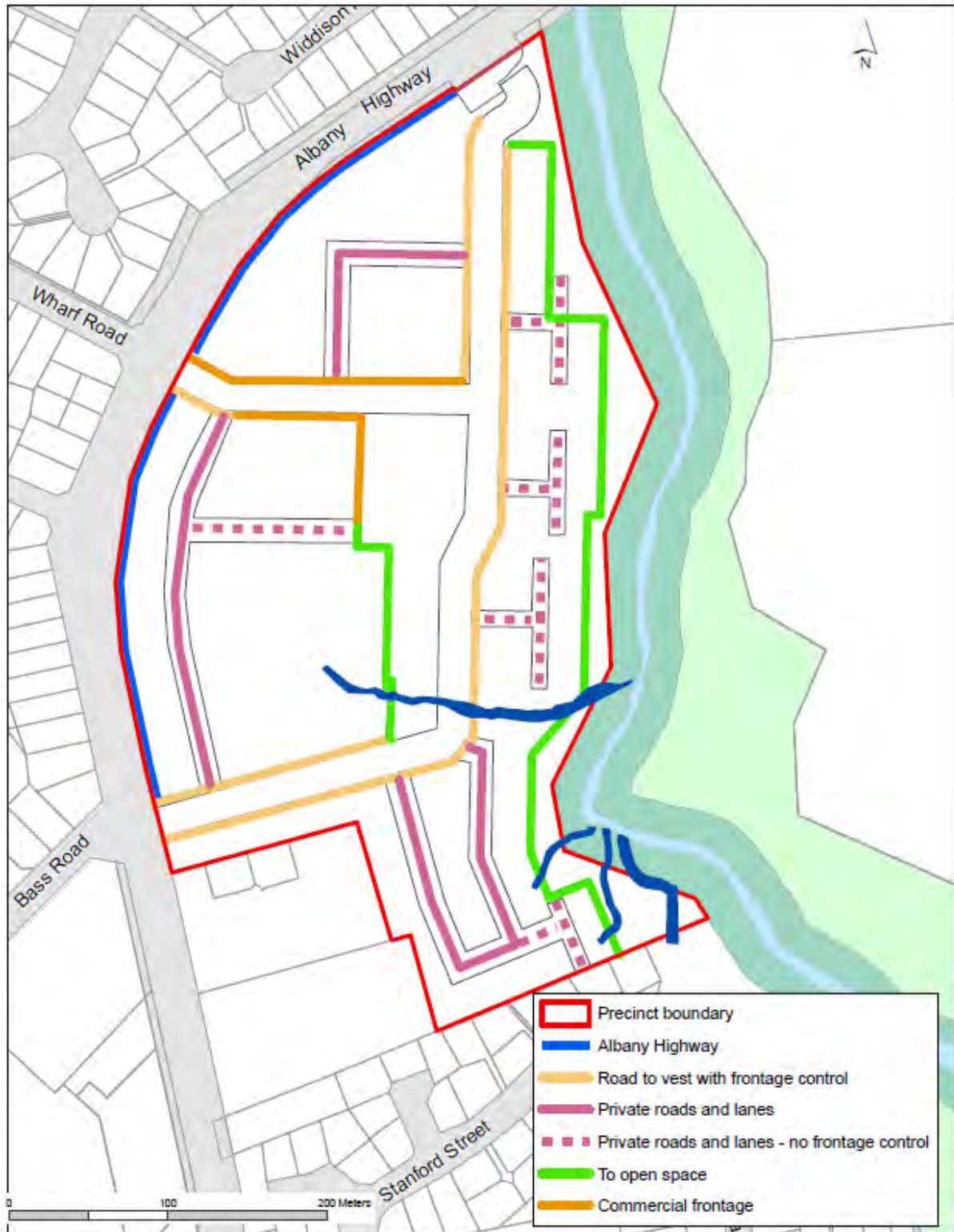




**I554.10.3 Precinct Plan 3 – Albany height control areas.**



I554.10.4 Precinct Plan 4 – Albany frontage controls.





## **Attachment 3: Corrected text**

## **I554 Albany 10 Precinct**

### **I554.1. Precinct Description**

The Albany 10 Precinct applies to part of the former Massey University Albany Campus which extends across 13.7 hectares of land between the Albany Highway, gradually falling away towards the Days Bridge Esplanade Reserve, beyond which lies the Oteha Stream and Fernhill Escarpment.

The precinct benefits from the existing amenity, landscape and ecological values that the Fernhill Escarpment and Oteha Stream provide to the surrounding urban environment; and is strategically located adjacent to Albany Highway which provides direct multi-modal transport connections to Albany Village and the Albany Metropolitan Centre. The precinct also benefits from proximity to, and connections with, the walking tracks throughout the Fernhill Escarpment, which extend along the Oteha Stream to the northeast, and towards Lucas Creek to the west. These features are identified within the precinct as integral to support urban growth and residential liveability.

The purpose of the precinct is to provide for a comprehensive and integrated redevelopment of part of the former Massey University Albany Campus. The precinct enables a new residential community comprising a mixture of housing types including terrace housing, low and mid-rise apartment buildings and integrated residential development such as retirement villages within a unique urban setting. The variety of housing typologies enabled by the precinct will help cater for Auckland's projected growth and will integrate comfortably within the existing urban environment. The precinct does not preclude the provision of social infrastructure or educational facilities, given the underlying Terrace Housing and Apartment Building Zone.

The precinct seeks to maintain the ecological functions and water quality of existing streams, while also enhancing the landscape and open space amenity values of the area through the provision of publicly-accessible open space that incorporates established trees, planting (including riparian planting), visual corridors, shared pedestrian cycle paths, walkways and informal recreation and play areas.

The zoning of the land within the precinct is Residential - Terrace Housing and Apartment Buildings Zone. A location-specific range of residential densities and building forms are provided for that includes commercial activities and healthcare facilities in identified locations around a Community Hub identified on Precinct Plan 1, intended to support the local community while not undermining the role, function and viability of existing centres nearby.

Height control areas have been applied to recognise the favourable size, location and topography of the precinct to accommodate a range of buildings heights. The enabled heights recognise the relative sensitivities of adjoining and adjacent neighbours, with greater height located where potential adverse effects can be managed within the precinct and/or there is capacity to accommodate greater building height. Buildings of up to ten storeys are enabled in identified locations through the centre of the precinct, transitioning to six storeys along the Days Bridge Esplanade Reserve and the northern frontage of the precinct to Albany Highway. In areas where there is an interface to lower

intensity zones or the Days Bridge Esplanade Reserve, the precinct enables a built character of development of predominantly three storeys.

The precinct seeks to manage effects on the transportation network, including the capacity of the two signalised intersections providing access to the precinct. Triggers are provided for within the precinct provisions so that the capacity of the transport network to accommodate the planned growth can be assessed. This includes proposed upgrades to the approaches within the precinct to the respective intersections, along with upgrades to cycle paths.

Development of this precinct will be guided by the following precinct plans:

- Precinct Plan 1 – Albany features plan.
- Precinct Plan 2 – Albany movement network.
- Precinct Plan 3 – Albany height control areas.
- Precinct Plan 4 – Albany frontage controls.

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

## **I554.2. Objectives [dp]**

### *Development*

- (1) Creation of a vibrant and diverse community that enables a range of household sizes and dwelling typologies, including integrated residential development.
- (2) Subdivision and development are undertaken in a comprehensive manner in general accordance with Precinct Plans 1 – 4, and are designed to align with the provision of open space and, where required, the upgrading and installation of infrastructure including transport infrastructure and services, water, wastewater and stormwater.
- (3) Subdivision and development provide for an efficient use of land to deliver housing supply in proximity to existing centres.
- (4) Non-residential activities are provided for in identified locations, proximate to the central Community Hub identified on Precinct Plan 1 – Albany features plan, to support residential occupation within the precinct.
- (5) Subdivision and development within the precinct contribute to, and model the principles of, a sustainable urban neighbourhood as identified in the 5-star Sustainable Community Rating Tool – Green Building Council, or other equivalent rating system.

### *Built form*

- (6) New buildings and structures respond and positively contribute to the amenity values of streets, open spaces and the surrounding environment.
- (7) Development is in keeping with the planned urban built character of the precinct, enabling buildings between three and ten storeys in height in identified locations.

- (8) Subdivision and development in the precinct respond positively to the natural and physical features of the area, while at the same time providing for the planned built-outcomes within the precinct.

*Open space and public realm*

- (9) Pedestrian and cycle linkages within the precinct are provided, including connections to the wider roading and pedestrian network and adjacent land, taking into account topography, visual corridors, watercourses and vegetation, to enhance recreation and connectivity and create a network that links open spaces within the precinct and the wider environment.
- (10) Recreational needs of the community are met through:
  - (a) the provision of open space areas in accordance with Precinct Plan 1 – Albany features plan, that are publicly accessible and integrated with the movement network and Community Hub; and
  - (b) promoting common informal recreational spaces in areas of intensity identified within Precinct Plan 3 – Albany height control areas.
- (11) Accessible open spaces recognise and take advantage of the natural features of the site, including the incorporation of existing waterways, existing riparian margins and identified existing mature trees within the open space network.
- (12) The ecological values of existing streams and habitats are recognised and protected, and where practicable, enhanced.
- (13) The natural and environmental values of the precinct are maintained and, where practicable, enhanced.

*Infrastructure*

- (14) Subdivision and development are integrated with the capacity of the transport network to ensure travel demand is supported by suitable transportation infrastructure.
- (15) Land use and development within the precinct promotes the safe and efficient operation of the local transport network.
- (16) Subdivision and development within the precinct facilitate a transport network that:
  - (a) supports pedestrian, cycle and public transport use; and
  - (b) facilitates and promotes alternative transport choices.
- (17) The adverse effects of stormwater runoff within the precinct are avoided or mitigated to maintain water quality and preserve the mauri of the Oteha Stream.
- (18) Development is integrated and sequenced with the upgrading of and/or installation of new water and wastewater infrastructure.

In addition to the objectives specified above, all relevant overlay, Auckland-wide and zone objectives apply in this precinct.

### **I554.3. Policies [dp]**

#### *Development*

- (1) Promote comprehensive and integrated subdivision and development of the precinct in general accordance with Precinct Plans 1 – 4.
- (2) Ensure that subdivision and development within the precinct contributes to a ‘sustainable community rating’ under the Sustainable Community Rating Tool – Green Building Council, particularly through the principles of energy efficiency, accessibility including cycling and public transport, sustainable water management, biodiversity and compact walkable neighbourhoods.
- (3) Enable development in a variety of forms and heights to ensure an efficient use of land, while responding to the planned urban built character of adjoining residential sites, preserving the character and amenity of the Days Bridge Esplanade Reserve and Fernhill Escarpment, and providing high-quality on-site amenity.
- (4) Promote an integrated urban form, with pedestrian and cycleway movement networks to provide an alternative to, and reduce dependency on, private motor vehicles as a means of transportation.
- (5) Enable commercial activities and healthcare facilities in identified areas through a commercial frontage control located in proximity to the community hub identified on Precinct Plan 1 – Albany features plan, to service the needs of the community while ensuring that:
  - (a) the commercial uses will not detract from the residential amenity of the precinct; and
  - (b) the scale and intensity of commercial activities will not have an adverse effect on the role, function and viability of Albany Village and the Albany Metropolitan Centre.
- (6) Reflect a strong cultural narrative within the Precinct through mahi toi, and provide high quality open spaces, revegetated riparian margins and high-quality stormwater management to achieve positive mana whenua outcomes.

#### *Built form*

- (7) Ensure subdivision and development is of a scale and form that maintains adequate sunlight access to residential units and open space, and mitigates the effects of bulk, dominance and overlooking.
- (8) Require that new buildings:
  - (a) achieve a high-density urban built character of three to ten storey buildings in identified locations in a variety of forms;
  - (b) are appropriate in scale to the internal street network and public frontage to the precinct along Albany Highway;
  - (c) provide a transition in height between Albany Highway and the Days Bridge Esplanade Reserve;

- (d) are to be located and designed to support both the identified Visual Corridors through to the Fernhill Escarpment and key open space and pedestrian connections within the site; and
  - (e) do not result in significant shading, bulk and dominance effects on residential land within and/or adjacent to the precinct, having regard to the planned outcomes for the zone.
- (9) Ensure residential development achieves a high standard of amenity by:
- (a) providing functional and accessible outdoor living spaces that are suitable for different dwelling typologies;
  - (b) discouraging fencing in identified locations to ensure a permeable and legible pedestrian environment;
  - (c) controlling fence heights in identified locations, to provide a reasonable level of on-site privacy while enabling passive surveillance of streets and open spaces;
  - (d) controlling building coverage, impervious areas and minimum landscaped areas;
  - (e) requiring the setback of buildings above five storeys to promote alternative building forms and facades;
  - (f) applying design assessment criteria to manage privacy effects both within and external to the site;
  - (g) specifying minimum setbacks from boundaries for primary and secondary outlooks to minimise overlooking, maximise daylight access and mitigate noise effects; and
  - (h) requiring minimum side yards in identified locations to enable separation between buildings and development outside of the precinct.

*Open space and public realm*

- (10) Enable development that addresses and responds to the internal open space network, while generally requiring that all subdivision and development is consistent with the planned movement network identified on Precinct Plan 2 – Albany movement network.
- (11) Ensure that subdivision and development does not compromise the use of pedestrian linkages and the streetscape as natural extensions of the open space/s identified on Precinct Plan 2 – Albany movement network.
- (12) Enable passive recreation opportunities within open space areas throughout the precinct to encourage the use and enjoyment of the pedestrian network and natural environment within the precinct.
- (13) Incorporate existing urban streams and watercourses within the precinct into the open space green network for all subdivision and development, to ensure their ongoing contribution to the natural amenity and environmental values of the surrounding environment.

- (14) Promote the activation, use and enjoyment of the Central Park green space for residents within the precinct by:
- (a) enabling recreation and play equipment;
  - (b) providing for a vehicle parking area that can be adapted to contain community gatherings, markets and other such events that support the local community; and
  - (c) enabling a small building to contain restaurant and café activities that will support the Central Park as a Community Hub, while not compromising the overall amenity, use and enjoyment of the space.

#### *Infrastructure*

- (15) Ensure the safety and capacity of the transport network is maintained, and discourage non-residential activities that do not appropriately manage adverse effects on the safe and efficient operation of the transport network including effects on pedestrian safety.
- (16) Where the quantum of development within the precinct generates appropriate demand, require upgrades to identified signalised intersections and the provision of the publicly-accessibly shared cycle path along the Days Bridge Esplanade Reserve and/or ensure other services are in place to ensure the safe and efficient movement of people in and out of the precinct, particularly at peak traffic hours.
- (17) Ensure new roads, lanes and pedestrian/cycle facilities are located in accordance with Precinct Plan 2 – Albany movement network to contribute to a highly connected pedestrian, cycle and road network that provides for all modes of transport as well as for safe and efficient movement within and beyond the precinct.
- (18) Ensure that commercial activities and healthcare facilities are of a size and intensity that supports the local residents within the precinct, without encouraging significant trip movements from outside the precinct.
- (19) Apply parking maximums to activities enabled within the precinct to mitigate the effects of traffic generation, and to support alternative transport modes as a viable alternative to private vehicle use.
- (20) Restrict the maximum impervious area within the overall precinct in order to manage the amount of stormwater runoff generated by development, while enabling specific areas of greater impervious coverage to support the planned urban built character of the precinct.
- (21) Ensure that stormwater in the precinct is managed and, where appropriate, treated, to ensure the health and ecological value of streams are maintained and where practicable, enhanced, for all subdivision and development.
- (22) Ensure that water and wastewater infrastructure is provided to enable the servicing of new residential lots and commercial activities.

In addition to the policies specified above, all relevant overlay, Auckland-wide and zone policies apply in this precinct.

#### I554.4. Activity table

All relevant overlay, Auckland-wide and zone activity tables apply unless the activity is specifically listed in Activity Table I554.4.1 below.

Activity Table I554.4.1 specifies the activity status of district land use and subdivision activities in the Albany 10 Precinct pursuant to sections 9(3) and 11 of the Resource Management Act 1991.

**Table I554.4.1. Activity table**

Activity		Activity Status
<b>Land Use</b>		
Residential		
A1	Dwellings	P
Commercial activities		
A2	Commercial activities and Healthcare facilities (excluding drive-through restaurants) up to 150m <sup>2</sup> gross floor area per tenancy that comply with Standard I554.6.6 – Commercial GFA and location control	P
A3	Commercial activities and Healthcare facilities (excluding drive-through restaurants) of more than 150m <sup>2</sup> gross floor area per tenancy that comply with Standard I554.6.6 – Commercial GFA and location control	RD
A4	Commercial activities and Healthcare facilities (excluding drive-through restaurants) that do not comply with Standard I554.6.6 – Commercial GFA and location control	D
A5	One supermarket up to 500m <sup>2</sup> gross floor area	P
A6	Large format retail, including supermarkets not otherwise provided for	NC
A7	Restaurants and cafes within a single building no greater than 100m <sup>2</sup> GFA located within the Central Park identified on Precinct Plan 1 – Albany features plan	P
Development		
A8	New buildings	RD
A9	External additions to existing buildings	RD
A10	Accessory buildings	RD
A11	Development that does not comply with Standard I554.6.1 – Building height	NC
A12	Buildings within an identified Visual Corridor on Precinct Plan 1 – Albany features plan (not including street furniture and lighting)	NC



Activity		Activity Status
A13	Development, including vehicle access to Albany Highway, not otherwise listed in Table I554.4.1 or that is not generally in accordance with Precinct Plans 1, 2 and 4	D
A14	Development which does not comply with Standard I554.6.12 – Transport assessment and upgrade thresholds	RD
A15	Development which does not comply with Standard I554.6.11 – Parking	RD
A16	Development that does not comply with Standard I554.6.8 – Stormwater management	D
<b>Community</b>		
A17	Informal recreation and leisure activities (including play / gym equipment and seating) within Open Space areas and riparian yards, identified on Precinct Plan 1 – Albany features plan	P
A18	Recreation and leisure activities (including play / courts / gym equipment and seating) within the Central Park identified on Precinct Plan 1 – Albany features plan	P
<b>Subdivision</b>		
A19	Subdivision in accordance with all subdivision standards and Standard I554.6.12 – Transport assessment and upgrade thresholds	RD
A20	Subdivision which does not comply with Standard I554.6.12 – Transport assessment and upgrade thresholds	RD
A21	Subdivision that is not in accordance with Standards I554.6.13.1, I554.6.13.3, I554.6.13.4, I554.6.13.5	D
A22	Subdivision, including subdivision in accordance with an approved land use consent, that is not in accordance with Standard I554.6.13.2 – Subdivision standards for key roading and access	NC

### **I554.5. Notification**

- (1) Any application for resource consent for a restricted discretionary activity listed in Activity Table I554.4.1 will be considered without public notification. This does not include:
- (a) I554.4.1 (A15) Any development which does not comply with Standard I554.6.11 Parking;
  - (b) I554.4.1 (A19) Subdivision.
  - (c) I554.4.1 (A14) Development which does not comply with Standard I554.6.12 – Transport assessment and upgrade thresholds.

- (d) I554.4.1 (A20) Subdivision which does not comply with Standard I554.6.12 – Transport assessment and upgrade thresholds.
- (2) Any application for resource consent for an activity listed in Activity Table I554.4.1 which is not identified in I554.5(1) above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (3) 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.

### **I554.6. Standards**

- (1) Unless specified in Standard I554.6(2) below, all relevant overlay, Auckland-wide and zone standards apply to all activities listed in Activity Table I554.4.1 above. In addition, zone activities not listed in Activity Table I554.4.1 are subject to the I554.6 Standards. Where there is any conflict or difference between standards in this precinct and the Auckland-wide and zone standards, the standards in this precinct will apply.
- (2) The following standards in the Residential – Terrace Housing and Apartment Buildings Zone do not apply to land in the Albany 10 Precinct:
- (a) H6.6.5 Building height;
  - (b) H6.6.10 Maximum impervious area;
  - (c) H6.6.11 Building coverage;
  - (d) H6.6.12 Landscaped area.
  - (e) H6.6.16 Front, side and rear fences and walls
- (3) Non-compliance with any standard not otherwise identified as a discretionary or non-complying under Activity Table I554.4.1 is a restricted discretionary activity under General Rule C1.9.

#### **I554.6.1. Building height**

Purpose: To ensure development is consistent with the planned outcomes identified on Precinct Plan 3 – Albany height control areas, by:

- focussing greater building height within the precinct in identified locations that are removed from lower intensity residential zones, the Oteha Stream and Days Bridge Esplanade Reserve;
- focussing the greatest height and density through the centre of the precinct around the Central Park, Community Hub and Visual Corridors identified on Precinct Plan 1 – Albany features plan; and
- recognising the lower intensity residential development of the surrounding area by applying lower height limits at identified precinct boundaries.

All development within the precinct must comply with the following standards:

- (1) Buildings must not exceed the maximum heights specified in Table I554.6.1.1 and on Precinct Plan 3 – Albany height control areas.

**Table I554.6.1.1 Building height**

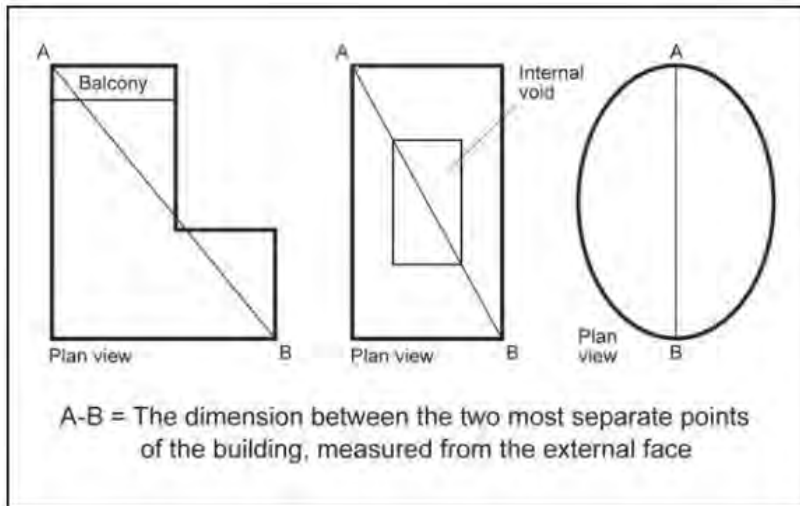
Area	Height for roof form	Total building height shown on Precinct Plan 3
Area 1 (Low Rise)	2m	11m
Area 2 (Low-Rise)	2m	19m
Area 3 (Mid-Rise)	NA	35m
Area 4 (Open Space and Reserves)	1m	4.5m

### **I554.6.2. Maximum building dimension and separation**

Purpose: To ensure that buildings over 19m in height:

- are not overly bulky in appearance and manage significant visual dominance effects;
  - allow adequate sunlight and daylight access to streets, public open space and nearby sites;
  - provide adequate sunlight and outlook around and between buildings; and
  - mitigate adverse wind effects.
- (1) The maximum plan view dimension of that part of any individual building above 19m must not exceed 55m.
- (2) The maximum plan view dimension is the horizontal dimension between the exterior faces of the two most separate points of the building depicted as A to B in Figure I554.6.2.1 Maximum building dimension plan view.
- (3) Above a height of 19m, a minimum distance of 20m must be provided between buildings.

**Figure I522.6.2.1 Maximum building dimension plan view**



### I554.6.3. Maximum building coverage, impervious area and landscaping

Purpose:

- to manage the amount of stormwater runoff generated by development;
  - to enable an intensive built character for apartment buildings; and
  - to provide a good standard of onsite amenity for residents.
- (1) The maximum and minimum areas in Table I554.6.3.1 apply. Compliance is to be determined both for individual lots and for the total precinct.

**Table I554.6.3.1. Maximum building coverage, impervious area and landscaping**

Maximum Impervious area	Maximum building coverage	Minimum landscaped area
<b>Individual lots</b>		
Apartments 100%	Apartments 100%	Apartments 0%
Detached or attached housing 85%	Detached or attached housing 65%	Detached or attached housing 15%
Any site not connected to stormwater 10%		
Riparian Yard 10%		
<b>Total precinct (including all roads)</b>		
70%	65%	35%

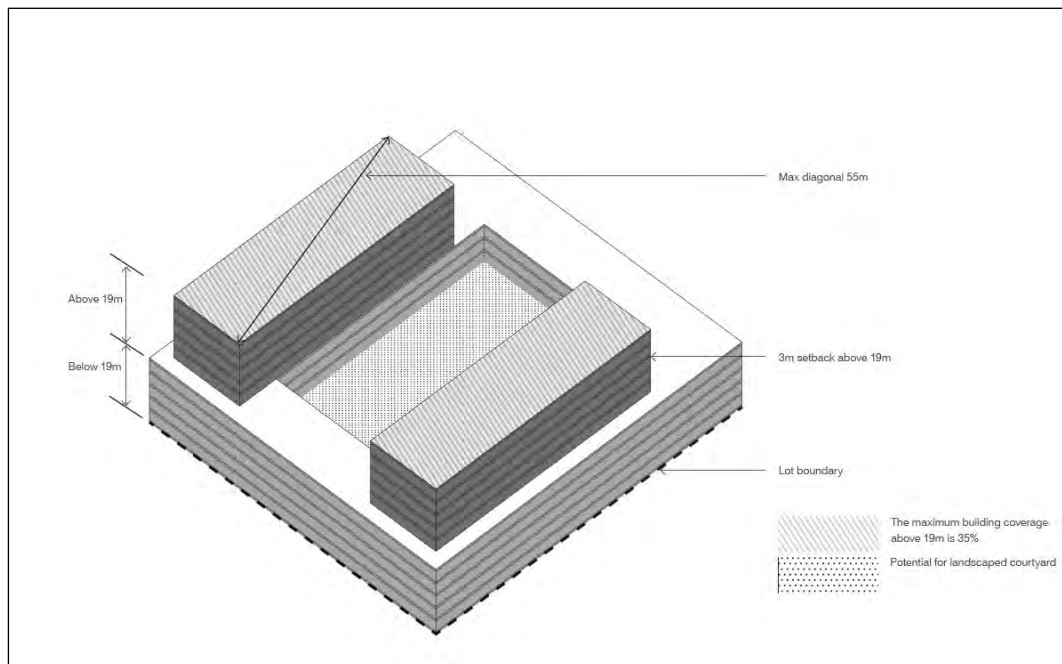
### I554.6.4. Building coverage and setback at upper levels

Purpose:

- to provide adequate daylight access to streets;
- to manage visual dominance effects on streets;

- to manage visual dominance, residential amenity and privacy effects on residential uses within and surrounding the precinct; and
  - to ensure apartment buildings in Height Area 3 specified in Table I554.6.1.1 and on Precinct Plan 3 – Albany height control areas provide for internal amenity and sunlight access to lower-level apartments and common outdoor areas at 19m above ground level.
- (1) Above a height of 19m a new building must be set back 3m from the outer facade of the building below as shown in Figure I554.6.4.1.
  - (2) The cumulative building coverage for each building in Height Area 3 above a height of 19m above ground level must not exceed 35% of the building below. For clarity, compliance with this standard can be expressed with multiple towers at differing heights within a block, subject to the limitations in I554.6.2 – Maximum building dimension and separation, I554.6.1 Building height and H6.6.14 Daylight.

**Figure I554.6.4.1. Building coverage and setback at upper levels**



### **I554.6.5. Wind**

Purpose: To mitigate the adverse wind effects generated by tall buildings.

- (1) A new building exceeding 25m in height and additions to existing buildings that increase the building height above 25m are subject to the requirements of H13.6.8 Wind – Business Mixed Use zone.

### **I554.6.6. Commercial GFA and location control**

Purpose: To enable commercial activities and healthcare facilities in identified locations in proximity to the Community Hub identified on Precinct Plan 1 – Albany features plan without compromising the role, function and viability of existing centres.

- (1) Commercial activities and healthcare facilities (excluding restaurants or cafes located within the Central Park) must be located in areas subject to the commercial frontage control, shown on Precinct Plan 4 – Albany frontage controls.
- (2) The area to be used for commercial and/or healthcare purposes must have its public access and frontage to the road to vest/open space, subject to the setback requirements under Standard I554.6.10.1 Special frontage, height and vehicle access restrictions matrix.
- (3) The total gross floor area of all commercial activities and healthcare facilities shall not exceed 4,000m<sup>2</sup> within the precinct.

*Note: Commercial activities are defined within the 'Commerce' nesting table in Chapter J.*

#### **I554.6.7. Front, side and rear fences and walls**

Purpose: To ensure that where fences and walls are provided, they:

- do not obstruct visual, landscape and ecological integration with open space in the precinct;
  - enable privacy for dwellings and outdoor living spaces, whilst maximising opportunities for passive surveillance of the street, rear lane or adjoining public place; and
  - minimise visual dominance effects to immediate neighbours and the street or adjoining public places.
- (1) Fences or walls or a combination of these structures (whether separate or joined together) must not exceed the height specified below when measured from the ground level at the boundary:
    - (a) Within front yards:
      - (i) Fences in a front yard (including along Albany Highway) must not exceed 1.0m in height.
      - (ii) Where a dwelling is erected within 1.5m of the road frontage, a fence must not be erected in the front yard.
      - (iii) Where there is no front fence and a side boundary fence is to run between adjoining properties, the boundary fence must be set at least 1m back from the front corner of the building.
    - (b) Within side and rear yards:
      - (i) Fences in side and rear yards must not exceed 1.8m in height on land/boundaries that do not adjoin Fernhill Escarpment or the Albany Highway, provided that any fence on a rear boundary that faces onto a rear lane shall be at least 50 percent visually open, as viewed perpendicular to the boundary.

- (ii) On land/boundaries that adjoin Fernhill Escarpment fences must be visually permeable, must be constructed of a pool type fencing, and must not exceed 1.4m in height.

#### **I554.6.8. Stormwater management**

Purpose: To ensure that stormwater in the precinct is managed and, where appropriate, treated, to ensure the health and ecological value of streams are maintained.

- (1) All land use development shall be managed in accordance with an approved Network Discharge Consent and/or Stormwater Management Plan certified by the Stormwater network utility operator.
- (2) All stormwater runoff from a new impermeable road, lane or accessway surface (including at grade parking associated with the Central Park) must be managed by a device designed to achieve stormwater treatment and stream protections via stormwater detention of the 90<sup>th</sup> percentile 24-hour rainfall event as outlined in Guideline Document 2017/001, Version 1, "Stormwater Management Devices in the Auckland Region", by Auckland Council and dated December 2017.

#### **I522.6.9. Riparian planting**

Purpose: To ensure that the amenity, water quality and ecology of the stream network within the precinct is maintained through riparian planting.

- (1) Riparian margins to existing watercourses and streams identified on Precinct Plan 1 – Albany features plan, must be planted to a minimum width of 10m measured from the channel edge of the stream, or from the centreline of the watercourse or stream where the channel edge cannot be physically identified by ground survey. This rule shall not apply to road crossings over streams.
- (2) Riparian margins to existing watercourses and streams identified on Precinct Plan 1 – Albany features plan, must be planted in accordance with a council approved planting plan, use eco-sourced native vegetation, and be consistent with local biodiversity and habitat in accordance with the Appendix 16 Guideline for native revegetation plantings.
- (3) Planting within riparian areas does not preclude the provision of pedestrian and shared walkways and passive recreational spaces in accordance with Precinct Plan 1 – Albany features plan, subject to impervious area limitations within Standard I554.6.3. Maximum building coverage, impervious area and landscaping.

#### **I554.6.10. Special frontage, height and vehicle access restrictions**

Purpose: To ensure a quality interface between buildings and key street edges to ensure streetscape and pedestrian amenity, to support the safe and efficient operation of the road network, and to maintain passive surveillance and outlook to the street.

- (1) Development fronting roads and open space in locations identified on Precinct Plan 4 – Albany frontage controls, must comply with the requirements of Table I554.6.10.1 Special frontage, height and vehicle access restrictions matrix.
- (2) On frontages where Standard I554.6.10(1) applies, where there is a conflict between this standard and any other standard, this standard applies.
- (3) For the avoidance of doubt, no direct vehicle access shall be provided to properties from those roads and streets subject to frontage controls as identified on Precinct Plan 4 – Albany frontage controls. This does not apply to private roads and lanes.

**Table I554.6.10.1. Special frontage, height and vehicle access restrictions matrix**

Street or open space frontage typology	Albany Highway	Road to vest	Private Roads and Lanes	Open Space	Commercial frontage					
<b>Description:</b>	Buildings fronting Albany Highway provide a well-defined urban frontage of a scale that responds to the existing urban form located opposite. Safety for all street users is ensured by avoiding vehicle crossings. Modest private open space can be accommodated in the front yard. However, the setback is limited so as to establish an urban character with good overlooking of the street. Passive surveillance of the street with living spaces oriented to the west is encouraged.	Buildings fronting these roads provide a more formal urban frontage. Scale and density are urban in character with setbacks limited, building to the street is encouraged. Increased building height, continuous frontage and reduced setback reinforces the urban character of the street. No vehicular access or garaging is permitted to ensure pedestrian safety and amenity.	Buildings fronting private streets and lanes provide a less formal urban frontage. Safety for all users is ensured by allowing for but reducing the impact of car parking and manoeuvring areas. Services areas are provided for. Shared streets and home zones are expected.	Buildings shall front Open Spaces and Walkways in order to provide passive surveillance, ensuring safety for park / open space users. Buildings shall take full advantage of the amenity on offer by actively fronting open spaces and walkways. Building length is controlled to allow buildings further back to participate in the amenity on offer, and to maximise accessibility to open spaces and walkways. Privacy effects at the interface are managed through appropriate threshold heights and vertical separation.	Commercial Buildings fronting these roads provide a more formal urban frontage. Scale and density are urban in character with setbacks limited, building to the street is encouraged. Increased building height, continuous frontage and reduced setback reinforces the urban character of the street. No vehicular access or garaging is permitted to ensure pedestrian safety and amenity.					
<b>Minimum number of storeys [refer also to note i below]</b>	2 min	2 min	N/A	2 min	2 min					
<b>Frontage building setback</b>	min 3m	max 5m	min 0m	max 3m	min 2m	max n/a	min 1m	max 3m	min 0m	max 3m
<b>Threshold condition (ii)</b>	min 0m	max 0.9m	min 0.5m	max 1.25m	N/A		min 0m	max 0.9m	min 0m	max 0.5m
<b>Vehicular access from street frontage permitted</b>	No		No		Yes		No		No	
<b>Minimum ground floor, internal floor to</b>	N/A		N/A		N/A		N/A		4m	



Street or open space frontage typology	Albany Highway	Road to vest	Private Roads and Lanes	Open Space	Commercial frontage
ceiling heights for buildings					
At grade parking or multi Level Parking (iii)	N/A	Yes	Yes	No	No
Continuous building frontage required (iv)	No	No	No	No	yes for 80% of development block
Maximum building length along road frontage	60m	N/A	N/A	60m	N/A
Frontage landscaping (v)	2m min	N/A	N/A	N/A	N/A
<p>Notes:</p> <p>i. The relevant minimum height is deemed to have been met where the building frontage meets the storey height limit and is at least one dwelling unit depth.</p> <p>ii. The definition of Threshold condition is the height difference between street level and the ground floor level of the building.</p> <p>iii. Ground floor parking within a building must not be located adjacent to the street frontage or any space in public ownership. Buildings must be designed to accommodate a business or residential activity, depending on the zone, between any ground floor parking and the building frontage.</p> <p>iv. The definition of continuous building frontage is a row of buildings with no more than 2m separating adjoining residential units with no driveways servicing the front.</p> <p>v. A minimum landscape buffer of 2m in depth must be provided along the street frontage between the street and car parking, loading, or service areas which are visible from the street frontage. This rule excludes access points.</p>					

### I554.6.11. Parking

Purpose: To ensure the safety and capacity of the internal and wider road network and to reduce single occupancy vehicle commuter trips to and from the precinct.

#### (1) Parking ratios:

- (a) the number of parking spaces for activities within the precinct must comply with the maximum rates specified in Table E27.6.2.3 Parking rates – area 1, Chapter E27 Transport, unless otherwise stated in Table I554.6.11.1 – Maximum parking provision, below:

**Table I554.6.11.1. Maximum parking provision**

Activity	Maximum Parking ratio	
Offices	1 space per 60m <sup>2</sup> of gross floor area	
Commercial services	1 space per 60m <sup>2</sup> of gross floor area	
Retail	1 space per 50m <sup>2</sup> of gross floor area	
Dwellings	1-3 bedrooms: 1 space	4+ bedrooms: 2 spaces

- (2) At least one dedicated cycle parking space shall be provided for each dwelling unit.
- (3) Visitor cycle parking shall be provided at a rate of one for every 20 dwellings within a single building.

### I554.6.12. Transport assessment and upgrade thresholds

Purpose: To ensure that the precinct responds to the anticipated growth of the Albany area, while also ensuring the safe and efficient operation of the transport network.

- (1) Any application that involves non-residential activities and/or will result in the total cumulative number of dwellings (or dwelling unit equivalents) within the precinct either constructed or consented exceeding the thresholds specified in Table I554.6.12.1 Transport assessment and upgrade thresholds; shall meet the following requirements:

**Table I554.6.12.1. Transport assessment and upgrade thresholds**

Threshold	Requirement to exceed the threshold
1 dwelling or any non-residential activity.	Provision of a private shuttle bus principally between the site and Albany Station (or similar location) for residents, to encourage behaviour change away from private vehicles and towards public transport.
	Provision of the publicly-accessible shared cycle/pedestrian path along the extent of the Oteha Stream, identified on Precinct Plan 2 – Albany movement network.
460 or more dwellings or any non-residential activity	<p>A Transport Assessment is required to ensure the traffic generation of the dwellings (or dwelling unit equivalents) together with other developments does not exceed the traffic generation thresholds detailed below:</p> <p>(a) 500 vehicles per hour without any intersection upgrades; or</p> <p>(b) 600 vehicles per hour with the following intersection upgrades:</p> <ul style="list-style-type: none"> <li>• The addition of separate left and right turn lanes (60m queuing length) on the site approach (currently known as Eastbourne Road) to the Albany Highway / Wharf Road signalised intersection.</li> <li>• The addition of separate left and right turn lanes (60m queuing length) on the site approach (currently known as Oakland Road) to the Albany Highway / Bass Road signalised intersection.</li> </ul> <p>The Transport Assessment shall include details of:</p> <ul style="list-style-type: none"> <li>• The operational capacity of the Bass Road and Wharf Road signalised intersections with particular regard to: <ul style="list-style-type: none"> <li>○ intersection capacity during the school peak periods of 8:00-9:00am and 3:00-4:00pm as determined by ITA monitoring survey(s);</li> <li>○ the existing environment and overall intersection capacity (inclusive of any approved resource consents, including any held by Kristen School at the time a required ITA is prepared);</li> </ul> </li> <li>• surveyed traffic volumes entering and exiting the precinct at both the Albany Highway / Wharf Road signalised intersection and the Albany Highway / Bass Road signalised intersection;</li> <li>• resultant traffic generation rate of the precinct;</li> </ul>

Threshold	Requirement to exceed the threshold
	<ul style="list-style-type: none"> <li>• predicted traffic generated by any proposed development within the precinct that will generate vehicle trips, and the specific traffic generating characteristics of those activities; and</li> <li>• traffic generation analysis demonstrating the predicted cumulative traffic generation of all existing and proposed development within the precinct is less than the traffic generation thresholds referenced above, being:               <ul style="list-style-type: none"> <li>(a) 500 vehicles per hour without any intersection upgrades; or</li> <li>(b) 600 vehicles per hour with the intersection upgrades.</li> </ul> </li> </ul> <p><i>Note: the first subdivision resource consent application, or first land use resource consent application for any development where the total number of dwellings constructed or consented within the precinct exceeds 460 dwellings is required to be accompanied by an 'integrated transport assessment' as noted under 'Special Information Requirements'. A further transport assessment will be required for all further development where the thresholds are exceeded under Standard I554.6.12 Transport assessment and upgrade thresholds</i></p>

- (2) For the purposes of determining when the development threshold is reached, dwellings shall be calculated in accordance with Table I554.6.12.2 Dwelling unit equivalents:

**Table I554.6.12.2. Dwelling unit equivalents**

Type	Equivalent dwellings unit value
Retirement village unit	0.61
Rest home bed	0.46
Visitor accommodation room	1.3

### **I554.6.13. Subdivision standards**

The subdivision controls in E38 Subdivision – Urban apply in this precinct, with the following additional standards specified below.

#### **I554.6.13.1. Subdivision standards for stormwater management**

Purpose: To ensure that stormwater is managed and treated in the precinct and watercourses recharged appropriately.

- (1) All subdivision shall be managed in accordance with an approved Network Discharge Consent and/or Stormwater Management Plan certified by the Stormwater network utility operator.
- (2) All stormwater runoff from a new impermeable road, lane or accessway surface (including at grade parking associated with the Central Park) must be managed by a device designed to achieve stormwater treatment and stream

protections via stormwater detention of the 90<sup>th</sup> percentile 24-hour rainfall event as outlined in Guideline Document 2017/001, Version 1, “Stormwater Management Devices in the Auckland Region”, by Auckland Council and dated December 2017.

### **I554.6.13.2. Subdivision standards for key roading and access**

Purpose: To ensure the precinct is supported by a safe, efficient and legible movement and transport network.

- (1) All roads, lanes and pedestrian/cycle connections within the precinct must be located in general accordance and alignment with Precinct Plan 2 – Albany movement network.
- (2) All public ‘roads to vest’ must be constructed in accordance with the standards contained within Table I554.6.13.2.1 and vested in Council.

**Table I554.6.13.2.1 Minimum standards for roads to vest within the Albany 10 Precinct**

<b>Types of Road</b>	<b>Legal Road Width</b>	<b>Footpath</b>
Roads to vest	20m minimum	1.8m minimum (both sides)

- (3) Vehicle access from Albany Highway must be from the identified access points on Precinct Plan 2 – Albany movement network (Wharf Road and Bass Road).
- (4) Sites that front onto roads where direct vehicle access is not permitted under Standard I554.6.10 Special frontage, height and vehicle access restrictions, must be provided with access from rear lanes (access lots) or side roads at the time of subdivision.

### **I554.6.13.3. Subdivision standards for open space areas**

Purpose: To ensure:

- that sufficient and well-designed open space for residents is provided, developed, managed and maintained appropriately;
  - subdivision and development provide for public access to the Days Bridge Esplanade Reserve, Fernhill Escarpment and public walking and cycling network throughout Albany; and
  - open space areas providing connection through the precinct to the Days Bridge Esplanade Reserve, provide for the integration of flora and the movement of native fauna between the precinct and the Esplanade Reserve.
- (1) All land shown on Precinct Plan 1 – Albany features plan as open space (including the Central Park) must be accessible to the public at all times and, if not vested in the Council, held as private open space that is owned by a legal structure that shall be formed for the eventual owners to hold

responsibility in perpetuity for the on-going maintenance and management of private infrastructure and planted areas. All land owners must be members of this legal entity, or otherwise obliged to contribute to its outgoings on a perpetual basis and this shall be registered by way of consent notice on each title as part of any future subdivision consent.

- (2) The first subdivision application must include an open space development plan for all areas of open space in the precinct which details the existing and proposed development, the existing trees to be retained in accordance with Precinct Plan 1 – Albany features plan, new planting and landscaping and infrastructure for the open space, and includes an on-going management and maintenance plan as well as mechanisms for making changes to the plan when required.
- (3) All open space within a subdivision application area shall be developed in accordance with the precinct open space development plan prior to the issue of a certificate for the relevant subdivision or stage under section 224(c) of the Resource Management Act 1991.

#### **I554.6.13.4. Subdivision standards for riparian margins**

Purpose: To ensure that the amenity, water quality and ecology of the stream and watercourse network within the precinct is enhanced through riparian planting.

- (1) Riparian margins to existing watercourses and streams identified on Precinct Plan 1 – Albany features plan qualifying watercourses, must be planted to a minimum average width of 10m measured from the channel edge of the stream, or from the centreline of the watercourse or stream where the channel edge cannot be physically identified by ground survey. This rule shall not apply to road crossings over streams.
- (2) Riparian margins to existing watercourses and streams identified on Precinct Plan 1 – Albany features plan, must be planted in accordance with a council approved planting plan, use eco-sourced native vegetation, and be consistent with local biodiversity and habitat and in accordance with Appendix 16 Guideline for native revegetation plantings.
- (3) All riparian margins within a subdivision application area must be planted in accordance with the approved planting plan prior to the issue of section 224(c) certificate (under the Resource Management Act 1991) for the relevant subdivision or stage.

#### **I554.6.13.5. Esplanade reserve**

Purpose: To ensure that public access and enjoyment is made available to qualifying water courses and streams within the precinct.

- (1) Where any subdivision involving the creation of sites less than 4ha is proposed to land adjoining streams and/or rivers, the application plan and subsequent land transfer plan must provide for a minimum esplanade reserve or esplanade strip in accordance with section 230 of the Resource Management Act 1991 as follows:

- (a) For qualifying water courses and streams within the precinct, 10m either side of the centreline of the stream.
  - (b) Where subdivision takes place adjoining the Days Bridge Esplanade Reserve, no further esplanade shall be required.
- (2) Any esplanade taken as part of a subdivision shall be landscaped in accordance with the requirements of Standard I554.6.13.3 Subdivision standards for open space areas.

#### **I554.7. Assessment – controlled activities**

There are no controlled activities in this precinct.

#### **I554.8. Assessment – restricted discretionary activities**

##### **I554.8.1. Matters of discretion**

The Council will restrict its discretion to all 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 any relevant overlay, zone, and Auckland-wide provisions:

- (1) New buildings, additions and alterations to existing buildings and accessory buildings;
  - (a) general criteria:
    - (i) consistency with precinct plans;
    - (ii) building design and location;
    - (iii) shading;
    - (iv) landscaping;
    - (v) transport;
    - (vi) travel plans and integrated transport assessments; and
    - (vii) infrastructure.
  - (b) Additional criteria for buildings within Height Area 3:
    - (i) building mass;
    - (ii) provision of internal green space;
    - (iii) passive surveillance; and
    - (iv) streetscape.
- (2) Commercial activities and healthcare facilities of more than 150m<sup>2</sup> gross floor area per tenancy that comply with Standard I554.6.6 – Commercial GFA and location control:
  - (a) transport;

- (b) streetscape; and
  - (c) travel plans and integrated transport assessments.
- (3) Any development that does not comply with Standard I554.6.11 Parking:
- (a) appropriateness for the site and the proposal; and
  - (b) effects on the transport network.
- (4) Subdivision:
- (a) the matters of discretion set out in E38 Subdivision - Urban under E38.12.1;
  - (b) consistency with the precinct plans;
  - (c) infrastructure;
  - (d) travel plans and integrated transport assessments; and
  - (e) transport.
- (5) Subdivision and development that does not comply with Standard I554.6.12 Transport assessment and upgrade thresholds:
- (a) effects on the transport network;
  - (b) the likely trip generation of the subdivision and/or development and the effects of the quantum of that development on the safe and efficient functioning of the roading network;
  - (c) contribution of alternatives to overall traffic effects; and
  - (d) effectiveness of alternatives.

### **I554.8.2. 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 overlay, zone, and Auckland-wide provisions.

- (1) New buildings, additions and alterations to existing buildings and accessory buildings:
- (a) Consistency with precinct plans:
    - (i) Whether the development is in accordance with Precinct Plans 1 – 4.
    - (ii) Whether the activity is consistent overall with the objectives and policies of the precinct.
  - (b) Building design and location:
    - (i) The extent to which building design and layout achieves:
      - a character and appearance that will ensure a high standard of amenity;

- a design that avoids conflict between activities within the precinct;
  - a consistent and attractive streetscape character;
  - variations in building footprints, form and style;
  - articulation of any building facades which are visible from roads so that the extent of large blank and/or flat walls and/or facades are reduced, having regard to the orientation of buildings and solar access;
  - access by windows of habitable rooms to sunlight, daylight and outlook; and
  - permeable fencing, except where residential activities need clear separation from non-residential activities.
- (ii) The extent to which building design and location contributes to a minimum 5-star community rating under Sustainable Community Rating Tool – Green Building Council, taking into consideration the level of overall development within the precinct (or other equivalent rating tool or system).
- (iii) The extent to which internal living areas at all levels within a building maximise outlook onto existing public open space and proposed public open space and streets.
- (iv) The extent to which activities at ground level engage with and activate existing and/or proposed open spaces, streets and lanes.
- (v) The extent to which outdoor living areas and internal living spaces achieve privacy from publicly accessible areas while maintaining a reasonable level of passive surveillance.
- (vi) The extent to which any otherwise unavoidable blank walls are enlivened by methods which may include artwork, mahi toi, articulation, modulation and cladding choice to provide architectural relief.
- (vii) The extent to which parking areas located within buildings are not directly open and/or visible from open spaces, streets and lanes.
- (viii) The extent to which building location and site layout does not compromise the ability to deliver upgrades required under I554.2.6.12 Transport assessment and upgrade thresholds.

(c) Shading:

- (i) The extent to which the location and design of buildings ensures a reasonable level of sunlight access (measured at the Winter Solstice) to open space areas, taking into consideration



site and building orientation, and the planned built-character of the precinct.

- (ii) The extent to which residential units achieve a minimum of three hours direct sunlight to living rooms and private open spaces between 9am and 3pm (measured at the Winter Solstice).

(d) Landscaping:

- (i) The extent to which landscaping treatment responds to and acknowledges the natural landscape character of the Fernhill Escarpment and adjoining land within the Days Bridge Esplanade Reserve.
- (ii) The extent to which landscaping of riparian and open spaces are consistent with any relevant objective and policy within the Albany 10 Precinct.
- (iii) The extent to which other native trees not identified on Precinct Plan 1 - Albany features plan, can be accommodated and/or relocated taking into consideration their contribution to amenity values and the practicalities of their retention in relation to the planned-outcomes of the Albany 10 Precinct.
- (iv) The extent to which native trees that cannot be practicably retained, can be sustainably reused within the development to contribute to the outcomes sought under Policy I554.3(6).

(e) Transport:

- (i) Whether vehicle accesses to sites are designed and located to complement the road function and hierarchy, while avoiding conflict with the function of existing public open space and proposed open space, streets and lanes, while balancing the requirements of access and through-movement.
- (ii) The extent to which, prior to occupation of the first dwelling, the provision of a private shuttle bus between development within the Albany 10 Precinct and the Albany Station (or similar location):
  - achieves the intended purpose of encouraging behaviour change away from private vehicles and towards public transport;
  - 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;

- provides a level of service to support residents at any given stage of development of the precinct; and
  - is necessary taking into consideration other public transport options and alternative transport modes made available in the surrounding area.
- (iii) For development where the total number of dwellings constructed and/or consented (or dwelling unit equivalents) together with other development exceeds 460 dwellings or for any non-residential development; the extent to which traffic generation from activities may create adverse effects on the:
- capacity of roads giving access to the site;
  - safety of road users including cyclists and pedestrians;
  - effective, efficient and safe operation of the road network (including the arterial road network); and
  - the planned urban built character of the precinct.
- (iv) The extent to which construction traffic impacts on the Albany Highway / Bass Road intersection during school peak hours (8am-9am and 3pm-4pm) as well as during the network peak are minimised.
- (f) Travel plans and integrated transport assessments:
- (i) The extent to which proposed developments and travel plans prepared in support of a proposal, are consistent with the analysis and recommendations of any existing integrated transport assessment supporting the proposed development and/or precinct.
- (g) Infrastructure:
- (i) The extent to which the design of streets and lanes are well-connected, attractive and safe transport routes, with appropriate provision for:
- pedestrian, cycle and vehicle movements;
  - minimising potential conflicts between vehicles and cyclists where appropriate and in reference to potential cycle routes identified on Precinct Plan 2 – Albany movement network;
  - car parking (while minimising reliance on private vehicle use);
  - infrastructure services; and
  - street tree planting and landscape treatment consistent with the overall planned outcomes for the precinct and surrounding environmental context.

- (ii) The extent to which infrastructure for stormwater, wastewater and water supply are designed to ensure minimisation of water use, stormwater and wastewater generation and maximise water re-use.
- (iii) The extent to which infrastructure provided to serve any new development models a range of different methods to achieve sustainability, with a particular emphasis on the efficient use and natural treatment for water quality.
- (iv) The extent to which development adopts an integrated approach to stormwater management, with an emphasis on water sensitive design to enable the reduction of stormwater generated from sites through reuse and reduction of impervious areas.
- (v) The extent to which there is consistency with the Stormwater Management Plan and/or relevant Network Discharge Consent.
- (vi) The extent to which stormwater retention and treatment facilities are designed to retain in-stream ecological values and added additional habitat where practical.
- (vii) The extent to which development retains and provides protection for riparian margins and esplanade reserves.
- (viii) The extent to which existing urban streams are supported through landscaping and riparian margins comprising predominantly native species, to contribute to the amenity of the precinct and to support their ecological function.
- (ix) The extent to which identified open spaces are provided so that they are:
  - readily visible and publicly accessible by adopting methods such as a generous street frontages or bordering onto yards of sites and front faces of buildings that are clear of visual obstructions;
  - located to provide visual relief, particularly in intensively developed areas;
  - integrated with surrounding development;
  - reflective of the wider cultural landscape, by ensuring that the landscaping of open spaces embodies the principles of mahi toi where appropriate;
  - sized and developed according to community and neighbourhood needs; and
  - easy to maintain.

- (x) The extent to which the esplanade shared path and all other identified walkways within the precinct are designed to be:
    - suitable and safe for regular shared pedestrian and cycle use;
    - easily visible and accessible; and
    - publicly accessible, and linked to the public walkway and cycleway network surrounding the precinct.
  - (xi) The extent to which native trees that cannot be practicably retained, can be sustainably reused within the development to contribute to the outcomes sought under Policy I554.3(6).
- (h) In addition, for buildings within Height Area 3:
- (i) In respect of building mass:
    - the extent to which long building frontages are visually broken up by variations in height, form and other design means such as variations in facade design and roofline, recesses, awnings, upper level balconies and other projections, materials and colours.
  - (ii) In respect of the provision of internal green spaces:
    - whether internal common green space areas are provided within a building or development site to ensure adequate sunlight access and outlook for residential units, and the extent to which shared common green spaces internal to buildings:
      - provide legible access from the building/s;
      - ensure the privacy of residential units that overlook the space or are located at-grade;
      - are landscaped to provide informal passive recreation opportunities for residents and amenity of outlook while taking into consideration and mitigating the effects of reverse sensitivity; and
      - achieve a reasonable duration of sunlight access measured at the Equinox.
  - (iii) In respect of passive surveillance:
    - the extent to which buildings are designed to contribute to the prevention of crime through their design and configuration.
  - (iv) In respect of the streetscape:
    - the extent to which the scale, proportion and rhythm of architectural features and the fenestration, materials,

finishes and colours (as appropriate) of proposed buildings addressing street frontages acknowledge the planned-characteristics of the streetscape and provide street frontages with architectural design richness, interest and depth;

- the extent to which flat planes or blank facades devoid of modulation, relief or surface detail can be avoided;
- the extent to which servicing elements are concealed where possible and not placed on facades unless integrated into the facade design;
- the extent to which exterior lighting is integrated with architectural and landscape design to minimise glare and light overspill onto adjacent properties and streets; and
- the extent to which any rooftop mechanical plant or other equipment is screened or integrated in the building design.

(2) Commercial activities and healthcare facilities of more than 150m<sup>2</sup> gross floor area per tenancy that comply with Standard I554.6.6 – Commercial GFA and location control:

(a) Transport:

- (i) The extent to which traffic generation and trip movements to and from the activity may create adverse effects on the:
  - capacity of roads giving access to the site;
  - safety of road users including cyclists and pedestrians;
  - effective, efficient and safe operation of the road network (including the arterial road network); and
  - the planned urban built character of the precinct.
- (ii) Whether vehicle accesses to sites are designed and located to complement the road function and hierarchy, while avoiding conflict with the function of existing public open space and proposed open space, streets and lanes, while balancing the requirements of access and through-movement.

(b) Streetscape:

- (i) The extent to which activities serving the local neighbourhood are designed, developed and operated to have an attractive street frontage, with buildings located on the street frontage providing generous display space or alternative shop front that suitably engages with the street.
- (ii) The extent to which additional GFA does not compromise the planned built character of the streetscape.

- (iii) The extent to which the building footprints, height, floor to floor heights and the profile of buildings enable them to accommodate a wide range of ground floor activities to be adapted to accommodate differing uses in the future.

(c) Travel plans and integrated transport assessments:

- (i) The extent to which proposed developments and travel plans prepared in support of a proposal, are consistent with the analysis and recommendations of any existing integrated transport assessment supporting the proposed development and/or precinct.

(3) Parking:

(a) Any activity or development which provides more than the maximum permitted number of parking spaces under Standard I554.6.11:

- (i) the trip characteristics of the proposed activities on the site requiring additional parking spaces;
- (ii) the effects of the vehicle movements associated with the additional parking spaces on the safe and efficient operation of the adjacent transport network, including public transport and the movements of pedestrians, cyclists and general traffic. This includes considering the effect of additional parking on trip generation from the site during peak commuter times;
- (iii) the adequacy and accessibility of public transport and its ability to serve the proposed activity;
- (iv) mitigation measures to provide the additional parking which may include measures such as by entering into a shared parking arrangement with another site or sites in the immediate vicinity; or
- (v) the extent to which the demand for the additional parking can be adequately addressed by management of existing or permitted parking. Depending on number of additional parking spaces proposed, the number of employees, and the location of the site, this may be supported by a travel plan outlining measures and commitments for the activity or activities on-site to minimise the need for private vehicle use and make efficient use of any parking provided.

(4) Subdivision:

(a) The matters of discretion set out in E38 Subdivision – Urban under E38.12.1:

- (i) The extent to which subdivision is consistent with the assessment criteria set out in E38 Subdivision – Urban E38.12.2.

(b) Consistency with the precinct plans:

- (i) Whether the subdivision or land use is in accordance with Precinct Plans 1 – 4.
- (ii) Whether the activity is consistent overall with the objectives and policies of the precinct.

(c) Infrastructure:

- (i) The extent to which infrastructure for stormwater, wastewater and water supply are designed to ensure minimisation of water use, storm and wastewater generation and maximise water re-use.
- (ii) The extent to which infrastructure provided to serve any new development models a range of different methods to achieve sustainability, with a particular emphasis on the efficient use and natural treatment for water quality.
- (iii) The extent to which development adopts an integrated approach to stormwater management, with an emphasis on water sensitive design to enable the reduction of stormwater generated from sites through reuse and reduction of impervious areas.
- (iv) The extent to which there is consistency with the Stormwater Management Plan and/or relevant Network Discharge Consent.
- (v) The extent to which stormwater retention and treatment facilities are designed to retain in-stream ecological values and added additional habitat where practical.
- (vi) The extent to which subdivision retains and provides protection for riparian margins and esplanade reserves.
- (vii) The extent to which existing urban streams are supported through landscaping and riparian margins comprising predominantly native species, to contribute to the amenity of the precinct and to support their ecological function.
- (viii) The extent to which identified open spaces are provided so that they are:
  - readily visible and publicly accessible by adopting methods such as a generous street frontages or bordering onto yards of sites and front faces of buildings that are clear of visual obstructions;
  - located to provide visual relief, particularly in intensively developed areas;
  - integrated with surrounding development;

- reflective of the wider cultural landscape, by ensuring that the landscaping of open spaces embodies the principles of mahi toi where appropriate;
  - sized and developed according to community and neighbourhood needs; and
  - easy to maintain.
- (ix) The extent to which the design and layout of the Central Park provides for a range of active and passive recreation opportunities that cater to all ages and abilities.
- (x) The extent to which any common shared parking area within the Central Park is of a size and location that does not reduce or compromise the primary use and function of the Central Park area, and provides appropriate access to enable flexibility of use for community events, markets and the like.
- (xi) The extent to which the esplanade shared path and all other identified walkways within the precinct are designed to be:
- suitable and safe for regular shared pedestrian and cycle use;
  - easily visible and accessible; and
  - publicly accessible, and linked to the public walkway and cycleway network surrounding the precinct.
- (xii) The extent to which other native trees not identified on Precinct Plan 1 – Albany features plan, can be accommodated and/or relocated taking into consideration their contribution to amenity values and the practicalities of their retention in relation to the planned-outcomes of the Albany 10 Precinct.
- (xiii) The extent to which native trees that cannot be practicably retained, can be sustainably reused within the development to contribute to the outcomes sought under Policy I554.3(6).
- (xiv) The extent to which development contributes to a minimum 5-star community rating under the Sustainable Community Rating Tool – Green Building Council, taking into consideration the level of overall development within the precinct (or other equivalent rating tool or system).
- (d) Travel plans and integrated transport assessments:
- (i) The extent to which proposed developments and travel plans prepared in support of a proposal, are consistent with the analysis and recommendations of any existing integrated transport assessment supporting the proposed development and/or precinct;



(e) Transport:

- (i) The extent to which the design of streets and lanes are well-connected, attractive and safe transport routes, with appropriate provision for:
  - pedestrian, cycle and vehicle movements;
  - minimising potential conflicts between vehicles and cyclists where appropriate and in reference to potential cycle routes identified on Precinct Plan 2 – Albany movement network;
  - car parking (while minimising reliance on private vehicle use);
  - infrastructure services; and
  - street tree planting and landscape treatment consistent with the overall planned outcomes for the precinct and surrounding environmental context.
- (ii) The extent to which local road and pedestrian/cycle networks encourage a walkable neighbourhood to reduce vehicle dependency and ensure local accessibility to community facilities, open space areas, public transport facilities and retail activities.
- (iii) For development where the total number of dwellings constructed and/or consented (or dwelling unit equivalents) together with other development exceeds 460 dwellings or for any non-residential development; the extent to which traffic generation from activities may create adverse effects on the:
  - capacity of roads giving access to the site;
  - safety of road users including cyclists and pedestrians;
  - effective, efficient and safe operation of the road network (including the arterial road network); and
  - the planned urban built character of the precinct.
- (iv) The extent to which, prior to occupation of the first dwelling, the provision of a private shuttle bus between development within the Albany 10 Precinct and the Albany Station (or similar location):
  - achieves the intended purpose of encouraging behaviour change away from private vehicles and towards public transport;
  - 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;

- provides a level of service to support residents at any given stage of development of the precinct; and
- is necessary taking into consideration other public transport options and alternative transport modes made available in the surrounding area.

- (v) The extent to which construction traffic impacts on the Albany Highway / Bass Road intersection during school peak hours (8am-9am and 3pm-4pm) as well as during the network peak are minimised.
- (vi) The extent to which subdivision design and site layout does not compromise the ability to deliver upgrades required under I554.6.12 Transport assessment and upgrade thresholds.
- (vii) The extent to which an alternative alignment of private roads and lanes identified as 'no control' on Precinct Plan 4 – Albany frontage controls is supported by a transport assessment that includes:
  - an assessment of safety and efficiency of movements to the local network of active mode users;
  - an assessment of safety and efficiency of movements to the local network of private vehicles; and
  - the extent to which the alternative alignment is generally consistent with the assessment criteria under I554.8.2(4) Subdivision.

(5) Subdivision and development that does not comply with Standard I554.6.12 Transport assessment and upgrade thresholds:

- (a) Effects on the transport network.
- (b) Whether subdivision and/or development has adverse effects on the efficiency of the operation and safety of the transport network for all road users, including existing and future pedestrians, active mode users, public transport operations and high occupancy vehicles, on Albany Highway, between and including the intersections of Albany Expressway and Rosedale Road with Albany Highway.
- (c) Contribution of alternatives to overall traffic effects:
  - (i) whether other transport network upgrade works to those identified in I554.6.12 Transport assessment and upgrade thresholds have been undertaken or other measures are required that mitigate the transport effects of the proposed subdivision and/or development; and

- (ii) the extent to which (if any) staging of subdivision may be required due to the co-ordination of the provision of transport infrastructure.

### **I554.9. Special information requirements**

In addition to the general information that must be submitted with a resource consent application (refer C1.2(1) Information requirements for resource consent applications), applications for the activities listed below must be accompanied by the additional information specified:

#### Integrated Transport Assessment

- (1) The first subdivision resource consent application, or first land use resource consent application for any development where the total number of dwellings either constructed or consented within the precinct exceeds 460 dwellings, shall be accompanied by an integrated transport assessment for the precinct. A further transport assessment will be required for all further development where the thresholds are exceeded under Standard I554.6.12 Transport assessment and upgrade thresholds.

#### Dwelling assessment

- (2) Any application for new buildings and/or dwellings shall be accompanied by an assessment of the current and proposed number of dwellings (or dwelling unit equivalents) within the precinct, so as to confirm compliance with standard I554.6.12. Transport assessment and upgrade thresholds. This requirement does not apply after 460 dwellings consented and/or constructed.

#### Commercial GFA assessment

- (3) Any application for commercial activities or healthcare facilities shall be accompanied by an assessment of the current GFA for these activities and facilities within the precinct, so as to confirm compliance with Standard I554.6.6 Commercial GFA and location control.

#### Coverage Plan

- (4) Any application for subdivision or development within the precinct shall include coverage information to demonstrate compliance with Standard I554.6.3 – Maximum building coverage, impervious area and landscaping and the extent of existing and proposed coverages across the overall precinct for any stage of development (including roads and lanes).

#### Private Shuttle Service

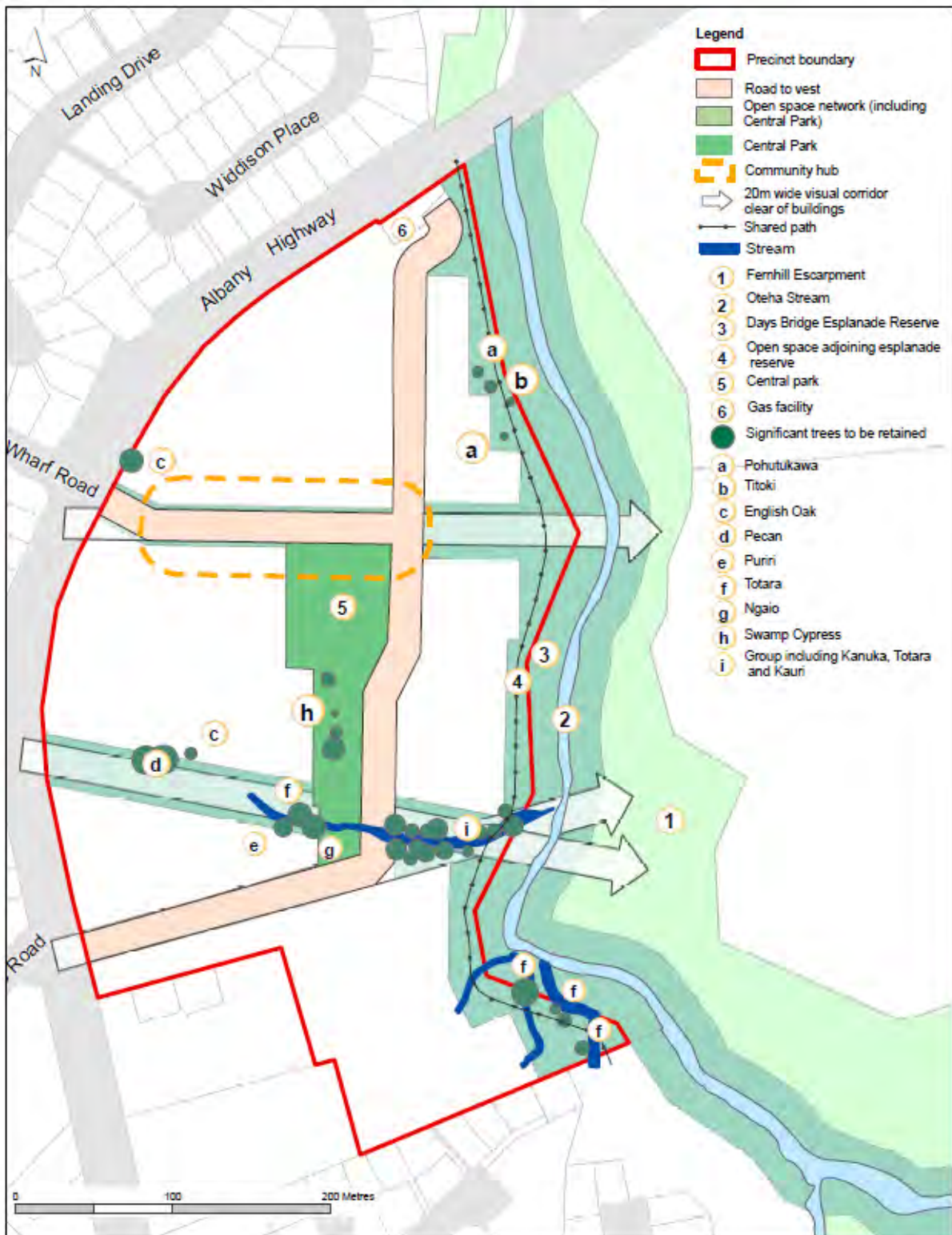
- (5) Where residential dwellings are proposed as part of any application, information shall be provided to confirm that the private shuttle bus required under I554.6.12 – Transport assessment and upgrade thresholds:
  - (a) is privately funded, operated, managed and, where not provided directly by the 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;

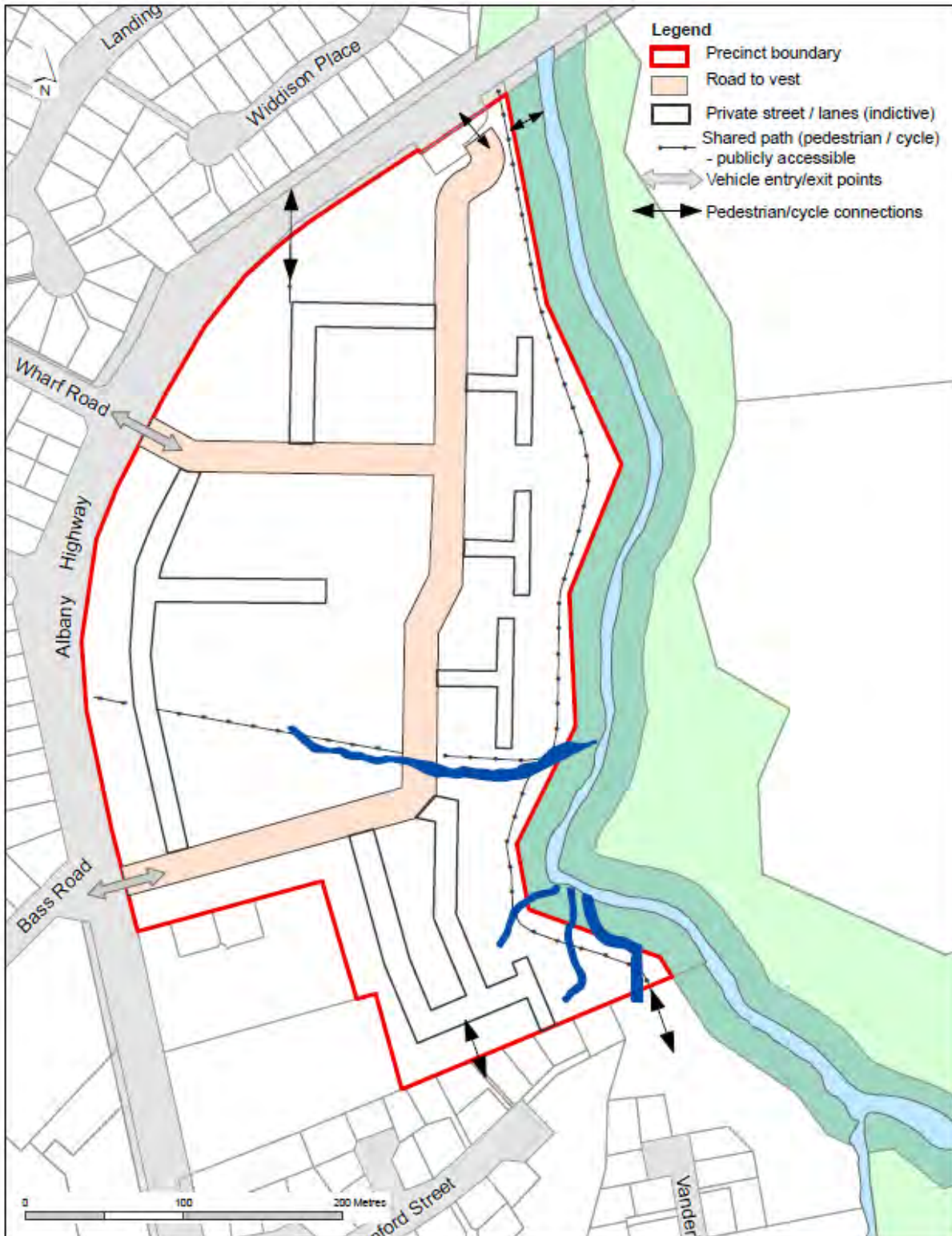
- (b) provides a level of service to support residents at any given stage of development of the precinct, including intended route and stops; and
- (c) is necessary taking into consideration other public transport options and alternative transport modes made available in the surrounding area.

#### **I554.10 Precinct plans**

# I554.10.1 Precinct Plan 1 – Albany features plan

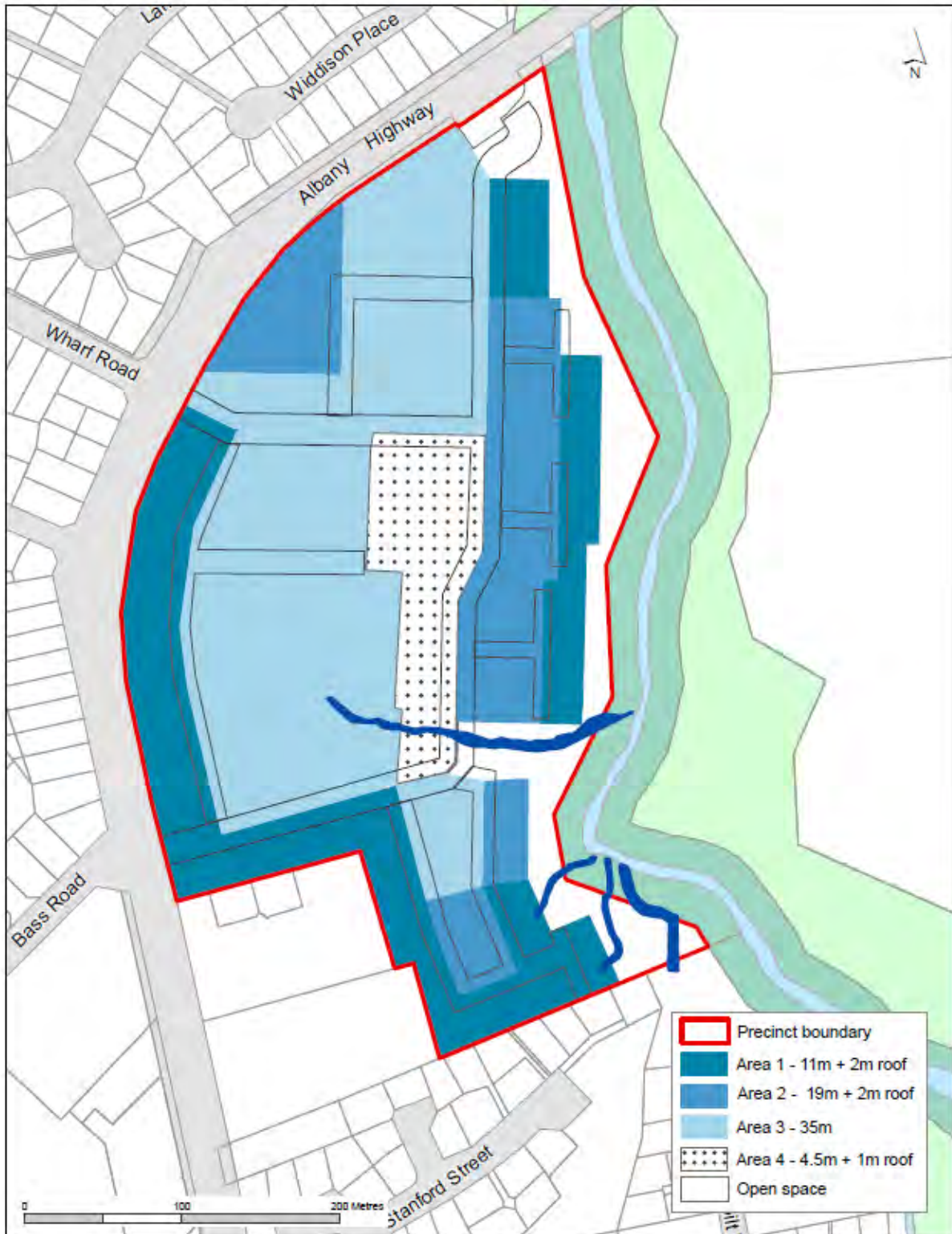


### I554.10.2 Precinct Plan 2 – Albany movement network.





I554.10.3 Precinct Plan 3 – Albany height control areas.



### I554.10.4 Precinct Plan 4 – Albany frontage controls.

