

APPENDICES

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Appendix 1: Relevant sections of the Resource Management Act 1991

Part 1 Interpretation and application

S2 Interpretation

road has the same meaning as in section 315 of the Local Government Act 1974; and includes a motorway as defined in section 2(1) of the Government Roding Powers Act 1989

Part 2 Purpose and Principles

S5 Purpose

- (1) The purpose of this Act is to promote the sustainable management of natural and physical resources.
- (2) In this Act, sustainable management means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety while—
 - (a) Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and
 - (b) Safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and
 - (c) Avoiding, remedying, or mitigating any adverse effects of activities on the environment.

S6 Matters of national importance

In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall recognise and provide for the following matters of national importance:

- (a) The preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development:
- (b) The protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development:
- (c) The protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna:
- (d) The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers:
- (e) The relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga.
- (f) the protection of historic heritage from inappropriate subdivision, use, and development.
- (g) the protection of protected customary rights.

S7 Other matters

In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to—

- (a) Kaitiakitanga:
- (aa) The ethic of stewardship:
- (b) The efficient use and development of natural and physical resources:
- (ba) the efficiency of the end use of energy:
- (c) The maintenance and enhancement of amenity values:
- (d) Intrinsic values of ecosystems:
- (e) [Repealed]
- (f) Maintenance and enhancement of the quality of the environment:
- (g) Any finite characteristics of natural and physical resources:
- (h) The protection of the habitat of trout and salmon:
- (i) the effects of climate change:
- (j) the benefits to be derived from the use and development of renewable energy.

S8 Treaty of Waitangi

In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).

S9 Restrictions on use of land

- (1) No person may use land in a manner that contravenes a national environmental standard unless the use—
 - (a) is expressly allowed by a resource consent; or
 - (b) is allowed by section 10; or
 - (c) is an activity allowed by section 10A; or
 - (d) is an activity allowed by section 20A.
- (2) No person may use land in a manner that contravenes a regional rule unless the use—
 - (a) is expressly allowed by a resource consent; or
 - (b) is an activity allowed by section 20A.
- (3) No person may use land in a manner that contravenes a district rule unless the use—
 - (a) is expressly allowed by a resource consent; or

- (b) is allowed by section 10; or
 - (c) is an activity allowed by section 10A.
- (4) No person may contravene section 176, 178, 193, or 194 unless the person obtains the prior written consent of the requiring authority or the heritage protection authority.
 - (5) This section applies to overflying by aircraft only to the extent to which noise emission controls for airports have been prescribed by a national environmental standard or set by a territorial authority.
 - (6) This section does not apply to use of the coastal marine area

S10 Certain existing uses in relation to land protected

- (1) Land may be used in a manner that contravenes a rule in a district plan or proposed district plan if—
 - (a) Either—
 - (i) The use was lawfully established before the rule became operative or the proposed plan was notified; and
 - (ii) The effects of the use are the same or similar in character, intensity, and scale to those which existed before the rule became operative or the proposed plan was notified:
 - (b) Or—
 - (i) The use was lawfully established by way of a designation; and
 - (ii) The effects of the use are the same or similar in character, intensity, and scale to those which existed before the designation was removed.
- (2) Subject to sections 357 to 358, this section does not apply when a use of land that contravenes a rule in a district plan or a proposed district plan has been discontinued for a continuous period of more than 12 months after the rule in the plan became operative or the proposed plan was notified unless—
 - (a) An application has been made to the territorial authority within 2 years of the activity first being discontinued; and
 - (b) The territorial authority has granted an extension upon being satisfied that—
 - (i) The effect of the extension will not be contrary to the objectives and policies of the district plan; and
 - (ii) The applicant has obtained approval from every person who may be adversely affected by the granting of the extension, unless in the authority's opinion it is unreasonable in all the circumstances to require the obtaining of every such approval.
- (3) This section does not apply if reconstruction or alteration of, or extension to, any building to which this section applies increases the degree to which the building fails to comply with any rule in a district plan or proposed district plan.
- (4) For the avoidance of doubt, this section does not apply to any use of land that is—
 - (a) Controlled under section 30(1)(c) (regional control of certain land uses); or
 - (b) Restricted under section 12 (coastal marine area); or
 - (c) Restricted under section 13 (certain river and lake bed controls).
- (5) Nothing in this section limits section 20A (certain existing lawful activities allowed).

- (6) In this section, use of land has the same meaning as in section 9(4)(a) to (e) (except (da)) and land may be used has a corresponding meaning.

S15 Discharge of contaminants into environment

- (1) No person may discharge any—
- (a) contaminant or water into water; or
 - (b) contaminant onto or into land in circumstances which may result in that contaminant (or any other contaminant emanating as a result of natural processes from that contaminant) entering water; or
 - (c) contaminant from any industrial or trade premises into air; or
 - (d) contaminant from any industrial or trade premises onto or into land— unless the discharge is expressly allowed by a national environmental standard or other regulations, a rule in a regional plan as well as a rule in a proposed regional plan for the same region (if there is one), or a resource consent.
- (2) No person may discharge a contaminant into the air, or into or onto land, from a place or any other source, whether moveable or not, in a manner that contravenes a national environmental standard unless the discharge—
- (a) is expressly allowed by other regulations; or
 - (b) is expressly allowed by a resource consent; or
 - (c) is an activity allowed by section 20A.
- (2A) No person may discharge a contaminant into the air, or into or onto land, from a place or any other source, whether moveable or not, in a manner that contravenes a regional rule unless the discharge—
- (a) is expressly allowed by a national environmental standard or other regulations; or
 - (b) is expressly allowed by a resource consent; or
 - (c) is an activity allowed by section 20A.
- (3) This section shall not apply to anything to which section 15A or section 15B applies

Part 4

Functions, powers, and duties of central and local government

Duties of local authorities and applicants

S36A No duty under this Act to consult about resource consent applications and notices of requirement

- (1) The following apply to an applicant for a resource consent and the local authority:
- (a) neither has a duty under this Act to consult any person about the application; and
 - (b) each must comply with a duty under any other enactment to consult any person about the application; and
 - (c) each may consult any person about the application.
- (2) This section applies to a notice of requirement issued under any of sections 168, 168A, 189, and 189A by a requiring authority or a heritage protection authority, as if—
- (a) the notice were an application for a resource consent; and

- (b) the authority were an applicant

Part 8
Designations and heritage orders
Designations

S166 Meaning of designation, network utility operator, and requiring authority

In this Act—

designation means a provision made in a district plan to give effect to a requirement made by a requiring authority under section 168 or section 168A or clause 4 of Schedule 1

network utility operator means a person who—

- (a) undertakes or proposes to undertake the distribution or transmission by pipeline of natural or manufactured gas, petroleum, biofuel, or geothermal energy; or
- (b) operates or proposes to operate a network for the purpose of—
 - (i) telecommunication as defined in section 5 of the Telecommunications Act 2001; or
 - (ii) radiocommunication as defined in section 2(1) of the Radiocommunications Act 1989; or
- (c) is an electricity operator or electricity distributor as defined in section 2 of the Electricity Act 1992 for the purpose of line function services as defined in that section; or
- (d) undertakes or proposes to undertake the distribution of water for supply (including irrigation); or
- (e) undertakes or proposes to undertake a drainage or sewerage system; or
- (f) constructs, operates, or proposes to construct or operate, a road or railway line; or
- (g) is an airport authority as defined by the Airport Authorities Act 1966 for the purposes of operating an airport as defined by that Act; or
- (h) is a provider of any approach control service within the meaning of the Civil Aviation Act 1990; or
- (i) undertakes or proposes to undertake a project or work prescribed as a network utility operation for the purposes of this definition by regulations made under this Act,—

and the words **network utility operation** have a corresponding meaning

requiring authority means—

- (a) a Minister of the Crown; or
- (b) a local authority; or
- (c) a network utility operator approved as a requiring authority under section 167

S168 Notice of requirement to territorial authority

- (1) A Minister of the Crown who, or a local authority which, has financial responsibility for a public work, may at any time give notice in the prescribed form to a territorial authority of its requirement for a designation—
 - (a) for a public work; or
 - (b) in respect of any land, water, subsoil, or airspace where a restriction is necessary for the safe or efficient functioning or operation of a public work.
- (2) A requiring authority for the purposes approved under section 167 may at any time give notice in the prescribed form to a territorial authority of its requirement for a designation—
 - (a) for a project or work; or
 - (b) in respect of any land, water, subsoil, or airspace where a restriction is reasonably necessary for the safe or efficient functioning or operation of such a project or work.
- (4) A requiring authority may at any time withdraw a requirement by giving notice in writing to the territorial authority affected.
- (5) Upon receipt of notification under subsection (4), the territorial authority shall—
 - (a) publicly notify the withdrawal; and
 - (b) notify all persons upon whom the requirement has been served.

171 Recommendation by territorial authority

- (1A) When considering a requirement and any submissions received, a territorial authority must not have regard to trade competition or the effects of trade competition.
- (1) When considering a requirement and any submissions received, a territorial authority must, subject to Part 2, consider the effects on the environment of allowing the requirement, having particular regard to—
 - (a) any relevant provisions of—
 - (i) a national policy statement;
 - (ii) a New Zealand coastal policy statement;
 - (iii) a regional policy statement or proposed regional policy statement;
 - (iv) a plan or proposed plan; and
 - (b) whether adequate consideration has been given to alternative sites, routes, or methods of undertaking the work if—
 - (i) the requiring authority does not have an interest in the land sufficient for undertaking the work; or
 - (ii) it is likely that the work will have a significant adverse effect on the environment; and
 - (c) whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought; and
 - (d) any other matter the territorial authority considers reasonably necessary in order to make a recommendation on the requirement.
- (2) The territorial authority may recommend to the requiring authority that it—
 - (a) confirm the requirement;
 - (b) modify the requirement;
 - (c) impose conditions:

- (d) withdraw the requirement.
- (3) The territorial authority must give reasons for its recommendation under subsection (2).

S175 Designation to be provided for in district plan

- (1) Subsection (2) applies to a territorial authority if—
 - (a) a requiring authority makes a decision under section 172 and one of the following applies:
 - (i) no appeal is lodged against the requiring authority's decision within the time permitted by section 174(2)(c); or
 - (ii) an appeal is lodged against the requiring authority's decision under section 174 but is withdrawn or dismissed; or
 - (iii) an appeal is lodged against the requiring authority's decision and the Environment Court confirms or modifies the requirement; or
 - (b) a board of inquiry decides to confirm a requirement with or without modifications under section 149R; or
 - (c) the Environment Court decides to confirm a requirement with or without modifications under section 149U, 198E, or 198K.
- (2) The territorial authority must, as soon as practicable and without using Schedule 1,—
 - (a) include the designation in its district plan and any proposed district plan as if it were a rule in accordance with the requirement as issued or modified in accordance with this Act; and
 - (b) state in its district plan and in any proposed district plan the name of the requiring authority that has the benefit of the designation.

S176 Effect of designation

- (1) If a designation is included in a district plan, then—
 - (a) section 9(3) does not apply to a public work or project or work undertaken by a requiring authority under the designation; and
 - (b) no person may, without the prior written consent of that requiring authority, do anything in relation to the land that is subject to the designation that would prevent or hinder a public work or project or work to which the designation relates, including—
 - (i) undertaking any use of the land; and
 - (ii) subdividing the land; and
 - (iii) changing the character, intensity, or scale of the use of the land.
- (2) The provisions of a district plan or proposed district plan shall apply in relation to any land that is subject to a designation only to the extent that the land is used for a purpose other than the designated purpose.
- (3) This section is subject to section 177

S176A Outline plan

- (1) Subject to subsection (2), an outline plan of the public work, project, or work to be constructed on designated land must be submitted by the requiring authority to the territorial authority to allow the territorial authority to request changes before construction is commenced.
- (2) An outline plan need not be submitted to the territorial authority if—
 - (a) the proposed public work, project, or work has been otherwise approved under this Act; or
 - (b) the details of the proposed public work, project, or work, as referred to in subsection (3), are incorporated into the designation; or
 - (c) the territorial authority waives the requirement for an outline plan.

An outline plan must show—

- (a) the height, shape, and bulk of the public work, project, or work; and
 - (b) the location on the site of the public work, project, or work; and
 - (c) the likely finished contour of the site; and
 - (d) the vehicular access, circulation, and the provision for parking; and
 - (e) the landscaping proposed; and
 - (f) any other matters to avoid, remedy, or mitigate any adverse effects on the environment.
- (2) Within 20 working days after receiving the outline plan, the territorial authority may request the requiring authority to make changes to the outline plan.
 - (3) If the requiring authority decides not to make the changes requested under subsection (4), the territorial authority may, within 15 working days after being notified of the requiring authority's decision, appeal against the decision to the Environment Court.
 - (4) In determining any such appeal, the Environment Court must consider whether the changes requested by the territorial authority will give effect to the purpose of this Act.
 - (5) This section applies, with all necessary modifications, to public works, projects, or works to be constructed on designated land by a territorial authority.

S181 Alteration of designation

- (1) A requiring authority that is responsible for a designation may at any time give notice to the territorial authority of its requirement to alter the designation.
- (2) Subject to subsection (3), sections 168 to 179 shall, with all necessary modifications, apply to a requirement referred to in subsection (1) as if it were a requirement for a new designation.
- (3) A territorial authority may at any time alter a designation in its district plan or a requirement in its proposed district plan if—
 - (a) the alteration—
 - (i) involves no more than a minor change to the effects on the environment associated with the use or proposed use of land or any water concerned; or
 - (ii) involves only minor changes or adjustments to the boundaries of the designation or requirement; and

(b) written notice of the proposed alteration has been given to every owner or occupier of the land directly affected and those owners or occupiers agree with the alteration; and

(c) both the territorial authority and the requiring authority agree with the alteration—

and sections 168 to 179 shall not apply to any such alteration.

- (4) This section shall apply, with all necessary modifications, to a requirement by a territorial authority to alter its own designation or requirement within its own district.

182 Removal of designation

- (1) If a requiring authority no longer wants a designation or part of a designation, it shall give notice in the prescribed form to—
- (a) the territorial authority concerned; and
 - (b) every person who is known by the requiring authority to be the owner or occupier of any land to which the designation relates; and
 - (c) every other person who, in the opinion of the requiring authority, is likely to be affected by the designation.
- (2) As soon as reasonably practicable after receiving a notice under subsection (1), the territorial authority shall, without using the process in Schedule 1, amend its district plan accordingly.
- (3) The provisions of Schedule 1 shall not apply to any removal of a designation or part of a designation under this section.
- (4) This section shall apply, with all necessary modifications, to a notice by a territorial authority to withdraw its own designation or part of a designation within its own district.
- (5) Notwithstanding subsections (2) to (4), where a territorial authority considers the effect of the removal of part of a designation on the remaining designation is more than minor, it may, within 20 working days of receipt of the notice under subsection (1), decline to remove that part of the designation.
- (6) A requiring authority may object, under section 357, to any decision to decline removal of part of a designation under subsection (5).

Appendix 2: Road related objectives and policies

Isthmus

PART 2 - RESOURCE MANAGEMENT

2.3 OBJECTIVES

2.3.5 URBAN GROWTH

•To manage urban growth and development in a manner that:

- a) supports compact town centres, passenger transport and business areas
- b) facilitates integrated transport management and a multi-modal transport network
- c) integrates land transport and land use provisions to support a quality, compact sustainable and contained urban form
- d) encourages higher density residential and commercial activity as a priority in and around specific high density town centres and sub-regional centres (urban living communities), and enables such activities in intensive corridors (which should have good access to passenger transport, a variety of housing types, jobs, services, recreational, cultural, entertainment and other activities) and in other locations (having regard to Policies 2.6.5.9 and 2.6.5.11 of the Regional Policy Statement).
- e) recognises that some commercial and retail activities which are ill-suited to locating in high density centres and intensive corridors, because of their form, scale or customer base, can be enabled in appropriate business (and Mixed Use) zones provided that they will not compromise the achievement of 2.6.5 Strategic Policies Urban Structure of the Auckland Regional Policy Statement.
- f) promotes high standards for urban amenity, form and design which are applied appropriately to the circumstances to facilitate a range of quality environments around town centres, transport nodes and growth areas.
- g) avoids or mitigates conflicts or incompatibility (including reverse sensitivity effects) between new land uses and both existing and planned future regionally significant infrastructure. For the purpose of this Objective “planned future regionally significant infrastructure” is regionally significant infrastructure which is the subject of a Notice of Requirement, designation or resource consent, or which otherwise has statutory planning approval.

•To enhance the visual amenity and urban identity and character of identified growth areas, by encouraging well designed buildings, lively streetscapes, safe and attractive public spaces, convenient pedestrian linkages and good access to transport facilities.

PART 4A - GENERAL RULES

4A.4 NETWORK UTILITY SERVICES

4A.4.2 OBJECTIVES

•To maintain levels of infrastructure which provide for the citizens of the district.

- To ensure that activities and development recognise the constraints of servicing capabilities.
- To monitor the development of the Isthmus so that growth may be balanced with the environmental capacity of the district.
- To allow for the provision of new network utility services whilst mitigating adverse environmental effects.

4A.4.3 POLICIES

- By providing for the continued existence and maintenance of established network utility services.
- By providing for new network utility services, provided that any adverse effects on amenity values are avoided, remedied or mitigated.
- By requiring financial contributions from developers and subdividers for the provision of network utility services necessary for people's health, well-being and safety and to avoid, mitigate or remedy any adverse effects of the activities on the environment.
- By ensuring that proposed network utility services which may create significant adverse effects on the environment are subjected to an assessment procedure and that any adverse effects are avoided, remedied or mitigated where practical.
- By recognising existing legislative provisions which apply to network utility services, and where the Council is empowered to do so, applying conditions to the installation of those services to meet the requirements of Part II of the Act.
- By making suitable provision for network utility services corridors through the Isthmus.
- By monitoring the capacity of the network utility services for which the Council has prime responsibility so as to enable the adverse effects of land use activities on those services to be avoided, remedied or mitigated.

PART 4B - FINANCIAL CONTRIBUTIONS

4B.6 INFRASTRUCTURE FINANCIAL CONTRIBUTIONS

4B.6.1 OBJECTIVE

To ensure that the physical infrastructure of the City is able to cater for the needs of new residents and businesses.

Policies

- By adopting a long-term perspective, through the Strategic Plan, to ensure that the City's infrastructure is adequately maintained and redeveloped.
- By providing sufficient resources, through the Annual Plan, to ensure that the infrastructure demands of new development are met in a timely and orderly manner.
- By requiring new development to contribute to upgrades in the capacity of the City's drainage and transport systems through a financial contributions policy.

PART 7 - RESIDENTIAL ACTIVITY

7.6 THE ZONES

7.6.1 RESIDENTIAL 1 (BUILT)

7.6.1.1 OBJECTIVE AND POLICIES

Objective

To ~~promote~~ ensure the survival of the historic form and pattern of subdivision, buildings and streetscape in Auckland's early-established residential neighbourhoods.

Policies

•By maintaining the authenticity of character of [~~land included in~~] the zone in relation to activities, development, and by [~~discouraging~~ preventing] other work which is not in sympathy with the [~~identified~~ special] character.

•By [~~encouraging~~ requiring] renovation and new building construction in a manner which maintains [~~and protects~~] the historic form, [~~and~~] pattern[, intensity and grain] of buildings and streetscape in the [~~zone~~ areas to which the zone is applied].

•By protecting the special level of amenity that exists in the area, against the adverse effects of more intensive non-residential activities.

•By imposing provisions which seek to maintain and as appropriate enhance the amenity of the streetscape appearance of these areas through controlling structures in the front yard and through road maintenance and improvements compatible with the character of the vicinity.

•By providing for activities to be conducted in existing buildings that can ensure the restoration and maintenance of the fabric of any building on the site, where the building is of the characteristic historic period.

•By encouraging, where practical, the construction of garages and carports to the rear of, underneath (where appropriate in terms of topography), or alongside the building on the site to ensure the front garden and façade remain visible to the streetscape.

•By protecting buildings constructed prior to 1940 where they contribute positively to the special character of the streetscape.]

7.6.2 RESIDENTIAL 2 (BUILT/FLORA)

7.6.2.1 OBJECTIVE[S] AND POLICIES

Objective

To protect the architectural values of buildings which contribute to the special character of the streetscape.

Policies

•By ensuring renovation of existing buildings and new buildings maintain the historic form and pattern of buildings, open space and distinctive streetscapes of areas included in the zone.

•By maintaining the architectural values of period housing predominant in the street.

•By protecting buildings constructed prior to 1940 where they contribute positively to the special character of the streetscape.

Objective

To protect the landscape qualities of those residential areas which display a special blend of built and natural features, generally involving period housing, coupled with the presence of trees.

Policies

- By maintaining the quality of spaciousness which characterises areas included in the zone.
- By requiring the retention of the larger trees, located on private property, roads and reserves, which give areas included in the zone a distinctive character.
- By requiring replacement planting to maintain the landscape qualities and spaciousness of areas in this zone. Replacement with indigenous trees will be encouraged when this is the traditional pattern of planting in the area or when an indigenous tree has been removed.
- By ensuring that the spacious and well-landscaped front yards which are typical of land in this zone retain a reasonable degree of visibility from the street.

Streetscape Character, Streetscape Value or Character of the Streetscape means: The image and perception of a street which includes the composition of elements in a street, that combine to create the urban landscape, including the natural and built features and the spatial qualities of the street.

This definition applies to only the Residential 2 zone and does not apply to any other parts of the District Plan.

7.6.3 RESIDENTIAL 3 (BUILT/LANDFORM)

7.6.3.1 OBJECTIVE AND POLICIES

Objective

To protect the architectural values of buildings which contribute to the special character of the streetscape in the zone.

Policies

•By ensuring additions and alterations to existing buildings and new buildings maintain the historic form and pattern of buildings, open space and distinctive streetscapes of land included in the zone.

•By maintaining the architectural values of period housing predominant in the street.

•By protecting buildings constructed prior to 1940 where they significantly contribute to the special character of the streetscape.

Objective

To protect the landscape qualities of those residential areas which display a special blend of built and natural features, generally involving period housing, coupled with distinctive landforms and the presence of trees.

Policies

•By maintaining the open or treed character of land included in the zone.

•By requiring the retention of the larger trees, located on private property, roads and reserves, which give land included in the zone a distinctive character.

•By requiring, where appropriate, replacement planting of trees to maintain the landscape qualities and spaciousness of areas in this zone.

•By ensuring that the spacious and well-landscaped front yards which are typical of land in this zone retain a reasonable degree of visibility from the street.]

PART 8 - BUSINESS ACTIVITY

8.6 THE ZONES

8.6.1 BUSINESS 1 ZONE

8.6.1.1 OBJECTIVES AND POLICIES

(d) Objective

To provide a degree of pedestrian amenity along the main retail frontage.

Policy

•By requiring the provision of verandahs.

8.6.2 BUSINESS 2 ZONE

8.6.2.1 OBJECTIVES AND POLICIES

(b) Objective

To recognise the importance of the main retail frontage in maintaining the pedestrian amenity of these areas.

Policies

•By identifying the main retail frontage of centres and applying measures which seek to reinforce it.

•By requiring the provision of verandahs.

•By providing bonuses in floor area for new developments, where specified pedestrian facilities are provided.

8.6.3 BUSINESS 3 ZONE

8.6.3.1 OBJECTIVES AND POLICIES

(b) Objective

To maintain and enhance the quality of amenity in the zone.

Policies

•By applying controls which seek to reinforce pedestrian amenity along the main retail frontage.

- By applying controls which require new developments to provide a quality streetscape appearance.

- By adopting parking and traffic measures which seek to avoid congestion and parking problems.

(e) Objective

To ensure that residential activity and parking areas are located appropriately so as to maintain the retail / commercial character of town / suburban centres.

Policy

- By adopting controls which require the location of residential units away from street frontages at ground level.

8.6.4 BUSINESS 4 ZONE

8.6.4.1 OBJECTIVES AND POLICIES

(b) Objective

To maintain and enhance the quality of environment in the zone.

Policies

- By imposing controls which require new activities to enhance the streetscape.

- By limiting the scale of development to one which can be sustained by the existing infrastructure.

- By adopting parking and traffic measures which seek to avoid congestion and parking problems.

(c) Objective

To ensure that any adverse environmental or amenity impact of business activity on adjacent residential or open space zones is prevented or reduced to an acceptable level.

Policies

- By requiring acceptable noise levels at the interface between residential zones and business activity.

- By adopting controls which maintain levels of amenity and privacy for any adjacent land which is zoned residential.

- By requiring the establishment and maintenance of buffer areas between activities within the zone and any residential or open space zone.

- By adopting controls which limit activities to those which do not cause traffic conflict or congestion through or within residential roads.

8.6.5 BUSINESS 5 ZONE

8.6.5.1 OBJECTIVES AND POLICIES

(b) Objective

To ensure that any adverse effect of business activity on the environment within the zone or on adjacent residential and open space zones is avoided or reduced to an acceptable level.

Policies

- By adopting controls which limit the intensity and scale of development to a level appropriate to the environment of the zone.
- By requiring acceptable noise levels at the interface between residential zones and business activity.
- By adopting controls which seek to protect adjacent residential zones' privacy and amenity.
- By the imposition of controls to ensure the safe handling, use and storage of hazardous substances.
- By requiring the establishment and maintenance of buffer areas between activities within the zone and any adjacent residential or open space zones.
- By the adoption of controls which limit activities to those which do not cause traffic conflict or congestion within the zone or on roads leading to the zone.

8.6.8 BUSINESS 8 ZONE

8.6.8.1 OBJECTIVES AND POLICIES

(b) Objective

To ensure that the comprehensive development does not have any adverse effects on the environment, the amenity of an area or on public safety which cannot be avoided or satisfactorily mitigated.

Policies

- By requiring acceptable noise levels at the interface between residential and business zones.
- By requiring development to provide adequate on-site parking, and to ensure appropriate measures are taken so that the capacity and safety of the adjacent road network is not detrimentally affected.
- By requiring the production of a Concept Plan which identifies the specific development controls to be used to prevent or reduce any effect the proposal may have on the environment or the amenity of adjoining land.
- By requiring development to undertake an environmental assessment in terms of the Schedule of Effects in PART 4 - GENERAL PROVISIONS AND PROCEDURES and the criteria for the zone in order to demonstrate that no significant adverse effect will occur as a result of the development.

(c) Objective

To achieve a high degree of visual and pedestrian amenity in the comprehensive development.

Policies

- By the provision of landscaping adjoining site boundaries and elsewhere on the site where appropriate.
- By the provision of covered pedestrian facilities where appropriate.

•By requiring a high standard of external design and appearance of buildings.

8.6.9 BUSINESS 9 ZONE

8.6.9.1 OBJECTIVES AND POLICIES

(b) Objective

To ensure that any adverse impacts of activity within the zone on the environment or on the amenity of adjacent zones are avoided or reduced to an acceptable level.

Policies

•By requiring the production of a comprehensive plan for the zone which identifies the specific development controls to be used to prevent or reduce any adverse effect activities within the zone may have on the environment or the amenity of adjacent land.

•By requiring development to provide adequate access and to ensure appropriate measures are taken so that the capacity and safety of the adjacent road network is not detrimentally affected.

8.6.10 MIXED USE ZONE

8.6.10.1 OBJECTIVES AND POLICIES

b) Objective

To ensure that any adverse environmental or amenity impact of activities within the zone on adjoining activities or on adjacent Residential or Open Space zones is avoided or mitigated.

Policies

•By managing potential compatibility issues within development, between developments and their neighbours, and between developments and public spaces, including roads and open space, through the application of design criteria and rules, while recognising that amenity values in this zone are lower than in Residential zones.

•By limiting noise levels at the interface between neighbouring Residential zones and the Mixed Use zones, and within residential developments in the Mixed Use zones.

•By adopting controls which seek to protect privacy and amenity of occupants in adjoining Residential zones.

(c) Objective

To encourage mixed use development which contributes to the amenity of the surrounding neighbourhood in terms of streetscape appearance and pedestrian amenity and safety, while recognising that these values are derived from a mixture of business activities and intensive residential development.

Policies

•By requiring new developments to meet urban design criteria relating to streetscape appearance and pedestrian amenity and safety and building scale, form and layout.

•By offering bonuses in floor area for new developments, where specified plazas, landscaped areas pedestrian facilities and cycleways are provided.

8.6.11 MIXED USE ZONE: ORAKEI POINT

8.6.11.1 OBJECTIVES AND POLICIES

b) Objective

To ensure that the planning and development of Orakei Point is undertaken in a comprehensive manner, giving rise to quality design outcomes which create an overall sense of place, with a character that is distinctive and relevant to its setting.

Policies

- By adopting a zoning regime which specifies development precincts, roads and open space areas and the activity and the development controls which apply to each.
- By requiring new development to be undertaken in a manner generally consistent with an overall master plan for Orakei Point to ensure individual development is properly integrated with the whole and to provide certainty as to the outcomes for the site.
- By providing for building form and scale that is appropriate to their location within clearly defined development precincts.
- By ensuring that the provision of public facilities and infrastructure are staged and programmed appropriately.
- By requiring new development and public places to meet urban design criteria, to also be assessed by an independent design review panel, and to comply with development controls that require an appropriate interface between buildings public spaces and Orakei Point's coastal setting.

PART 10 - SPECIAL PURPOSE ACTIVITY

10.3 RESOURCE MANAGEMENT OBJECTIVES AND POLICIES

10.3.3 OBJECTIVE

To provide for transportation links which allow for the sustainable management of privately owned and strategically important land.

Policies

- By applying a special purpose activity overlay zoning to identified sites the development of which for access purposes will promote the sustainable management of other privately owned and strategically important land in the immediate vicinity.
- By providing a mechanism through which owners of strategically important sites may seek a special purpose activity overlay zoning on adjacent or nearby land for the purposes of access.

10.6 THE ZONES

10.6.3 SPECIAL PURPOSE 3 ZONE (TRANSPORT CORRIDOR)

10.6.3.1 OBJECTIVE AND POLICY

Objective

To preserve the existing railway rights of way and certain strategic roads for the purpose of maintaining transport corridors throughout the Isthmus.

Policy

•By applying suitable zoning which allows an appropriate range of transportation functions and provides for network utility services.

10.6.5 SPECIAL PURPOSE 5 OVERLAY ZONE (TRANSPORTATION LINK)

10.6.5.1 OBJECTIVE AND POLICY

Objective

To enable the provision of transportation links to privately owned sites of strategic importance to the City for the purposes of promoting or ensuring the sustainable management of those sites.

Policy

•By applying a suitable overlay zoning which allows an appropriate range of transportation activities and provides for network utility services in addition to the activities provided for on the site under the existing zone.

PART 11 - SUBDIVISION

11.3 RESOURCE MANAGEMENT OBJECTIVES AND POLICIES

Objective

To provide for the subdivision of land in a manner which is appropriate to achieving the integrated management of the use, development and protection of land and associated natural and physical resources of the district.

Policies

- By applying provisions which reflect the intent of the Plan's various activity areas.
- By requiring suitable provision for reserves as a condition of subdivision consent.
- By applying provisions to avoid or mitigate natural hazards.
- By requiring provision for the servicing of additional use and development opportunities created by or facilitated by subdivision.
- By requiring appropriate financial contributions towards the cost of improving network utility services and roads to meet additional demands.
- By applying provisions to protect the natural heritage, cultural heritage and amenity values of land and associated natural and physical resources.]

PART 12 - TRANSPORTATION

12.3 RESOURCE MANAGEMENT OBJECTIVES AND POLICIES

12.3.1 OBJECTIVE - EFFICIENCY/ENVIRONMENT

To manage the use and development of the City's transportation resources in a way that promotes the protection and enhancement of the City's environment.

Policies

- By encouraging the efficient use of the existing roading infrastructure.
- By supporting and promoting a transportation system designed and managed to encourage the efficient use of energy.
- By recognising and providing for the interdependence between transportation and the efficiency of other activities.
- By supporting the creation of an efficient public transport network which provides an integrated system, with appropriate levels of convenience and service.
- By taking national and regional energy policies into account in policy development and decision making.
- By minimising the adverse local environmental effects of proposed new roads and other additions to the City's transportation network.
- By adopting planning techniques to discourage traffic in areas where it would have significant adverse environmental effects.

12.3.2 OBJECTIVE - ACCESSIBILITY/SAFETY

To improve access, ease and safety of movement within the City, while ensuring that adequate provision is made for the various transport needs of the region.

Policies

- By adopting and applying a functional road classification.
- By improving the capacity and safety of existing facilities through the use of appropriate traffic management techniques.
- By providing new roads or other facilities where these are considered essential.
- By relating activity zones to road capacity.
- By controlling access and the intensity of use along particular roads, so as to ensure both vehicle and pedestrian safety.
- By giving priority to service traffic where appropriate.
- By improving passenger transport infrastructures where appropriate.
- By recognising the need for effective public transport and for catering for people without cars.
- By promoting permanent residential accommodation in the Central Area.
- By enhancing public and personal safety through reducing opportunities for crime to occur through appropriate design and management of transportation facilities.

12.6 ROADING

12.6.1 OBJECTIVES AND POLICIES

Objective

To take full account of the impact of road traffic on the surrounding environment and to minimise adverse effects that may arise.

Policies

- By classifying roads in the City according to their proposed function in the road network.
- By using the road classification system as a framework to which activities will be related to preserve the amenities of particular areas.
- By adopting techniques to discourage traffic in areas where it would have adverse environmental effects.

Objective

To recognise the roading system as a significant urban resource.

Policies

- By making particular provision for the needs of passenger transport on the City's major arterial roads but balancing those needs against the needs of other modes of transport.
- By providing for, protecting and enhancing the roading system to ensure its long term sustainability.
- By programming for further road works to improve the roading system with appropriate provision in the Plan to this effect.

Central Area

PART 3 - RESOURCE MANAGEMENT

3.5 RESOURCE MANAGEMENT OBJECTIVES AND POLICIES

3.5.1 OBJECTIVE - A QUALITY ENVIRONMENT

To manage the use and development of the Central Area's natural, physical and cultural resources to protect heritage features and important viewshafts, maintain or enhance its built and streetscape character and to ensure an attractive, healthy, clean and safe environment.

Policies

- a) By protecting, retaining and enhancing those elements of the environment, particularly the waterfront, parks and ridges, that contribute to the unique character.
- b) By maintaining and enhancing the quality of the water at the harbour edge that is affected by the discharge of stormwater, contaminants and foulwater.

- c) By managing the effects of development and activities on the environment to ensure the special qualities are not eroded.
- d) By protecting and conserving identified elements of the City's heritage, including streetscapes, buildings and places.
- e) By providing for an urban form that encourages the concentration of taller buildings in the core and lower buildings towards the periphery.
- f) By protecting the viewshafts that people regard as important, especially the views to Mt Eden and to the Museum from the harbour, and views of special features from other open spaces.
- g) By maintaining and improving the environmental quality of the public realm including the streetscape and the adjoining built environment.
- h) By managing activities and development to ensure that the effects of natural hazards are avoided, remedied or mitigated.
- i) By encouraging a high quality living environment through appropriately sized and located internal living spaces with adequate external outlook space.
- j) By promoting excellence and diversity in architecture and encouraging high quality urban design directed at enhancing the relationship of buildings with public open space and having regard to the significant heritage elements and built form of existing scheduled heritage buildings.
- k) By assessing the effects of the demolition or removal of identified character buildings and the effects of their replacement buildings on the built and streetscape character of the Central Area.

3.5.2 OBJECTIVE - AN ACCESSIBLE CENTRE

To facilitate access throughout the Central Area for passenger and goods transport, private vehicles visiting and servicing the Central Area and for pedestrians and cyclists.

Policies

- a) By improving access from the motorway and key arterial routes.
- b) By providing for the development of improved passenger transport and allowing for the introduction of a rapid transit system.
- c) By providing for safe, attractive, and visible places for people who walk and cycle.
- d) By providing for car parking to facilitate the public visiting the Central Area
- e) By encouraging the creation of new street connections that improve the permeability of the Central Area for vehicles, passenger transport, cyclists and pedestrians.
- f) By prioritising the provision of car parking with particular emphasis on short-term public visitor parking to encourage an appropriate balance between public and private transport.
- g) By managing the provision of non-ancillary commuter car parking areas and/or buildings in the Central Area in a way that provides for those activities where it can be demonstrated that the adverse effects on the environment, including the transport system, can be avoided, remedied or mitigated.

PART 4 - STRATEGIC MANAGEMENT AREAS

PART 4.1 - CORE STRATEGIC MANAGEMENT AREA

4.1.3 OBJECTIVES AND POLICIES

4.1.3.4 OBJECTIVE

To maintain and improve accessibility to, from and within the Core SMA, particularly for public passenger transport and pedestrian movement and cycling.

Policies

- a) By improving accessibility to maintain the function of the Core Area as a major business, cultural, residential, tourist and entertainment destination.
- b) By fostering passenger transport to, from and within the Core SMA and making provision for alternative systems of passenger transport.
- c) By avoiding, remedying, or mitigating the significant adverse effects of transportation on the environment.
- d) By providing for safe, attractive, efficient and identifiable pedestrian linkages, networks and environments.
- e) By providing for improved pedestrian, cycle and vehicular access.
- f) By providing for levels of short term public visitor parking, ancillary parking and non-ancillary commuter parking, taking into account the limited capacity of the road system, priority for the provision of short term public visitor and ancillary parking and the need to maintain a high level of accessibility to, from and within the Core SMA in a manner that contributes to the attractiveness of the Central Area as a place to work, conduct business, live and visit.

PART 4.2 - HARBOUR EDGE STRATEGIC MANAGEMENT AREA

4.2.3.4 OBJECTIVE

To maintain and improve accessibility to, from and within the Harbour Edge SMA and particularly to the port and the proposed Britomart Transport Centre.

Policies

- a) By providing for an integrated passenger transport facility that incorporates rail, bus and ferry services.
- b) By encouraging the provision of passenger transport to, from and within the Harbour Edge SMA.
- c) By avoiding, remedying, or mitigating the significant adverse effects of transportation on the environment.
- d) By providing for safe, attractive, efficient and identifiable networks and environments for pedestrians.
- e) By providing for the upgrading of the maritime gateways into the Central Area, focusing on the central wharves, including the Ferry Building, and the Port Precinct.

f) By improving accessibility to and from the Harbour Edge SMA, and particularly the port, the motorway and the key arterial routes of Tamaki Drive, Quay Street and The Strand.

g) By enhancing the pedestrian linkages across the Harbour Edge SMA

PART 4.3 - WESTERN STRATEGIC MANAGEMENT AREA

4.3.3 OBJECTIVES AND POLICIES

4.3.3.1 OBJECTIVE

To provide for an environment that emphasises commercial, entertainment, recreational, tourist, cultural, and residential activities in order to achieve vitality while managing the significant adverse effects of activities on each other, on public spaces in the Western SMA and on the sustainability of the Central Area.

Policies

a) By providing for a variety of activities including those that rely on good direct vehicular access and which are unlikely to compromise the operation of the major road corridors to and from the Central Area.

b) By protecting and enhancing the special character elements of the former City Destructor/Victoria Park Market site (Quarter Area 1).

c) By controlling the location, scale and intensity of activities, including the erection of buildings that may have adverse impacts on public amenity.

d) By controlling development to protect public open spaces from the adverse effects of shade and wind.

e) By applying provisions that minimise the adverse impacts of reflective material.

4.3.3.3 OBJECTIVE

To maintain and improve accessibility to, from and within the SMA, the motorway and key arterial routes and to improve the gateway status of the Western SMA.

Policies

a) By improving passenger transport to, from and within the SMA.

b) By avoiding, remedying, or mitigating the adverse effects of transportation on the environment.

c) By providing for safe, attractive, efficient and identifiable networks and environments for pedestrians.

d) By providing for improvement of the visual amenity at the western gateways into the Central Area.

e) By providing for improved pedestrian accessibility to, from and across the SMA.

f) By acknowledging the limited capacity of the road system in the Central Area and imposing limits on the provision for car parking which services activities in the Western SMA.

g) By enhancing the diversity and character of the street network of the area.

PART 4.4 - SOUTHERN STRATEGIC MANAGEMENT AREA

4.4.3 OBJECTIVES AND POLICIES

4.4.3.4 OBJECTIVE

To maintain and improve accessibility to, from and within the Southern SMA and from the motorway and key arterial routes.

Policies

- a) By improving passenger transport to, from and within the area.
- b) By including Karangahape Road in existing and new forms of passenger transport in the Core SMA.
- c) By avoiding, remedying, or mitigating the significant adverse effects of transportation.
- d) By providing for safe, attractive, efficient and identifiable networks and environments for pedestrians.
- e) By providing for the upgrading of the southern gateways into the Central Area.

PART 4.5 - EASTERN STRATEGIC MANAGEMENT AREA

4.5.3 OBJECTIVES AND POLICIES

4.5.3.2 OBJECTIVE

To provide an urban form and scale of development which retains the existing quality of the public spaces and pedestrian linkages in the Eastern SMA.

Policies

- a) By applying provisions that encourage a transition in building height between the Anzac Avenue and Symonds Street ridges and the harbour edge.
- b) By controlling development to protect public open spaces from the significant adverse effects of shade and wind.
- c) By applying provisions that minimise the significant adverse impacts of reflective materials.
- d) By controlling development to ensure that residential properties and public open space receive adequate amounts of daylight.
- e) By applying provisions relating to **streetscape** improvement and landscaping in the residential areas in order to develop a spacious and well vegetated appearance.
- f) By providing for a level of amenity in the Anzac Avenue and Upper Symonds Street Residential Precincts, particularly with regard to noise.

4.5.3.4 OBJECTIVE

To maintain and improve accessibility to, from and within the Eastern SMA and from the motorway and key arterial routes while avoiding adverse effects on the environment.

Policies

- a) By improving public transport to, from and within the area and particularly in relation to the needs generated by the tertiary education facilities.
- b) By avoiding, remedying, or mitigating the adverse effects of transportation particularly as a result of the proposed extension of the motorway.
- c) By providing for safe, attractive, efficient and identifiable networks and environments for pedestrians.
- d) By enhancing the diversity and character of the street network of the area.
- e) By providing for the upgrading of the eastern gateways into the Central Area in Grafton Gully, including the proposed extension of the motorway along Stanley Street and Wellesley Street East.
- f) By providing for improved public accessibility between the Eastern, Core and the Harbour Edge SMAs.
- g) By acknowledging the limited capacity of the road system of the Central Area when making provision for car parking.

PART 8 – FINANCIAL CONTRIBUTIONS

8.4 RESOURCE MANAGEMENT OBJECTIVES AND POLICIES

8.4.2 OBJECTIVE

To ensure that financial contributions are imposed equitably on all development in the Central Area.

Policies

- a) By collecting financial contributions for the purposes of improving public spaces and streets in the Public Open Space 3 Precinct, and for developing public pedestrian routes.
- b) By collecting financial contributions for the purposes of improving the drainage system once provisions to this effect have been included in the Plan.
- c) By assessing financial contributions on the basis of the likely demands for public space, public pedestrian linkages and streetscape enhancements generated by development.
- d) By providing for exemptions from payment of financial contributions in those circumstances outlined in Clause 8.7.1.3.

PART 9 - TRANSPORTATION

9.2 RESOURCE MANAGEMENT OBJECTIVES AND POLICIES

9.2.1 OBJECTIVE

To ensure that people can move easily around the Central Area.

Policies

- d) By promoting passenger transport as an alternative means of commuter travel.
- e) By encouraging passenger transport use through managing the provision of ancillary and non-ancillary commuter parking as a means of contributing to the attractiveness of the Central Area as a place to work, conduct business, live and visit.

9.2.4 OBJECTIVE

To reduce traffic congestion, improve traffic flow and manage the parking supply in the Central Area.

Policies

- a) By ensuring the parking policy complements efforts aimed at improving the City’s passenger transport system while at the same time ensuring the Central Area can continue to function as the central business district for the City and Region and remains attractive for people to work, live in and visit.
- b) By managing the provision of non-ancillary commuter parking facilities throughout the Central Area.
- c) By making provision for car parking while minimising effects on the efficiency of the transport system.

- d) By ensuring that the supply and use of parking encourages access for all users of the Central Area.

PART 12 – NETWORK UTILITY SERVICES

12.3 RESOURCE MANAGEMENT OBJECTIVES AND POLICIES

12.3 RESOURCE MANAGEMENT OBJECTIVES AND POLICIES

12.3.1 OBJECTIVE

To maintain levels of infrastructure which provide for the citizens of the district.

Policies

- a) By providing for the maintenance of established network utility services.
- b) By providing for new network utility services and enhanced or new technology that enable people and communities to better provide for their health and their social, economic and cultural well-being, provided that any significant adverse effects on amenity values are avoided, remedied or mitigated.
- c) By recognising that technical constraints often govern the installation and in particular the location of network utility services and provision will be made to provide network utility services to meet the needs of individuals and the community.

12.3.2 OBJECTIVE

To ensure that activities and development recognise the constraints of network utility service capabilities.

Policies

a) By requiring financial contributions from developers and subdividers for the provision of services necessary for people's health, well being and safety and to avoid, remedy or mitigate any adverse effects of the activities on the environment.

12.3.3 OBJECTIVE

To monitor the development of the Central Area so that growth is balanced with the environmental capacity of the district.

Policy

a) By monitoring the capacity of the services for which the Council has prime responsibility to enable suitable provision for network utility services through the Central Area.

12.3.4 OBJECTIVE

To allow for the provision of new network utility services whilst mitigating adverse environmental effects.

Policies

a) By ensuring that proposed network utility services which may create significant adverse effects on the environment are subjected to an assessment procedure and that any adverse effects are avoided, remedied or mitigated where practical.

b) By recognising existing legislative provisions which apply to network utility services, and where the Council is empowered to do so, applying conditions to the installation of those services to meet the requirements of Part II of the Act.

PART 14.2 - PUBLIC OPEN SPACE PRECINCTS

14.2.3 RESOURCE MANAGEMENT OBJECTIVES AND POLICIES

14.2.3.1 OBJECTIVE

To maintain, protect, and augment the open space public squares and parks of the Central Area and to maintain and protect where appropriate open spaces in the form of public streets.

Policies

a)By conserving existing open space in the form of squares and parks and other public space to the maximum extent possible.

b)By identifying a range of open spaces and maintaining their character and function.

c)By using the provisions of the Plan as a positive means of conserving and protecting areas of scenic, ecological, heritage, scientific or natural importance including the historical street pattern.

d)By adopting controls which protect certain identifiedstreets as public spaces in the Central Area.

e)By adopting measures which ensure the design of the built form complements and is sensitive to the public environment in order to protect and enhance the quality of open spaces.

f)By adopting controls that maintain and protect important view shafts (including views along streets) from identified vantage points to the harbour, to other natural features, to public spaces and landmarks within and outside the Central Area, while avoiding adverse effects on other activities and development in the Central Area and beyond.

g)By protecting sunlight access to identified public places by the establishment of defined sunlight planes.

14.2.3.2 OBJECTIVE

To retain and enhance the open spaces, including streets, in the Central Area as places where pedestrians can move safely, easily and comfortably.

Policies

a)By providing bonus floor area incentives to encourage the provision of desired pedestrian facilities and public amenities within developments which are readily accessible to members of the public.

b)By facilitating the comfortable movement of pedestrians through the central area between places of work, leisure, entertainment, shopping, home and places of interest through the creation of a convenient, safe and interesting pedestrian network.

c)By establishing a network of publicly available open space within the Central Area and protecting such places from adverse wind conditions, glare and shade.

d)By implementing a programme of public works designed to support and enhance the environmental qualities of public spaces identified in the Plan.

e)By providing for complementary activities to locate on or adjacent to recognised pedestrian routes and public places.

f)By providing for passenger transport facilities on the street.

g)By applying controls requiring verandahs and under verandah lighting to improve the amenity and safety along primary pedestrian linkages.

h)By adopting guidelines for design against crime aimed at creating a safer city.

i)By restricting building and the location of structures on streets where they are identified as Public Open Space

j)By providing for safe, attractive, efficient and identifiable linkages, networks and environments for pedestrians and vehicles.

k)By reducing conflict between the needs of pedestrians and vehicles, particularly in those parts identified in the Plan as pedestrian routes.

14.2.3.3 OBJECTIVE

To provide for appropriately located new areas of public space and to continue to upgrade existing public space.

Policies

a)By including financial contribution provisions to obtain funds for both land purchase and open space development.

b)By applying measures that provide for the acquisition of new areas of public open space particularly along the waterfront, within the development of the former railyards land and within the Western SMA of the Central Area.

c)By providing for the upgrading and improvement of streets and public spaces through the application of amenity controls and requirements.

d)By identifying the main pedestrian routes through the Central Area and the link to public open spaces and the preferred location of pedestrian facilities and open spaces including the identification of areas to be improved or enhanced (shown on figure 14.2)

14.2.3.4 OBJECTIVE

To maintain, protect and enhance the streets in the high pedestrian-orientated area.

Policies

a)By ensuring that the existing streets are retained in public ownership where this is in the public interest.

b)By ensuring that the quality of the visual environment, particularly at street level, is protected and enhanced.

c)By providing for streets as part of the public open space network.

14.3.3 RESOURCE MANAGEMENT OBJECTIVES AND POLICIES

14.3.3.1 OBJECTIVE

To apply special provisions to ensure the sustainable management of the natural and physical resources committed to the existing motorway corridor.

Policy

a)By recognising the importance of the motorways to the community and applying special precinct provisions to maintain and protect identified infrastructure.

14.3.3.2 OBJECTIVE

To recognise and maintain the existing corridors as significant resources for transport and utility service conveyance in the Auckland area.

Policy

a)By establishing acceptable levels of activity that are compatible with the surrounding environment.

14.3.3.3 OBJECTIVE

To provide for the future redevelopment of sites within the Transport Corridor Precinct where appropriate.

Policy

a)By facilitating and ensuring appropriate public consultation with regard to future uses of the land.

14.3.3.4 OBJECTIVE

To recognise that the existing Transport Corridor has a secondary role as an important 'backdrop' physical edge and containment of the Central Business District.

Policy

a)By encouraging the provision of landscaping within the corridor.

PART 14.4 - QUEEN STREET VALLEY PRECINCT

14.4.3 RESOURCE MANAGEMENT OBJECTIVES AND POLICIES

14.4.3.1 OBJECTIVE

To foster an environment that encourages activities which will enhance the vitality and interest of the Precinct.

Policies

a)By ensuring that significant portions of ground floor frontages are made available for activities such as shops, food and beverage outlets and services to reinforce pedestrian activity.

b)By encouraging streetside cafes, especially in Khartoum Place and Vulcan Lane.

14.4.3.2 OBJECTIVE

To maintain and enhance the Precinct as an attractive, safe and comfortable environment where any adverse effects on the microclimate are avoided or mitigated.

Policies

a)By providing a network of public open spaces in key locations, by protecting the special qualities of public open spaces at Freyberg Place, Khartoum Place and Vulcan Lane and by providing for a new area of public open space directly off Queen Street.

b)By maintaining and enhancing the quality of public open spaces, including streets, through appropriate landscaping and paving.

c)By preserving sunlight access to specified public spaces.

d)By ensuring that the public open space and pedestrian routes are protected from adverse ground level wind conditions, glare and shade.

e)By enhancing the urban design quality and attractiveness of streets and other public open spaces.

f)By ensuring that street frontages are maintained and that aggregated vehicle and service access provisions to buildings do not dissipate the street frontages.

g)By protecting views along the streets by limiting any encroachment of development on sight-lines.

h)By encouraging pedestrian pathways.

i)By maintaining and enhancing the existing embankment which forms an integral part of the character and amenity of Freyberg Place.

14.4.3.3 OBJECTIVE

To maintain and enhance the built and streetscape character of the Precinct and maintain a built form which is of an appropriate scale in relation to the form and scale of existing character buildings.

Policies

a)By encouraging a quality of urban design which respects the form, scale and architecture of existing character buildings.

b)By applying a building development control package which seeks to maintain the character, sense of scale and access to daylight levels and visible sky.

c)By maintaining the small-scale variation and detail of shopfronts.

d)By requiring development of building frontages to streets or other public open spaces to maintain a height above street level which retains a sense of intimacy and character.

e)By reinforcing the character of the Precinct by requiring the design of new buildings or new work on existing buildings to respect the design elements of the existing buildings where specified.

f)By assessing the effects of the demolition or removal of pre 1940 buildings on the built and streetscape character of the Precinct.

14.6.3.2 OBJECTIVE

To encourage the development and use of the Precinct in a comprehensive and integrated manner which will:

•Provide a high level of physical and visual permeability and accessibility within and between the Precinct and the city and the waterfront;

•Promote and maintain a built form which is of an appropriate scale in relation to the form and scale of existing character buildings and waterfront edge location;

•Acknowledge and reinforce the the lower scale Customs Street heritage frontage, the Quay Street frontage and the medium to high rise new central spine of the Precinct; and

•Create an area of high quality amenity, pedestrian connection and public open space.

Policies

a)By re-establishing the street grid pattern of the lower central city.

b)By limiting parking to the eastern end of the Precinct to minimise potential conflict with heritage buildings and main pedestrian thoroughfares.

c)By reducing any potential adverse visual impact of buildings in relation to the harbour edge and as viewed from the southern side of Customs Street East.

d)By limiting development to a scale that is sensitive to the quality of existing heritage buildings and is in keeping with the creation of an area of high quality amenity, pedestrian connections and public open space.

e)By encouraging a high standard of urban design for development which respects the heritage qualities, form and architecture of existing buildings.

f)By enhancing the urban design quality and attractiveness of streets and other public open space.

g)By encouraging a number of districts within the Precinct, each with its own character.

h)By requiring development of building frontages to streets or other public spaces to maintain a height above street level which retains a sense of intimacy, character and human scale, particularly on the Customs Street edge of the precinct.

i)By providing strong visual links to the waterfront from public open space.

j)By re-enforcing and acknowledging the Quay Street waterfront edge of the CBD, which runs from the Port Precinct through to Beaumont Street, through a mixture of lower buildings punctuated by taller buildings along the Britomart Precinct Quay Street frontage.

PART 14.7 - VIADUCT HARBOUR PRECINCT

14.7.3.1 OBJECTIVES

A.To reflect in the Viaduct Harbour area the Council's vision that the central area should be a people place, exciting, appealing and distinctive offering a wide variety of attractions reflecting its unique mix of peoples.

B.To encourage the development and use of the Viaduct Harbour in a manner which will:

•establish a clear identity for Viaduct Harbour as a special place of character in the central area

•continue to meet needs of the marine related activities

•make the harbour edge a better and more attractive place to be

•maintain and enhance the overall environmental conditions within the basin area.

•provide permanent public open space, including public open space owned by the Council and privately owned open space over which there are conservation covenants, and other facilities in conjunction with international and special maritime events such as yachting regattas.

•provide a stimulus for the redevelopment of adjacent waterfront areas in accordance with the planning objectives and proposals for the central area.

Policies

a)By providing for building scale and location within the Precinct which allows views of the harbour and adjacent landscape features from the city through viewshafts and height controls.

b)By encouraging a scale of development which maintains height controls from the core of the Central Area to the harbour edge and which in combination with view corridors within the Precinct achieves a sense of intimacy along street and other public space frontages.

c)By allowing for a range of activities including events which will reinforce the area's vitality, excitement and interest for the public.

d)By providing the opportunity for the Viaduct Harbour area to support an increased, more diverse range of activities, including major international and special maritime events.

e)By ensuring that significant portions of ground floor frontages adjacent to primary pedestrian areas are made available for activities such as retailing, food, beverage and customer services.

f)By ensuring that environmental qualities and amenities are maintained and where practicable enhanced.

g)By ensuring that port and other marine-related activities can operate adjacent to both the Council owned public open spaces and privately owned open space over which there are conservation covenants,without unduly impeding pedestrian accessibility to the water's edge.

14.7.3.2 OBJECTIVES

To provide for new public open space, public amenity works and infrastructure required in the Viaduct Harbour.

Policies

a)By providing a network of different-sized public open spaces in key locations along the water's edge to cater for a range of recreational opportunities and provide vantage points.

b)By designing and developing Waitemata Plaza in a manner which will cater for a wide variety of activities and special events related to Viaduct Harbour and which will serve the needs of visitors to the city, the wider Auckland community and future residents of the area.

c)By maintaining and enhancing the quality of public open spaces through appropriate landscaping and paving.

d)By enhancing the quality and attractiveness of streets and other public open spaces where pedestrians can move safely and easily.

e)By providing for continued use of all berthage areas adjacent to the public open spaces for small commercial vessel activities and other port and marine related uses.

PART 14.9 - WYNYARD QUARTER

14.9.3.2 OBJECTIVE - BUILDINGS

Individual buildings or collections of buildings designed to:

a)Achieve an appropriate form and scale in relation to:

i)any approved Integrated Development Plan applying to the subject site or any adjacent site;

ii)existing and proposed public open space;

iii) identified view shafts;

b) Achieve a diversity of high quality architecture and urban design which reflects the attributes of the Quarter;

c) Provide a high standard of amenity for occupants of buildings;

d) Provide a sense of intimacy, character and enclosure at street level and passive surveillance of the street;

e) Provide flexible and adaptive floor space capable of accommodating different uses over time, particularly at ground floor level;

f) Achieve a subdivision and street pattern which enhances the permeability and legibility of the urban environment;

g) Achieve a safe pedestrian environment, and provide weather protection for pedestrians.

Policies

a) By encouraging the location, bulk, outlook, access to, and servicing of, individual buildings or collections of

buildings to be planned and designed in a comprehensive and integrated manner consistent with an approved Integrated Development Plan. Implemented predominantly by Method 14.9.3.1i)

b) By promoting excellence and diversity in architecture and urban design directed at enhancing the relationship of buildings with public open space and reflecting the specific coastal, topographical, and historical attributes of the Quarter. Implemented predominantly by Methods 14.9.3.2i) and vii)

c) By encouraging building frontages to abut street boundaries and to attain a minimum height above street level to provide a sense of intimacy, character and enclosure at street level except where provided for in policy 14.9.3.2d). Implemented predominantly by Methods 14.9.3.2ii) and iii)

d) By enabling alternative building frontage typologies where necessary to manage privacy and other design considerations. Implemented predominantly by Method 14.9.3.2iii)

e) By encouraging accommodation to provide outlook that achieves sustainable internal and external amenity for occupants. Implemented predominantly by Method 14.9.3.2iv)

f) By encouraging a high quality residential environment through appropriately sized and located internal living spaces. Implemented predominantly by Method 14.9.3.2v)

g) By encouraging buildings to incorporate adaptable floor space height at ground level adjoining public open space frontages and by encouraging adaptable floor space height to be incorporated into the design of other building levels. Implemented predominantly by Method 14.9.3.2vi)

h) By encouraging built form that provides an appropriate scale and relationship to public open space. Implemented predominantly by Method 14.9.3.2ii)

14.9.3.5 OBJECTIVE - PUBLIC OPEN SPACE

A significant area of waterfront public park space for the benefit of the Auckland Region and a complementary hierarchy of interconnected, high quality, public open space for current and future residential and commercial occupants and visitors.

Policies

a)By establishing a framework for the provision of a complementary hierarchy of key interconnected public open space areas as part of the comprehensive redevelopment of Wynyard Quarter being:

i)A high quality waterfront park of regional significance to complement the Central Area and the regional public open space network. Fundamental attributes of this space are:

- linkage to and direct visibility from the Jellicoe Street Special Character Frontage, Halsey Street Extension Wharf and the marine events space (Quarter Area 7);
- maximum sunlight access;
- legibility and connectivity with the Daldy Street linear park; and
- convenient access for the public, residents, workers and visitors.

Implemented by Method 14.9.3.5i)

ii)A network of coastal edge public open space for the purpose of enabling public access to and along the coast and the enjoyment of the coastal environment, comprising a minimum width of 20 metres, except where otherwise specified. Implemented by Methods 14.9.3.5i) and ii)

iii)A high quality linear park linking Victoria Park to the waterfront park space specified in i) above to provide a central public open space connection through Wynyard Quarter; Implemented by Method 14.9.3.5i)

iv)High quality areas of public open space for the public, residents, workers and local occupants designed to enliven the urban core of Wynyard Quarter, including a significant park space within Quarter Area 2.Implemented by Method 14.9.3.5i)

v)A network of small pocket parks, linking spaces and plazas designed to complement the public open space network specified in i) - iv) above.

b)By treating the Wynyard Quarter internal street network as part of the public open space network, and providing for the creation of internal canals, ponds and plazas as part of development within the Quarter. Implemented by Methods 14.9.3.5iii) and 14.9.3.6iv)

c)By ensuring that the public open space and pedestrian routes are appropriately protected from adverse ground level wind and glare conditions resulting from development.Implemented by Method 14.9.3.5iv)

d)By encouraging the provision of public art in appropriate locations.

14.9.3.6 OBJECTIVE - PEDESTRIAN ACCESS, STREET QUALITY AND SAFETY

A safe, convenient and interesting environment which maximises pedestrian use and amenity and improves connectivity within the Quarter and to adjacent areas.

Policies

a)By encouraging the implementation of an opening bridge reconnecting the Eastern Viaduct with Jellicoe Street to improve public connectivity between Wynyard Quarter and the central city area.Implemented by Method 14.9.3.6i)

b)By facilitating the reconnection of Daldy Street between Pakenham Street and Madden Street to provide a physical north-south connection through Wynyard Quarter and to enable the

establishment of activities with greater people or traffic generation potential. Implemented by Method 14.9.3.6i)

c)By ensuring the provision of a network of water edge promenades and pedestrian accessways to facilitate public access to and along waterfront areas throughout the Quarter, with the exception of Quarter Area 3.Implemented by Method 14.9.3.5ii)

d)By enabling mechanisms to manage and, in some cases temporarily restrict, public access to and along some parts of the water's edge to enable marine and fishing industry, maritime passenger operations and marine events to operate. Implemented by Method 14.9.3.6ii)

e)By encouraging a fine grained, integrated network of streets and lanes to increase pedestrian permeability and accessibility through the Quarter. Implemented by Methods 14.9.3.6iii) and iv)

f)By encouraging a high level of pedestrian amenity along identified existing and future routes, including Te Wero Bridge, that reinforces the ease, comfort and safety of the pedestrian environment. Implemented by Methods 14.9.3.6iv) and v)

g)By enhancing the connection between Wynyard Quarter and adjoining areas through the future provision of additional pedestrian linkages across Fanshawe Street.Implemented by Method 14.9.3.6i)

h)By strongly discouraging parking within buildings visible from existing and proposed public open space.Implemented by Method 14.9.3.2i)

i)By improving the pedestrian amenity and streetscapes through appropriate building design, and streetscape planting, street furniture and paving. Implemented by Methods 14.9.3.2i) and 14.9.3.6v)

j)By encouraging new development to have regard to Crime Prevention Through Environmental Design (CPTED) principles. Implemented by Method 14.9.3.6vi)

k)By ensuring that street quality and its contribution to the amenity of the Quarter and adjacent areas is taken into account when planning for and undertaking transport and roading changes within and on the fringe of the Quarter including Fanshawe Street.Implemented by Method 14.9.3.6vii)

14.9.3.10 OBJECTIVE - TRANSPORT

Maintain or enhance the safety and capacity of the internal and wider transport network.

Policies

a)Constraining and managing future private vehicle travel to and from Wynyard Quarter, particularly during peak travel periods.Implemented by Methods 14.9.3.10i), ii), iii), iv), v), vi) and vii).

b)Encouraging the use of alternative modes of transport and the provision of attractive and efficient passenger transport services compatible with the intended character and amenity of the area.Implemented by Method 14.9.3.10v)

c)Maintaining and enhancing maritime passenger operations to the Hauraki Gulf Islands by providing adequate vehicular, pedestrian and public transport access to ferry terminal facilities.Implemented by Method 14.9.3.10v) and vi)

d)Protecting the safe and efficient operation of Fanshawe Street as a key arterial route connecting the central city area with the wider Auckland region (including, but not limited to North Shore City and Rodney District). Implemented by Methods 14.9.3.10i), ii), iii), iv), vi), and vii).

PART 14.10 - VICTORIA QUARTER

14.10.3.2 OBJECTIVE - BLOCK AND SITE BUILT FORM

Individual buildings or collections of buildings designed to:

a)Achieve an appropriate form and scale in relation to:

i)topography;

ii)streets and public open spaces;

iii)identified significant view shafts;

b)Achieve a high standard of architecture and urban design which reflects the attributes of the Quarter;

c)Provide a high standard of amenity for occupants of buildings;

d)Provide a sense of intimacy, character and enclosure at street level and passive surveillance of the street;

e)Provide flexible and adaptive floor space capable of accommodating different uses over time, particularly at street level;

f)Provide for sustainable and integrated use and development of existing and future large sites located within the Quarter;

g)Achieve a subdivision and street pattern which enhances the legibility of the urban environment.

Policies

a)By promoting excellence and diversity in architecture and urban design directed at enhancing the relationship of buildings with public open space and reflecting the specific topographical and historical attributes of the Quarter. Implemented by Methods 14.10.3.2i), iii), viii)

b)By requiring building frontages to abut street boundaries and attain a minimum height above street level to provide a sense of intimacy, character and enclosure.Implemented by Method 14.10.3.2ii)

c)By providing outlook from the windows of principal living areas and bedrooms of accommodation units to achieve long term and sustainable internal and external amenity for occupants.Implemented by Method 14.10.3.2iv)

d)By encouraging a high quality living environment through appropriately sized and located internal living spaces with adequate external outlook space.Implemented by Method 14.10.3.2v)

e)By requiring buildings to incorporate adaptable floor space height at ground level adjoining street frontages and encouraging adaptable floor space height to be incorporated into the design of other building levels.Implemented by Method 14.10.3.2 vi)

f)By enabling use and development of Quarter Area 1 in a way which maintains and enhances existing heritage qualities of the former City Destructor/Victoria Park Market site and which enables the redevelopment of the existing car park structure.Implemented by Method 14.10.3.2 vii)

g)By encouraging redevelopment of Quarter Area 2 in a comprehensive and integrated manner consistent with an overall long term vision for the site.Implemented by Method 14.10.3.2 vii)

14.10.3.6 OBJECTIVE - PEDESTRIAN ACCESS, STREET QUALITY AND SAFETY

A safe, pleasant, convenient and interesting environment which maximises pedestrian use, improves connectivity and which avoids the interruption of street frontages.

Policies

a)By providing a fine grained integrated network of lanes to increase pedestrian permeability and accessibility through the Quarter.Implemented by Method 14.10.3.6i)

b)By ensuring high pedestrian amenity along identified existing and future routes that reinforces the ease, comfort and safety of the pedestrian environment.Implemented by Methods 14.10.3.6i), iii), iv), v)

c)By reconnecting Victoria Quarter with inner city suburbs and the rest of the Central Area by encouraging the future provision of additional linkages over the arterial roads and motorways.Implemented by Method 14.10.3.6ii)

d)By ensuring that public open space and pedestrian routes are protected from adverse ground level wind conditions, glare and shade.Implemented by Method 14.10.3.6iv)

e)By strongly discouraging parking within buildings that is visible from existing and proposed streets or public open spaces.Implemented by Method 14.10.3.2i)

f)By improving the pedestrian amenity and streetscapes through appropriate building design, landscaping and paving.Implemented by Method 14.10.3.6v)

g)By requiring new development to have regard to Crime Prevention Through Environmental Design (CPTED) principles. Implemented by Method 14.10.3.2i)

14.10.3.8 OBJECTIVE - TRANSPORT

Maintain or enhance the safety and capacity of the internal and wider road network.

Policy

a)Maximising the opportunity for travel by alternative modes and reducing dependency on private vehicle usage to and from Victoria Quarter, particularly during peak travel periods, by:

i)Restricting the provision of parking spaces within Victoria Quarter based on the particular traffic demand characteristics of activities. Implemented by Method 14.10.3.8i)

ii)Ensuring efficient travel patterns and reduced private vehicle usage through the preparation, implementation and on-going monitoring and management of Travel Demand Management Plans. Implemented by Method 14.10.3.8ii) and iii)

PART 14.11 - KARANGAHAPE ROAD PRECINCT

14.11.3.1 OBJECTIVE

To maintain and enhance the built and streetscape character of the area, including the form, design and appearance of buildings within defined sites along the Karangahape Road ridgeline.

Policies

- a)By requiring new buildings to be built to the street frontage and setting street frontage heights and building setbacks above street frontage heights which maintain consistency with existing buildings.
- b)By ensuring that the character and architectural style is maintained.

14.11.3.2 OBJECTIVE

To maintain and enhance the strong retail function of the precinct and provide for other activities which will contribute interest and vitality along the street frontages.

Policy

- a)By reinforcing and fostering pedestrian interest and activity along street frontages.

PART 14.12 - LEARNING QUARTER: AREA 1

OBJECTIVE 14.12.3.2 BUILT FORM

To enable development within the campuses of buildings appropriate to the needs of education, in a manner that respects and enhances its built character, incorporates high quality urban design, and ensures that adverse effects associated with development are avoided or mitigated.

Policies

- a)By adopting development controls which allow for new buildings in appropriate places within the Quarter Area.
- b)By ensuring new buildings are designed in a manner that respects existing buildings, provides for amenity, protects heritage values including scheduled trees, and where appropriate, enhances the streetscapes, and gateway locations of the campuses.
- c)By providing development controls that are flexible and allow for education activities to meet existing requirements and respond to future changes to teaching, learning and research requirements and campus environments.
- d)By ensuring that new buildings appropriately interface with the public realm through encouraging building frontages and activities to interact with the street and other public places.
- e)By allowing for a range of building heights that are appropriate to location and allow for new buildings to enhance and define the landform in a manner that is generally consistent with the adjoining urban form. These include heights in the Old Government Grounds and adjacent areas that maintain the existing character of this area of the ridge and views to the character defining features of tree tops and heritage building spires from the lower area of Grafton Gully towards

Constitution Hill and Parnell Rise (from the east) and across Albert Park from the Queen Street Valley (from the west). The distribution of building heights supports a distinctive urban form, and maintains views across the ridge from buildings in the Queen Street Valley.

f)By adopting particular development controls within the Quarter Area that reflect the predominantly large site areas, comprehensive ownership and historical development patterns of the campuses.

OBJECTIVE 14.12.3.6 TRANSPORT

To recognise and provide for the particular transportation demands and effects of the campuses within the Quarter Area, including the ability for the campuses to manage effects on the traffic and pedestrian environment through travel demand planning and their operations.

Policies

a)By adopting maximum parking controls which limit the amount of parking that may be provided in recognition of the limited carrying capacity of the road network and the desirability of maintaining the pedestrian oriented character of the campuses.

b)By promoting and enhancing opportunities for non car-based means of transport to and from the campuses.

c)By avoiding, remedying or mitigating the parking and traffic effects of new development at the campuses on the safety of pedestrians, the amenity of the campuses and the safety and operation of the road network.

d)By recognising and providing for the importance of some roads within and adjoining the campuses as being predominantly pedestrian environments.

Hauraki Gulf Islands

Part 2 Resource Management Overview

2.5 Resource management issues and objectives

2.5.2 Sustainable management

Objectives

1. To encourage the current use of natural and physical resources (excluding minerals) at a rate which allows future generations to meet their reasonably foreseeable needs.
2. To promote the safeguarding of the life-supporting capacity of air, water, soil, and ecosystems.
3. To manage land use activities to ensure that adverse effects are avoided, remedied or mitigated.
4. To manage subdivision and land use to a scale that is appropriate to the different characteristics of various island environments.
5. To promote more sustainable transport options such as walkways and cycleways as an alternative to use of the private motor vehicle.

6. To enable the investment in and growth of the local economy, including business and employment.
7. To encourage low impact methods of resource use and development including more sustainable building practices and cleaner production techniques.

Part 3 Strategic management areas

3.2 Great Barrier strategic management area

3.2.3 Objective

To provide for the economic, social and cultural wellbeing of the Great Barrier community while ensuring the protection of the historic heritage, natural character of the landscape, the natural features, ecosystems and visual amenity of the island.

Policies

1. By protecting the natural character of the landscape, particularly with respect to its unbroken, expansive and dominating nature.
2. By protecting and, where appropriate, enhancing the natural features, such as wetland systems, indigenous vegetation, wildlife habitats, and coastal and other ecosystems from the adverse effects of use and development.
3. By protecting the historic heritage of the island.
4. By facilitating the use of land for public open space and conservation, recreation and community purposes.
5. By providing for a range of residential and commercial activities and services to occur within existing settlements.
6. By restricting the level of development that can occur outside of the settlement areas so that the natural character of the landscape and natural features of the island are protected.
7. By facilitating the use and development of land outside settlement areas for agriculture, horticulture and tourism activities.
8. By ensuring that all development is of an appropriate scale, form and location.
9. By providing for the appropriate development of essential infrastructure such as airports, roads, wharves, telecommunications and quarries.
10. By providing for the use of ancestral lands by Ngati Rehua and acknowledging the relationship between Ngati Rehua and water, sites, waahi tapu and other taonga.

3.3 Waiheke strategic management area

3.3.4 Objective

To provide for the economic, social and cultural wellbeing of the Waiheke community while ensuring the protection of the historic heritage, landscape character, the natural features, ecosystems and visual amenity of the island.

Policies

1. By providing for 'village' style activities and development to occur in western Waiheke, while ensuring that the existing pattern of development, including viticulture and wine making, and the visual amenity of the area is maintained.
2. By providing for larger scale, rural activities to occur in eastern Waiheke, while ensuring that such development does not detract from the natural landscape and natural features of the island.
3. By ensuring that 'village' style activities and development on western Waiheke do not spread into or occur within eastern Waiheke so that the distinct character of each end of the island is maintained.
4. By protecting the landscape character of the island, including its elements and patterns, particularly outstanding natural landscapes, coastal and rural landscapes and landscapes with regenerating bush.
5. By protecting and, where appropriate, enhancing natural features and associated processes, such as wetland systems, indigenous vegetation, wildlife habitats and coastal and other ecosystems.
6. By facilitating the use of land for public open space, conservation, recreation and community purposes.
7. By providing for the establishment of energy and telecommunications network services and transport linkages on the island.
8. By recognising and providing for the relationship between Ngati Paoa, their ancestral lands and water, sites, waahi tapu and other taonga.
9. By protecting the historic heritage of the island.

Part 5 Network utility services

5.3 Objectives and policies

5.3.1 Objective

To provide for the efficient establishment, operation and maintenance of network utility services in the islands.

Policies

1. By providing for new network utility services.
2. By providing for the continued existence, operation and maintenance of established network utility services.
3. By providing for an additional broadband internet overhead distribution line on existing support poles and structures where there are existing overhead lines.
4. By recognising existing legislative provisions that apply to network utility services.
5. By encouraging the co-ordination and co-location of works between network utility operators to minimise environmental impacts and community disruption.

6. By requiring network utility operators to comply with the Code of Practice for Working in the Road.
7. By using the Hauraki Gulf Islands Development Code as a guideline for providing utility services for subdivision and development.
8. By providing for overhead lines in the appropriate landform land units.

5.3.2 Objective

To ensure adverse effects associated with network utilities such as noise, earthworks, odour, dust, spill lighting, air emissions, signs, electromagnetic field emissions and radio frequency fields (RF) are avoided, remedied or mitigated.

Policies

1. By ensuring that utility services meet appropriate environmental standards so that adverse effects are avoided, remedied or mitigated.
2. By assessing the effect of network utility services on the environment where the standards are not met.

5.3.3 Objective

To ensure that the establishment of network utility services do not detract from the visual amenity of the environment or any heritage values.

Policies

1. By requiring underground services for new subdivision and development where the effects on landscape and heritage values can be adequately avoided, remedied or mitigated.
2. By requiring utility services to comply with part 7 - Heritage.
3. By encouraging utility operators to underground existing overhead utilities where the opportunity exists for co-ordinated works with council road works.
4. By not providing for large scale aboveground and overhead utility services within the coastal and wetland or water body protection yards.
5. By providing for small scale aboveground utility services.
6. By controlling large scale aboveground and overhead utility services on significant ridgelines and in land units with high landscape value to ensure that they do not detract from the visual amenity of the surrounding environment.
7. By assessing the cumulative visual impact of overhead utilities and antennas on the environment.
8. By encouraging utility operators to design utility services that are visually sympathetic to the environment.
9. By encouraging the removal of obsolete services and re-use of redundant services, particularly within the road.
10. By encouraging utility operators to provide a long term plan for undergrounding existing overhead utilities.

Part 10a Land units: objectives, policies and activity tables

10a.13 Land unit - Commercial 3 (local shops)

10a.13.3.2 Objective

To enable a vibrant, varied and safe retail environment within the land unit where the scale, form and location of buildings provides a high level of amenity.

Policies

1. By requiring retail activities to locate on the ground floor to ensure an active and continuous retail frontage is maintained.
2. By requiring, on sites which adjoin a road, that new buildings adjoin and face this road, to ensure an active and continuous retail frontage.
3. By requiring verandahs to be provided as shelter for pedestrians.

10a.17 Land unit - Commercial 7 (wharf)

10a.17.3 Objective

To ensure the efficient operation of the wharf, transport and recreation facilities while protecting the character of the adjoining coastal environment from the potential adverse effects of activities and buildings.

Policies

1. By providing for wharf and transport associated activities and buildings to establish and operate within the land unit.
2. By providing for recreational activities and facilities to establish and operate within the land unit.
3. By ensuring that buildings are of a size and scale which will not have adverse effects on the character of the adjoining coastal environment.

10a.18 Land unit - Matiatia (gateway)

10a.18.3.1 Objective

To develop a safe and efficient transport network while maintaining the landscape character of Matiatia.

Policies

1. By identifying a specific area for the safe and efficient operation of wharf-associated activities and passenger transport so that these activities have priority over single occupancy vehicles.
2. By providing for the further development of carparking areas and carparking buildings and other transport infrastructure where such development will enhance the safety and efficiency of the transport network at Matiatia.

3. By requiring carparking areas and buildings and other transport infrastructure to be integrated with the proposed mixed use development (referred to in the objective below at clause 10a.18.3.2).
4. By providing for the relocation of Ocean View Road if that is necessary to achieve a safe and efficient road layout, and if road stopping procedures have been undertaken.
5. By requiring safe and convenient pedestrian walkways between the wharf and the mixed use development and carparking areas and buildings.
6. By ensuring that medium to large scale carparking areas and carparking buildings are not located adjoining the esplanade reserve nor are highly visible to those arriving at Matiatia, in order to avoid adverse effects on the landscape character of Matiatia.

10a.18.3.2 Objective

To create a safe and attractive mixed use development that will meet the needs of the residents and visitors using the area while maintaining the landscape character and Maori heritage values of Matiatia.

Policies

1. By requiring a mix of activities to occur on the site, to meet the needs of both residents (eg retail, offices and restaurants and cafes) and visitors (eg visitor accommodation and function facilities).
2. By providing for residential activity so that there are people in the area during both the day and night.
3. By ensuring that the built environment is designed to be safe and attractive and does not have adverse effects on the landscape character of Matiatia.
4. By requiring areas of open space to be developed for public use, both within the mixed use development and adjoining the esplanade reserve, adjacent to the Matiatia Bay foreshore.
5. By ensuring that the layout of buildings and walkways on the site is clear and easy to follow for pedestrians and vehicles and is integrated with the carparking areas and buildings and other transport infrastructure.

Part 12 Subdivision

12.3.4 Objective - access roads and tracks

To ensure that access provided as part of subdivision is designed and located to avoid adverse effects on natural character, landscape values and amenity values.

Policies

1. By requiring access arrangements to integrate with the natural landform wherever possible and minimise adverse ecological and visual effects.
2. By requiring the design and location of access to be defined at the time of subdivision to preserve natural character and landscape values.

3. By managing vehicle access to buildings to avoid, remedy or mitigate potential adverse effects on natural character and landscape values.

12.3.8 Objective - network utility services

To design subdivisions so that network utility services are installed in a manner that avoids, remedies or mitigates any adverse effects on the environment, including visual amenity, noise, earthworks, dust, spill lighting, electromagnetic field emissions and radiofrequency fields.

Policies

1. By providing, where appropriate, at the time of subdivision, for the undergrounding of electricity and telecommunication services.
2. By ensuring that any adverse effect on landscape and amenity values as a result of the installation of utility services is adequately avoided, remedied or mitigated.

Part 13 Transport

13.3 Resource management objectives and policies

13.3.3 Objective - roading

To recognise and provide for the existing road system as an important resource for an integrated transport network, while managing it to ensure the adverse effects on the surrounding environment are minimised.

Policies

1. By providing for and enhancing the road network to ensure it is safe, effective and efficient for vehicles, cyclists and pedestrians.
2. By reducing conflicts between vehicles, pedestrians and cyclists around key community focal points, such as wharves, commercial centres, schools and other public facilities.
3. By requiring a low impact design approach for new roads.
4. By continuing the council's programme for legalising roads.
5. By adopting and applying a functional road classification to roads on Waiheke to control access at specified locations.
6. By discouraging traffic generating activities in environments where they would have significant adverse effects.

13.3.4 Objectives - parking and access

13.3.4.2 Objective

To ensure access to sites is provided at appropriate locations, while avoiding or mitigating adverse effects.

Policies

1. By controlling access at specific locations to ensure vehicle, pedestrian and cycle safety.

2. By controlling access gradients to avoid adverse environmental effects, such as sediment and stormwater runoff, safety, vegetation removal, stability and visual and amenity impacts.
3. By requiring a low impact design approach for accessways.
4. By requiring roadside parking platforms rather than accessways where access may give rise to significant adverse environmental effects.
5. By encouraging stable gradients for on-site accessways, and for the land on the adjacent road, to reduce erosion and sedimentation of waterways and the coastal environment.
6. By encouraging shared driveways where possible.
7. By acknowledging that all terrain vehicles can provide adequate access without needing to comply with access gradients.

13.3.5 Objectives - cycling, walking and horse riding

1. To improve cycling and pedestrian access to key community focal points such as residential areas, wharves, commercial centres, schools, and other public facilities.
2. To enhance the opportunities for recreational cycling, walking and horse riding.

Policies

1. By recognising that the road network must provide for pedestrians and cyclists as well as vehicles.
2. By encouraging the establishment of cycle facilities and cycleways, especially around key community focal points and public facilities.
3. By providing for the safe and efficient movement of pedestrians, especially around key community focal points and public facilities.
4. By considering cycling and walking issues and bridle paths when assessing subdivision applications.
5. By recognising and providing for recreational cycling, walking and horse riding.

13.3.6 Objective - passenger transport

To recognise and provide for passenger transport to, from and around the islands.

Policies

1. By continuing to improve passenger transport facilities.
2. By providing passenger transport facilities that integrate all transport modes.
3. By giving priority to public passenger transport where appropriate.
4. By working with transport providers and authorities to encourage greater connectivity between public passenger transport routes.

Franklin

PART 2 MANAGING THE DISTRICT'S RESOURCES

2.10.6 LAND TRANSPORT AND LAND USE INTEGRATION

Objective

To achieve integrated land transport and land use which supports quality, compact and contained towns and rural and coastal villages, and facilitates integrated transport management and a multi-modal transport network.

Policy

Develop and implement integrated land transport and land use provisions, consistent with Schedule 5 of the Local Government (Auckland) Amendment Act (2004). Key features of this policy for Franklin District include:

- i. Ensuring the efficient and effective functioning of an interconnected transport network in the urban and rural environments, including facilitating opportunities for passenger transport systems and local pedestrian and cyclist activity.
- ii. Supporting towns and villages in their role as key transport nodes through the integration of retail, employment, residential and community activities with appropriate transport infrastructure.
- iii. Ensuring areas of greenfield development provide connections to and integrate with the transport infrastructure of existing towns and villages, providing for motor vehicle, pedestrian and cyclist activity and connecting to passenger transport systems.
- iv. Reducing the adverse effects of transport on the environment through the efficient use, management and development of transport infrastructure and systems.
- v. Integrating transport systems into land use planning at an early stage of the structure plan process by using an Integrated Transport Assessment process to highlight and address relevant matters.

PART 9 TRANSPORTATION

9.3.1 OBJECTIVE - MINIMISE CONFLICT

To minimise conflict between the movement and access functions of roads and ensure, as far as practicable, that activities are compatible with the predominant function of the roads they front.

Policies:

1. That the District's roads are classified in terms of the relative importance of their movement and access functions and that a road hierarchy be established based on that classification.
2. That the effects of the subdivision, use and development of land are assessed in terms of the road hierarchy to determine and ensure the compatibility of activities with the roads they front or rely upon for access.

3. That activities that would lead to new or extended 'ribbon' development along, and with direct access to, existing or proposed state highways and district arterial roads be avoided through the Plan's activity controls and decisions and conditions on resource consents.

4. That activities that generate high volumes of traffic or frequent trips be prevented from establishing in locations where direct access from state highways and district arterial roads is necessary unless the characteristics of, and provision made for, the traffic generated (including crossing and intersection design) are such as to ensure the avoidance of any adverse effects; in the case of State Highways and 'arterials', the ingress/egress should be designed in accordance with Transit New Zealand standards or guidelines. (Note: Transit NZ will generally expect that the requirements of Table 9 are satisfied - see Page 9-9).

5. That multi-lot subdivisions in rural and coastal areas be required, where practicable, to obtain access from state highways or district arterial roads via a local road or a single common access lot or easement of right of way rather than through separate vehicle access points for each new lot.

6. That all activities be required to provide off road parking and loading facilities and to have access points (vehicle crossings) which comply with the Council's minimum standards for same.

7. That the Plan uses front yards in all Zones to assist in minimising conflict between roads and landuse activities.

9.3.2 OBJECTIVE - SAFETY

To ensure a safe roading network.

Policies:

1. That all activities be assessed in terms of the roading hierarchy to determine the appropriate standards of vehicle access, driveways and parking and loading areas, and manoeuvring space.

2. That minimum standards be required to be satisfied for the location, design and construction of vehicle access points and road intersections.

3. That all persons and agencies ensure, as far as practicable, that road furniture, signage and vegetation is located, designed and maintained so as not to cause road safety problems, including visual obstruction or distraction.

4. That no activity be permitted to create a situation where glare or light overspill from exterior lighting associated with that activity dazzles, distracts or otherwise impairs driver vision on roads adjacent to the activity.

9.3.3 OBJECTIVE - OTHER ADVERSE EFFECTS

To ensure that the construction, modification and use of roads does not cause adverse effects.

Policies:

1. The activity status of various types of road works be determined in accordance with the nature and scale of the effects likely to be associated with each type of work.

2. That road works requiring land use consent only proceed following due consideration for avoiding, remedying or mitigating any adverse effects.

3. That for activities requiring land use consents and involving frequent trips and/or significant types or quantities of hazardous substances, consideration be given to the routes intended to be used and the alternative routes available; where a route is not considered to be appropriate in terms of the potential adverse effects on the environment of any road crash or other possible mishap, consideration will be given to alternative sites for the proposed land use, and to the greater suitability and appropriateness of such sites; any assessment will in particular consider:

- routes containing sensitive land uses such as schools and hospitals;
- ease of access for emergency vehicles both to the site of the activity and any parts of the alternative routes being considered;
- susceptibility of natural resources along the alternative routes to damage or contamination from the particular "hazardous substances"; and
- the policies of adjoining territorial authorities on these issues.

4. That when roads are stopped, a landuse zone and its relevant objectives, policies and rules are applied to that land; where a new road is gazetted, the landuse zone shall be removed from that land and the road shall be subject to the objectives, policies and rules that apply to NETWORK AND OTHER UTILITIES.

PART 10 FINANCIAL CONTRIBUTIONS

10.1.3 ROADING POLICIES

1. That in general, every additional allotment shall contribute through a one-off payment towards the programmed upgrading and extension of the District's roading network.

2. That all activities for which a resource consent is required shall make such contributions as are necessary and appropriate to ensure that the standard of roading in the immediate vicinity of the site is adequate for the safe and efficient movement of all vehicles and pedestrians associated with or likely to be associated with the activity. Council will, in determining the nature and magnitude of a contribution, take account of the capacity and standard of the existing roads to be used and the extent to which they could absorb the effects of additional traffic, bearing in mind likely increases in traffic from activities which do not require consent.

In the case of "urban" areas the Council will be guided by the standards set out in NZS 4404:1981 in terms of establishing the need for and amount of contribution; in the case of state highways Council will be guided by the guidelines set out by Transit New Zealand dated February 1994 ("Planning for a Safe and Efficient State Highway Network"). Contributions may relate to, but are not limited to:

- road widening;
- kerbing and channelling;
- footpaths;
- intersection and property entrance improvements (but not including private crossing works payable by the landowner) ;
- gradient or camber changes;
- acceleration or deceleration lanes;

- surfacing;
- basecourse depth and pavement strengthening;
- stormwater control;
- signage;
- visibility;
- road noise reduction or deflection.

PART 15 ACTIVITIES THROUGHOUT THE DISTRICT

15.1 NETWORK AND OTHER UTILITIES AND ESSENTIAL SERVICES

15.1.1 OBJECTIVES, POLICIES AND METHODS

15.1.1.1 Objective

To recognise the importance to the economic and social well-being of the District and the essential nature of network and other utilities and other essential services and to provide for their development, operation and maintenance.

15.1.1.2 Objective

To ensure that network and other utilities and other essential services are provided in a manner that:

- does not adversely affect the health and safety of the people of the District;
- avoids, remedies or mitigates any adverse effects on the natural and physical resources;
- is sensitive to the amenity values of the District, and relevant cultural or spiritual values;
- is efficient.

Policies:

1. Network and other utilities and essential services will be controlled according to the potential effects of the activity.
2. The continuing operation of significant infrastructure such as network and other utilities shall be protected from adverse effects from other inappropriate activity.
3. Where technically practicable and financially realistic taking into account the environmental cost of above-ground placement, utilities shall be placed underground, unless there are cultural, landscape or conservation objectives and policies that would be compromised thereby.
4. All agencies shall be encouraged or required, as circumstances permit, to co-site utility equipment and infrastructure where this is technically feasible and practical.

15.4 SIGNS THROUGHOUT THE DISTRICT

15.4.1.2 Objectives

1. To enable permanent and temporary signs to be erected, maintained and removed within the Franklin District in a manner that avoids, remedies or mitigates adverse environmental effects (Issue 1).
2. To avoid, remedy or mitigate the adverse visual effects of a sign or signs on amenity values of the surrounding environment (Issue 2).
3. To ensure that signs do not pose a threat to Community health and safety, and the safe and effective functioning of the road network (Issue 3)

15.4.1.3 Policies

1. Provide opportunities for permanent signs in all areas of the Franklin District (Issue 1; Objective 1).
2. Provide opportunities for erecting temporary signs in all areas, provided that they are taken down once their purpose has been served (Issue 1; Objective 1).
3. Require that the visual and physical attributes of a sign, such as its size, height, colour and illumination, be in keeping with the character and amenity values of the surrounding environment (Issue 2; Objective 2).
4. Avoid the potential for visual clutter of signs in the Rural, Coastal, Rural-residential, Village, Village Business, Residential and Residential 2 Zones, by limiting in any one location the occurrence of multiple signs in close proximity to one another (Issue 2 and 3; Objective 2 and 3).
5. Require that all signs are constructed and maintained to a high standard of structural quality and can be clearly read (Issue 2 and 3; Objective 2 and 3).
6. Ensure that signs do not create an obstruction to road-users or pedestrian traffic (Issue 3; Objective 3).
7. Avoid the potential for visual distraction of a sign or signs adjacent to any road (Issue 3; Objective 3).
8. Ensure that the location of a sign does not obscure a road-user's visibility of any road sign, intersection, private entrance, road marking, traffic signal, pedestrian crossing or other road-user (Issue 3; Objective 3).
9. Encourage sign design and construction that is simple, legible and communicates clear information (Issue 1, 2 and 3; Objective 1, 2 and 3).

PART 17 OBJECTIVES POLICIES AND METHODS: RURAL

17.2.7 OBJECTIVE - PUKEKOHE HILL

To protect the significant heritage and amenity values of the summit and the northern slopes of Pukekohe Hill from inappropriate development.

Policies:

1. That the versatility and life-supporting capacity of the land of Pukekohe Hill be managed on a sustainable basis primarily through the development and subdivision provisions of the Rural Zone.

2. That the versatility and life-supporting capacity of the water resources of Pukekohe Hill be managed on a sustainable basis primarily through the development and subdivision provisions of the Special Rural-Residential 1 Zone, the Rural Zone and the Special Policy Area (SPA) measures.

3. That the character, appearance and amenity values of the Hill be safeguarded by controlling subdivision and development, with particular regard being given to land within the Rural Zone, the Special Rural-Residential 1 Zone and the Special Policy Area (demarcated on the Planning Maps).

4. That subdivision in the Special Rural-Residential 1 Zone be governed by the North Pukekohe Hill Structure Plan to manage:

a. the location and size of lots and proposed building areas having regard to:-

- a subdivision and development pattern that, to the extent allowed for by the rules, will achieve a visual quality and character which is dominated by open space rather than by buildings and other structures;
- views of the development site from the summit;
- views towards the Hill from the urban areas to the north;
- local views from roads and other public places;
- the Hill's form and shape;
- existing and proposed vegetation; and
- the position and appearance of existing, proposed and possible future buildings, other structures and roads

b. the provision of public amenity including reserves, roads and walkways.

c. the sustainability of the groundwater aquifer, the control and prevention of groundwater pollution, the management of the soil resource and the mitigation of the flood hazard risk.

5. That subdivision and development in the Special Rural-Residential 1 Zone by way of an approved Development Area Plan be encouraged.

6. That no further subdivision of land, except for the purposes of adjusting boundaries, be permitted in the Special Policy Area.

7. That development in the Special Policy Area be controlled in terms of:

a. its design and appearance relative to the Hill's form and shape, natural vegetation, pattern of rural land uses and the position and appearance of the structures and roads on it, and

b. the extent to which it would be visually incongruous with the Hill or incompatible with other developments in the vicinity.

8. That views from the public reserves at the summit of Pukekohe Hill be protected and, where possible, enhanced.

9. That the importance of the upper slopes and summit of Pukekohe Hill to local hapu and as a geological feature of scientific importance warranting conservation be recognised by its

scheduling within Schedule 5C: Other Important Sites, and the adoption of appropriate development controls.

10. That mechanisms be adopted so that the disposal of stormwater and wastewater does not lead to flooding, erosion, or depletion or pollution of the groundwater resource.

PART 17B GROWTH MANAGEMENT OF THE VILLAGES

17B.3 VILLAGE POLICIES

17B.3.1 VILLAGE GROWTH POLICIES

1. Identify Structure Plan areas to provide for expansion in key selected villages that generally:
 - a) have established services or community centres
 - b) can accommodate growth without creating significant adverse environmental effects
 - c) are generally located away from the coast (noting the exception of Clarks Beach).
 - d) are readily accessible to arterial and collector roads and are central to the community they service.
 - e) do not necessitate extensive roading upgrade
 - f) maintain and enhance the existing level of infrastructure
 - g) are readily accessible to urban centres or the state highway network.
2. Provide for the managed growth of, Clarks Beach / Waiau Beach / Glenbrook Beach, Kingseat and Patumahoe through structure planning that:
 - a) builds on existing activity and infrastructure
 - b) relieves pressure on other villages where the adverse effects cannot be avoided, remedied or mitigated.
 - c) is of a scale that provides opportunities for integrated design.
 - d) is located in areas of high demand that can accommodate expected regional growth.
3. Identify village growth areas within villages that provide village capacity and where adverse effects are addressed through the application of overlay plans and/or concept plans as appropriate and to maintain and enhance the village character, amenity, community facilities and improvements to infrastructure.
4. Apply measures to ensure the rural resources and life supporting capacity of ecosystems of the District are safeguarded.
5. Enable the growth of villages around the existing nodes at Karaka, Te Hihi and Karaka South where integrated outcomes can be achieved.
6. Ensure that appropriate private or public services (wastewater disposal, water supply and stormwater disposal) are provided and maintained in a sustainable manner by controlling the level of intensity of development and its effects.

7. Identify areas that are only suitable for larger lot development (Village Growth Areas A and B) and no further intensification, to ensure the character and natural environment are maintained.

17B.3.4 VILLAGE POLICIES FOR SPECIFIC VILLAGES

3. In Karaka South, provide subdivision and development opportunities that:

i. incorporate a connected road network that is designed to have a rural form, incorporates low impact stormwater management techniques and includes car parking and access improvements for the Karaka Primary School;

ii. restrict access to Karaka Road;

iii. establish in an integrated manner appropriate stormwater infrastructure for the size and scale of the village, which is based on the village catchment, and incorporates onsite low impact stormwater management techniques;

iv. recognise the business activity located within the former Methodist Church, its contribution to the wellbeing of the community and provide access to this site from within the Village;

v. include amenity and ecological enhancement plantings of riparian areas and protects these plantings; and

vi. identifies and provides opportunities for passive recreation.

PART 19 OBJECTIVES, POLICIES AND METHODS: URBAN

19.1 URBAN GROWTH OBJECTIVES

19.1.2.A OBJECTIVE - PUKEKOHE'S GROWTH

To provide for the sustainable management of the future peripheral growth of Pukekohe into the northeastern sector.

Policies:

1. That all subdivision and development will be undertaken using a “minimum earthworks” approach including the avoidance of modifying natural water courses (except for stipulated stormwater management purposes), bulk land re-contouring and the location of roads in gullies.

2. That existing riparian vegetation be retained and other riparian areas be re-vegetated (in connection with the development of ponds) to enhance water quality and lower storm flows through natural detention.

3. That medium density residential development area shall be located primarily within the residential zone (as identified on Maps 18, 59 and 61) for the Pukekohe North East Structure Plan Area. The extent of the medium density residential development area shall be defined in Diagram 54.A (gentle slopes) at average densities sufficient to support future public transport (12-households/hectare coverage) and to reflect the locational and environmental values of the area.

4. That low density residential development be located primarily within the Residential Zone (as identified on Maps 18, 59 and 61) for the Pukekohe North East Structure Plan Area. The extent of the low density residential development area shall be defined in Diagram 54.A (steeper slopes) at a density which recognises the geotechnical limitations and ecological sensitivity of the land (3-households/hectare average).

5. That a “buffer” area of “Special Rural Residential” development area, shall be established primarily within the Rural Residential zone (as identified on Maps 18, 59 and 61) for the Pukekohe North East Structure Plan Area. The extent of the Special Rural Residential development area shall be as defined in Diagram 54.A. This Special Rural Residential area is to be established around the periphery of the urban catchment to provide a definite “edge” to urban growth in this sector of Pukekohe.

6. That the “Special Rural Residential” area be developed so that:

- All servicing (ie sewerage, water, stormwater) is on site;
- House sites are selected to be clear of ridgelines;
- Riparian re-vegetation is undertaken and existing podocarp bush is protected and enhanced through re-vegetation;
- “low impact design” principles are used in roading design.

7. The new roading network is designed to: maximise accessibility for public transport; provide appropriate options in respect to public transport and access to and from the Structure Plan area; discourage through traffic in the residential area and requires that road and intersection upgrading occurs on Pukekohe East Road, Belgium Road and Valley Road prior to the time of subdivision of land within the North East area. 8. That the existing business activity (agricultural depot) within the North East area be recognised and identified as the location of any future business activities in the area.

9. That the form of development within the residential zone be designed to:

- Promote convenient access to public passenger transport;
- Encourage pedestrian and cycle access through the area and to schools and community focal points in adjacent areas;
- Maximise the use of solar energy (through lot orientation);
- Promote a sense of place and identity;
- Respond to the natural attributes of the landform and landscape;
- Minimise the amount of land consumed through urban development by maximising residential density while recognising environmental constraints.

10. That the areas of public open space shown on Diagram 54.A and pedestrian linkages between them be obtained as part of the subdivisional consent process.

11. That a full range of network utilities and services are available throughout the urban catchment.

19.1.2.B OBJECTIVE – NORTH PUKEKOHE HILL STRUCTURE PLAN AREA

To provide for limited peripheral growth on the northern slopes of Pukekohe Hill.

Policies:

1. The North Pukekohe Hill Structure Plan shall provide for limited residential and rural residential development, a comprehensive stormwater management system including public stormwater

interception and detention works on the lower and middle northern slopes of Pukekohe Hill, and the application of standards and requirements to provide positive environmental outcomes for the wider community.

2. The North Pukekohe Hill Structure Plan shall aim to result in the reduction and mitigation of existing flooding and siltation problems and provide for the mitigation of potential adverse effects of urban development on Pukekohe Hill, including stormwater runoff and groundwater recharge to the groundwater resource in the area.

3. Subdivision and development within the “Special Residential” and “Special Rural- Residential 1” zones on the northern slopes of the Pukekohe Hill shall be established in a way that recognises the special landscape qualities of this part of the Hill, and that provides a spatial transition between the rural development to the south and the standard urban residential development to the north.

4. Development Area Plan areas have been identified to promote integrated development. Development in accordance with approved Development Area Plans is encouraged by allowing a greater density of development than could be established through traditional subdivision standards. Development Area Plans shall:

- locate development (including clustering if appropriate) in areas that allow for the minimisation of adverse visual effects, particularly as viewed from beyond Pukekohe Hill to the north and from other public places such as roads and the summit;
- show provision in concept form for roading, access driveways, landscaping, future building platforms and subdivision, in such a way that is integrated both within the Development Area and between Development Areas;
- promote comprehensive and complementary forms of subdivision and later building development, including landscape development, building design and colour, driveway design, undergrounding of power and telephone supplies and avoidance of solid fencing.
- take in to account the need to avoid adverse effects on groundwater resources;
- where alterations to Development Area sizes or shape are proposed, ensure the Development Areas proposed do not compromise the achievement of comprehensive, integrated development within and between Development Areas.

5. The Special Rural-Residential 1 zone shall be developed so that:

- Unless reticulation systems are available and connections are required or accepted by Council, all servicing (ie wastewater, water, stormwater) is able to be accommodated without relying on reticulated (piped) public infrastructure;
- While recognising the density of development allowed, ensuring that the location, design and size of lots, roads, access driveways, landscaping and house sites are selected to encourage an open landscape quality, rather than one that appears dominated by buildings.
- Existing features which obstruct views, such as shelter belts, may be removed or redeveloped
- Subdivision is limited to that provided for under the rules.
- In the wider local area that includes the Special Residential Zone, sufficient public reserves and reserve linkages are provided.

6. The Special Residential zone shall be developed so that:

- All sites are reticulated for water and wastewater;
- The density of development through subdivision is that provided for under the rules.
- Sufficient public reserves and reserve linkages are provided.

19.3 RESIDENTIAL AND RURAL-RESIDENTIAL AREAS

19.3.2 OBJECTIVE - RURAL-RESIDENTIAL CHARACTER

To safeguard the overall character of rural-residential areas.

Policies:

1. That the Plan's subdivision and building standards ensure that a larger lot size and a more open appearance is maintained within the Rural-Residential Zone relative to the Residential Zone.

2. That the Council generally permits or provides, as appropriate to the locality and the wishes of the affected community, less than full urban standards of roading, neighbourhood reserves land, water supply and stormwater servicing in areas zoned Rural-Residential.

3. That the Council gives favourable consideration to the closer subdivision of land within the Rural-Residential Zone that is suited to more conventional development due to such factors as:

- proximity to the Residential Zone;
- the ready availability or efficient means of utilising full urban services;
- easier terrain;
- physical isolation from the main part of the Zone; or
- other factors which in combination justify a closer development pattern,

and where the character of other Rural-Residential areas will not be lost.

4. That the effects of non-residential activities seeking to locate in the Zone should not be such as to restrict or detract from the potential of sites within the Zone for being used, developed or enhanced as residential 'lifestyle' areas.

5. That, in the Special Rural-Residential 1 zone on Pukekohe Hill, methods be adopted to maintain an open landscape quality.

19.3.5 OBJECTIVE - RESIDENTIAL STANDARDS

To achieve a consistent standard of on-site amenity and servicing for all residential activities, and to facilitate the creation of freehold titles.

Policies:

1. That the same on-site standard of living amenity and convenience be required for both single houses and multi-unit housing developments through Policies and Rules for:

- distances between dwelling units;

- building heights relative to boundaries;
- parking spaces for each dwelling unit;
- outdoor living areas for each dwelling unit;
- the design and construction of shared driveways;
- the design and positioning of reticulated services.

2. That the standards for shared driveways (private ways) be based on the potential number of houses that could be built on the land.

3. That detached multi-unit housing developments which are intended to be cross leased be required to show a "notional lot" for each unit, such that the building and servicing standards of the Plan relating to freehold site boundaries can be satisfied for the notional lot boundaries.

4. That a minimum shape of buildable area be required for subdivisions for freehold lots and for cross-lease "lots" where a detached form of development is proposed, and that this be the main factor determining "lot" size.

5. That as far as practicable the private service lines of each reticulated service, for each dwelling unit in a residential development, shall run separately from

- the road; or
- a dedicated common area; or
- a public line (in the case of water, sewerage or stormwater); or
- a distribution point or pit which is the financial responsibility of the service provider or network utility operator (in the case of power, gas or telecommunication lines) or
- a combination of the above

and without traversing the notional lot of any other dwelling unit on the site.

6. That the Council allows exemptions from Policy 5 above where strict enforcement of it would be unreasonable in the circumstances due to factors such as

- the existing service lines on the site have quite recently been installed, are suitably positioned in terms of ease of future access for maintenance or upgrading purposes, and are clearly suitable for the small number of dwelling units to be served;
- the terrain or existing natural or heritage features mean that Policy 5 would cause an adverse effect.

7. That subdivisions which have a significant proportion of small lots (less than 350 square metres) be required to demonstrate that suitable and practical building developments can proceed on each lot such that future owners will not be forced to obtain resource consents; that outline plans of future building development be required where there is doubt or concern over this issue, or concerning the levels of residential amenity that will be achieved on one or more of the proposed lots.

19.3.6 OBJECTIVE - IMPROVE RESIDENTIAL AMENITIES

To improve or enhance the amenities and infrastructural resources of the residential areas of the District in consultation with affected communities.

Policies:

1. That Council continues to investigate new (or upgraded) sewage treatment, stormwater treatment and control, and water supply systems taking into account tangata whenua perspectives, general environmental health concerns, and annual financial priorities.
2. That Council investigates traffic-restraint measures which would reduce volumes or slow down through-traffic in residential areas and at the same time reinforce the District Rooding hierarchy.
3. That Council continues a programme of planting and maintaining street-trees in accordance with annual financial priorities.
4. That Council investigates with power suppliers the costs and feasibility of placing existing overhead power lines underground.
5. That new footpath construction in established areas continue in accordance with annual financial priorities.
6. That public reserves be progressively developed in accordance with annual financial priorities to provide a wider range of opportunities for active (formal) and passive (informal) recreation, and increased accessibility and visual appeal.
7. That Council investigates other areas, sites or opportunities for improving the general appearance and convenience, and the cultural and recreational attributes of residential areas.

19.3.7 OBJECTIVES – RESIDENTIAL 2 ZONE

1. Objective - Residential Subdivision and Development

- a) To achieve subdivision and development which provides a high standard of amenity, walkability, safety and convenience, and contributes to the creation of a positive sense of place and identity.
- b) To ensure a range of urban densities which are appropriate to their locations in order to maintain amenity whilst supporting pedestrian, cycle and public transport, the viability and vibrancy of a town centre and Neighbourhood Centres and areas of open space.

2. Policy – Residential Subdivision and Development

- a) Subdivision and development should:
 - i. Be of a type and design so as to achieve a high standard of amenity, walkability, safety and convenience, and contribute to a positive sense of place and identity.
 - ii. Contribute towards implementation of a relevant structure plan.
 - iii. Achieve an average gross density identified by a structure plan or Planning Map series 105.
 - iv. Provide a range of lot sizes and urban densities.
 - v. Provide for higher housing densities in locations where it is supportive of pedestrian, cycle and public transport and the viability and vibrancy of the town centre. The design should be consistent with any design assessment criteria of the Plan.

vi. Provide for higher housing densities within walkable catchments of proposed neighbourhood centres and neighbourhood parks. The design should be consistent with any design assessment criteria of the Plan.

vii. Generally limit the spatial extent of development with higher housing densities to identified areas so as to maintain a variety of urban densities and housing choice across a Structure Plan Area. Additional areas of housing development may be appropriate in smaller pockets adjacent to the open space network.

b) Lots should be of an appropriate size and dimension to provide for the development of a dwelling house.

c) Buildings should be of a scale and intensity that are typical of residential neighbourhoods (typically up to 2 storey) and do not unduly overshadow or visually dominate adjoining properties.

d) Buildings should be located and designed so as to maintain reasonable sunlight access to adjoining properties, and avoid dominance effects on adjoining properties, without adversely affecting identified features including streams.

e) The layout of development on sites should provide a front yard as a transition zone between the road and the building.

f) Visual dominance by high front fences and fences adjoining public walkways and reserves should be avoided.

g) Lots should provide sufficient space on-site and buildings should be of an appropriate size to achieve useable outdoor living areas.

h) Sufficient on-site car parking (and manoeuvring where adjoining an arterial road) should be provided to cater for the typical needs of residents, while street parking should be provided and maintained to cater for the needs of visitors.

i) Any outdoor lighting in residential areas should be designed and located so as not to cause loss of amenity to neighbouring residents.

j) Noise should be managed to provide for an appropriate level of residential amenity.

k) Residential units in mixed use developments and habitable rooms in dwelling houses in proximity to the State Highway network, North Island Main Trunk rail line, arterial road and identified heavy vehicle routes should be designed such that an appropriate acoustic environment can be achieved which is compatible with communication and sleep.

19.3.8 OBJECTIVES – REVERSE SENSITIVITY – RESIDENTIAL DEVELOPMENT

2. Interface with State Highway Network, Road Network and North Island Main Trunk Rail Corridor

b) Objective

To avoid the potential for adverse health, safety and amenity effects, and operational inefficiencies that can arise from locating residential activity in close proximity to the State Highway network and arterial and collector road networks which accommodate heavy vehicle traffic, and the North Island Main Trunk rail corridor.

c) Policy

Measures should be put in place to ensure:

- i. dwelling houses in proximity to the State Highway network and road network frequented by heavy vehicles and the North Island Main Trunk rail corridor do not result in adverse health, safety and amenity effects; and
- ii. that the efficient operation of the State Highway network and road network frequented by heavy vehicles and the North Island Main Trunk rail corridor are not compromised.

19.4 MANAGING BUSINESS ACTIVITIES

19.4.1 OBJECTIVE - BUSINESS ACTIVITY AREAS

To permit a wide range of activities to occur within the District's established "urban", "commercial" and "urban industrial" areas provided PERFORMANCE STANDARDS are achieved, and only allow business activities out of these areas where any adverse effects can be appropriately and effectively addressed.

Policies:

1. That all former urban "industrial" and "commercial" zoned areas be covered by a single Zone for "business" activities, with the following general changes:

- "Commercial B1" zonings north and south of Pukekohe's central area have been rezoned Residential.
- the Business Zone has been extended further north of Adams Drive to take in existing uses and provide additional areas for growth.

2. That business (and other) activities be Permitted within the Zone primarily by way of compliance with "performance standards" which address specific or quantifiable effects, rather than conformity with activity or landuse types.

3. That additional business zones, namely the Tuakau Industrial Zone, the Tuakau Industrial Services Zone, Waiuku Industrial Zone and Waiuku Industrial Services Zone, provide for INDUSTRIAL activities and the activities required to support those INDUSTRIAL activities.

4. That the Act's general duty regarding adverse effects and ongoing monitoring be used to deal with those effects which are generally not of primary concern in Business areas (such as dust, vermin, flies, birds, refuse, unpiped discharges, and spray drift).

5. That the development of sites for business and other activities be such as will ensure a standard of access, parking, loading, building development, and amenity that will safeguard:

- the main function and character of the road;
- the safe and convenient use of adjacent properties;
- the intended character of the particular area as set out in Parts 37, 37A, 40 and 40A;
- the pleasantness of adjacent properties, particularly those not zoned Business;
- pedestrian safety and convenience, particularly in the defined business centres.

6. Where an activity clearly does not need or cannot reasonably be expected to have formed on the site the number of parking spaces required by the Plan, the Council will, inter alia, consider:

- allowing any waiver or reduction of the number on the basis that the consent be made specific to the activity or applicant, including for a specified duration or for certain hours of operation, or other appropriate conditions;
- the practicalities of joint use of spaces on adjoining or nearby sites in which case Council may require that such use be formalised by some form of contract or binding agreement between concerned parties;
- a proposal that spaces be formed away from the site where such spaces will clearly have a positive effect on parking space availability in the locality and/or will offset the impact of the lack of spaces on the subject site;

19.4.2 OBJECTIVE - BUSINESS CENTRES

To support the defined business "centres" of Pukekohe, Tuakau, Waiuku and Pokeno as the foci of pedestrian-oriented retailing and allied business activities for the District.

Policies:

1. That the business centres of each town be defined (Map 104) for the purpose of applying development Rules which are intended to:

- maintain and improve pedestrian shopper amenity and convenience;
- ensure adequate on-site parking and loading provision; and
- safeguard the character of the built environment.

2. That a lesser parking standard apply within the centres of the Zone in recognition of:

- the public parking and service lane "resources" in these areas;
- the greater difficulty of accommodating vehicles on the smaller sites which are common in these areas;
- the likelihood that vehicle movements will actually detract from the pleasantness of shopping for pedestrians;
- the need to encourage a greater intensity of development in the centres for the sake of diversity and efficient land consumption;

and that applications to reduce or waive the parking requirement be considered in terms of these reasons and the Plan's "financial contribution" provisions.

3. That the defined business centres be used by the Council, when appropriate, for the application of other, non-regulatory methods of achieving this Objective.

4. That the amenities and the infrastructural resources of the various parts of the Business Zone be improved or upgraded in consultation with affected communities; that Council encourages and facilitates the preparation of comprehensive centre plans which form the basis of annual decision making on capital allocations.

5. That the full range of business, community and recreational activities be provided for in central areas subject to the potential they have for generating adverse effects.

6. That the movement function and the visual appeal of the key roads serving the Business Zone be protected and enhanced.

7. That Council monitors the rate of development in the business centres, the numbers of private parking spaces, the occupancy of public parking areas, and the traffic counts on key roads.

8. That Council investigates initiatives to effect joint developments with the private sector for Council land within the centres where such proposals would clearly be in the long term interests of that centre or the District.

9. That Council does not finance projects outside the centres which would have the effect of achieving levels of amenity which should be reserved for the centres.

10. That the "building line" designations in Pukekohe be retained to facilitate future road widening in and out of the central business areas and so that the business centre can be improved in terms of: Efficiency of traffic flows; access to dedicated offstreet parking areas; forming further kerb-side parking areas (particularly angle parking); and carrying out a range of amenity area projects (within road reserves).

11. Subdivision and development should enable higher housing densities within a town centre, achieved through comprehensively-designed housing developments which have mixed use components where fronting retail and commercial streets. The design should be consistent with the relevant assessment criteria and design assessment criteria of the Plan and include sufficient space on site to provide for the amenity of residents.

12. Dwelling houses in the town centres should be designed such that an appropriate acoustic environment can be achieved which is compatible with communication and sleep.

19.4.3 OBJECTIVE - ADVERSE EFFECTS

To protect the Residential Zone and other sensitive areas or resources from the adverse effects of business activities.

Policies:

1. That the development and performance standards of the Business Zone, Tuakau Industrial Zone, the Tuakau Industrial Services Zone, Waiuku Industrial Zone and Waiuku Industrial Services Zone take particular account of the amenities of nonbusiness zoned properties which are on the fringe of the Zone.

2. Business activities, wherever located, must respect the rights of other land users and activities to clean air, and must ensure that the best practicable options are used to avoid or mitigate for any air-borne waste emissions which might detract from or be injurious to people or activities on other sites nearby or in the surrounding locality; this includes 'fugitive' emissions or discharges that come from the ground (such as dust), or stored materials, machinery or other ancillary activities or site areas. Activities that have difficulty in maintaining acceptable standards may have to consider relocating so as to achieve appropriate separation distances from sensitive land uses.

3. To monitor the effects of business activities on residential areas, particularly traffic and noise, and to:

- revise the provisions of the Zone if residential amenities are not adequately protected, and

- investigate roading design changes for individual stretches of road where through traffic associated with business activities is having an adverse impact.

4. Due consideration be given to environmental and health impacts, sustainability and long term planning.

5. Business activities have the potential to impact negatively on people's health and on the environment.

6. All business activities must comply with relevant standards and guidelines.

19.6 MANAGING INDUSTRIAL AND COMMERCIAL ACTIVITIES AND AREAS

19.6.1 Industrial and Commercial Activities and Development in the Industrial 2 and Light Industrial Zones

3. Policies

a) Urban industrial activities should be concentrated in the industrial areas of the District.

b) Development that primarily provides for Group 1 Business Sectors (refer to the Auckland Region Business Land Strategy) should be enabled in appropriate locations.

c) Subdivision and development controls should enable the establishment and operation of well-designed Industrial and Light Industrial activities and:

- Road patterns should be simple by providing wide roads and on-street parking;

- Provide amenity at the street and zone interface through yard treatment and in the light industrial area by building design.

- Parking and storage should be generally located at the rear or side of buildings, with the latter screened from public view.

- Scale, building location, landscaping and control of nuisances should provide a transition between industrial land and more sensitive residential zoned areas.

- Avoid, remedy and mitigate adverse effects on water quality and have regard to a Catchment Management Plan and/or discharge consent.

d) Industrial and commercial activities should be located in such a way and be of a type that ensures that the environmental quality appropriate to residential and reserves areas and a town centre is not compromised.

e) Industrial activities with incompatible effects with residential, reserve and town centre activities should be located at an appropriate distance from these sensitive activities, or include appropriate setbacks and on-site management practices to enable any incompatible effects to be appropriately managed on-site or mitigated by distance or design. Conversely, sensitive activities should not locate where they may be adversely affected by activities in an industrial area.

f) Industrial and commercial activities should be sited and designed to avoid, remedy or mitigate adverse effects on the visual amenity, the acoustic environment, air quality, pedestrian and vehicular safety and other associated amenity values of neighbouring residential and reserve areas.

g) Noise levels from industrial and commercial activities should not exceed standards appropriate to the function and amenity values of these areas.

h) Residential development shall not be located in areas that are identified for industrial or light industrial activities.

i) Sensitive community, educational or medical facilities should not locate in proximity to incompatible industrial activities.

j) Convenience retail activities should be provided for in the light industrial areas to cater for the day-to-day needs of workers.

k) Retailing activities (except Yard-Based Retail activities) which draw their primary customer base from outside the employment areas should be avoided so as not to undermine the role of the industrial area to accommodate Group 1 Business Sector uses.

l) Retail activities are limited to convenience retailing activities, trade supply outlets and yard-based retailing activities in the Light Industrial area. Retail, except for the retailing of aggregates, should be avoided in the Industrial Area.

PART 21 OBJECTIVES POLICIES AND METHODS: OTHER

21.4 OBJECTIVE - MOTORWAY SERVICE AREAS

To provide for the comprehensive development of suitable sites adjacent to the Southern motorway to conveniently serve motorway users while ensuring that any adverse effects on the District are minimised.

Policies:

1. That the Plan incorporates a special Motorway Service Zone.
2. That the size of the sites and the range and scale of activities Permitted in the Zone be restricted to minimise any adverse commercial impact on other shopping areas in the District; that activities be directly related to the safety and convenience of motorists and traveller information needs.
3. That sites be required to be developed as an integrated whole to maximise the convenience and safety of motorists and ensure an appropriate finished appearance for the locality, with a high standard of on-site design, landscaping and general amenity. A comprehensive development plan is to be approved before any activity can commence, such plan to address the following aspects:
 - the location and purpose of all buildings;
 - measures to protect the amenities of surrounding properties;
 - facilities provided by the developer to a high standard and available to the public on the site including toilets, picnic and sealed parking areas;
 - design features to ensure visual compatibility with surrounding land uses;
 - suitable provision for traffic access and on-site traffic flow;
 - site servicing details; and

- provision of temporary produce market type facilities.
- 4. That a high standard of signage be required, appropriately illuminated, and conforming with Transit N Z and international standards for symbols and colouring.
- 5. That the general performance standards in the Zone be such as will ensure that the amenities of adjacent properties are protected from the effects of the development and use of sites.

PART 37 THE PURPOSE, CHARACTER, ISSUES, OBJECTIVES, POLICIES AND METHODS OF THE WAIUKU INDUSTRIAL SERVICES ZONE (WISZ)

37.2 ISSUES, OBJECTIVES AND POLICIES

Objectives

Ensure the development of an effective and safe transport network.

Provide easy and safe pedestrian and vehicular access between various elements of the WISZ.

Provide easy and safe pedestrian and vehicular access between the WISZ and the surrounding environment.

Provide easy and safe pedestrian and vehicular access between the WISZ and other components of the Waiuku township.

Maintain a compact walkable footprint.

Recognise the multiple role of streets as network utility corridor, traffic conduit and contributing to character.

Minimise the potential adverse impacts of business related vehicle movements.

Policies

Promote direct connections.

Disperse traffic flows.

Provide for well-designed service lanes for access and loading.

Discourage cul-de-sacs.

Plan for pedestrian and cycle networks at the initial stage of development.

Design roads for large vehicles.

Active elements should face the street.

Avoid alleys and obscure nooks and crannies.

Promote connections between places.

Discourage cul-de-sacs and encourage inter-connected routes. Where cul-de-sacs are proposed, they must be designed in a way that enables the efficient flow of traffic (safety is included in the concept of efficiency).

PART 40 PURPOSE, CHARACTER, ISSUES, OBJECTIVES, POLICIES AND METHODS OF THE WAIUKU INDUSTRIAL ZONE (WIZ)

Objectives

Ensure the development of an effective and safe transport network.

Minimise the potential adverse impacts of businessrelated vehicle movements.

Provide easy and safe pedestrian and vehicular access between various elements of the WIZ.

Provide easy and safe pedestrian and vehicular access between the WIZ and the surrounding environment.

Provide easy and safe pedestrian and vehicular access between the WIZ and other components of the Waiuku township.

Maintain a compact walkable footprint.

Recognise the dual role of streets: traffic conduit and character.

Policies

Manage the effects that development might have on significant visual areas, e.g. ridgelines and along view shafts, e.g. road corridors.

Discourage cul-de-sacs and encourage inter-connected routes. Where cul-de-sacs are the preferred option, they must be designed in a way that enables the efficient flow of traffic (safety is included in the concept of efficiency).

Promote direct connections.

Disperse traffic flows.

Provide for service lanes for access and loading.

Design roads for large vehicles.

Provide sufficient on-site and offsite manoeuvring space for heavy vehicles.

Plan for pedestrian and cycle networks at the initial stage of development; design walkable elements.

PART 37A THE PURPOSE, CHARACTER, ISSUES, OBJECTIVES, POLICIES AND METHODS OF THE TUAKAU INDUSTRIAL SERVICES ZONE (TISZ)

37A.2 ISSUES, OBJECTIVES AND POLICIES

Objectives

Ensure the development of an effective and safe transport network.

Minimise the potential adverse impacts of businessrelated vehicle movements.

Provide easy and safe pedestrian and vehicular access between various elements of the TISZ.

Provide easy and safe pedestrian and vehicular access between the TISZ and the surrounding environment.

Provide easy and safe pedestrian and vehicular access between the TISZ and other components of the Waiuku township.

Maintain a compact walkable footprint.

Recognise the dual role of streets: traffic conduit and character.

Policies

Manage the effects that development might have on significant visual areas, e.g. ridgelines and along view shafts, e.g. road corridors.

Discourage cul-de-sacs and encourage inter-connected routes. Where cul-de-sacs are the preferred option, they must be designed in a way that enables the efficient flow of traffic (safety is included in the concept of efficiency).

Promote direct connections.

Disperse traffic flows.

Provide for service lanes for access and loading.

Design roads for large vehicles.

Provide sufficient on-site and offsite manoeuvring space for heavy vehicles.

Plan for pedestrian and cycle networks at the initial stage of development; design walkable elements.

PART 40A PURPOSE, CHARACTER, ISSUES, OBJECTIVES, POLICIES AND METHODS OF THE TUAKAU INDUSTRIAL ZONE (TIZ)

40A.2 ISSUES, OBJECTIVES AND POLICIES

Objectives

Ensure the development of an effective and safe transport network.

Minimise the potential adverse impacts of businessrelated vehicle movements.

Provide easy and safe pedestrian and vehicular access between various elements of the TIZ.

Provide easy and safe pedestrian and vehicular access between the TIZ and the surrounding environment.

Provide easy and safe pedestrian and vehicular access between the TIZ and other components of the Waiuku township.

Maintain a compact walkable footprint.

Recognise the dual role of streets: traffic conduit and character.

Policies

Manage the effects that development might have on significant visual areas, e.g. ridgelines and along view shafts, e.g. road corridors.

Discourage cul-de-sacs and encourage inter-connected routes. Where cul-de-sacs are the preferred option, they must be designed in a way that enables the efficient flow of traffic (safety is included in the concept of efficiency).

Promote direct connections.

Disperse traffic flows.

Provide for service lanes for access and loading.

Design roads for large vehicles.

Provide sufficient on-site and offsite manoeuvring space for heavy vehicles.

Plan for pedestrian and cycle networks at the initial stage of development; design walkable elements.

54.7 EAST FIELDS STRUCTURE PLAN AREA

54.7.3 OBJECTIVE AND POLICIES-EAST FIELDS

Objective:

To provide for the sustainable management of the future peripheral growth of Pukekohe to the north.

Policies:

1. That a suitable transition or buffer is achieved between 'town' and 'country' along the western and northern boundaries of the Structure Plan area, including provision for lower density development and the retention and protection of key hedge systems.
2. That all subdivision and development be undertaken using a "minimum earthworks" approach including the avoidance of modifying natural water courses (except for stipulated stormwater management purposes), bulk land re-contouring and the location of roads in gullies.
3. That existing riparian vegetation be retained (except for pest plants) and other riparian areas re-vegetated, using locally sourced native plants, to enhance water quality, lower storm flows through natural detention and enhance natural heritage values.
4. That in the area of low density residential development along the western and northern boundaries of the site, as identified on Diagram 54.B, minimum lot size shall be 1500m² and there shall be only one dwelling house per lot.
5. That the shelterbelt along the property currently used for horticultural purposes to the west of the Structure Plan Area (as identified in Diagram 54.B), be retained and protected into the future.
6. That the group of native trees located on the watershed between the gully systems and identified in Diagram 54.B be retained and protected into the future.
7. That the form of development within the Structure Plan Area be designed to:

- promote convenient access to public passenger transport;
- encourage pedestrian and cycle access through the area and to schools and community focal points in adjacent areas;
- maximise the use of solar energy (through lot orientation);
- promote a sense of place and identity;
- respond to the natural attributes of the landform and landscape.

8. That public open space be identified and obtained within the Structure Plan Area as part of the subdivision consent process with the aims of:

- providing for the recreational needs of the Structure Plan Area and adjoining residential areas;
- enhancing the natural heritage values of the Structure Plan Area as identified in Diagram 54.B;
- enhancing the visual quality of the northern approaches to Pukekohe.

9. That provision be made in the design of the stormwater management system to ensure that recharge can be maintained to the underlying aquifer system.

54.8 NORTH PUKEKOHE HILL STRUCTURE PLAN AREA

54.8.3.1 Objective

To avoid, remedy or mitigate the existing and potential adverse effects on both the Pukekohe township and water resources of stormwater run-off, flooding, soil erosion and siltation from the North Pukekohe Hill Structure Plan Area and to avoid or mitigate potential adverse effects arising from the urban development occurring within the North Pukekohe Hill Structure Plan Area.

Policies

1. That limited provision be made for subdivision and residential development of land within the Structure Plan area, while avoiding, remedying or mitigating adverse effects on the downstream environment.
2. That all subdivision and development within the Structure Plan area should be designed and undertaken using a 'minimum earthworks' approach including the avoidance of modifying natural water courses, bulk land re-contouring and the location of roads in gullies, to ensure that the existing and potential adverse effects on water quality are avoided, remedied or mitigated. (Note: For explanation of a 'minimum earthworks' technique refer Auckland Regional Council Technical Publication 124 'Low Impact Design Manual for the Auckland Region').
3. That all subdivision and development incorporate sustainable stormwater management systems including on-site detention and soakage to ground.
4. That all on-site effluent treatment and disposal systems be appropriately designed and located to avoid contamination of surface and shallow groundwater.
5. That Council will undertake to put in place a comprehensive stormwater interception and detention system for the Structure Plan Area. The system shall be generally located as shown on Diagram 54C. It shall be designed to capture excess surface run-off and will comprise a pipeline,

local interceptor channels and collector channels for that system discharging to the east gully, and a diversion channel to the western detention area.

6. Development and subdivision shall not proceed until the public stormwater interception and detention system is available to capture any excess runoff from any such development or subdivision which relies on the principal public stormwater interception and detention system, or a separate discharge permit (from the Auckland Regional Council) is separately obtained which stipulates otherwise.

54.8.3.3 Objective

To avoid environmental conflicts between residential and rural land uses at the southern boundaries of Pukekohe township and to recognise that rural activities occur on rural land within the vicinity of residential and rural-residential land. Such rural activities and their associated effects are consistent with the rural environment.

Policies

1. That a transition zone and public roads be used, where possible, as a buffer between the Residential and Rural zones.

54.9 PATUMAHOE STRUCTURE PLAN AREA

54.9.2.1 Objective - Amenity

To maintain and enhance Patumahoe's amenity values.

Policies:

1. That a suitable transition or buffer is achieved between "town" and "country" at the northern boundary of the Structure Plan Area, so as to reinforce the integration of the area with the village in a visual sense, and provide a measure of protection from the effects of typical rural land uses on the adjacent rural land (such as dust and sprays); that the subdividers give consideration to the retention of the existing trees on this boundary.

2. Optimising the number of dwellinghouses able to be developed within the Structure Plan Area, thereby making efficient use of the land and infrastructural resources, while achieving an overall pattern and intensity of development compatible with Patumahoe's rural character and 'identity'.

3. That provision be made for a range of lot sizes, catering for different lifestyle choices, while maintaining a compact, concentric, urban form that reinforces the "village" scale and development pattern of Patumahoe.

4. That the overall pattern and design of residential, open space, and infrastructural development enhances the landscape amenity and recreational values associated with the principal watercourse running through the Structure Plan Area (including the bush gully/waterfall area at the north western corner of the area).

5. That the public reserve areas and the covenanted (amenity/buffer) areas be brought to a fully developed state at an early stage in the process of the PSPA being used for residential activities, through the combined efforts of both the Council and the subdividers.

6. With regard to the layout of new roads that a high degree of permeability (convenient and safe access) is achieved while discouraging through traffic.

7. That the pattern of development, including roads, open spaces and accessways, maximises pedestrian accessibility to the existing village centre, including the location of the more intensive residential developments generally within easy walking distance of the village centre; that a pedestrian bridge be established across the watercourse.

8. That screen planting be established within the Structure Plan Area as a visual and dust (amenity) buffer along the boundary of the site of Franklin Groundspreaders Ltd.

54.9.2.2 Objective - Infrastructure

To avoid, remedy or mitigate the adverse effects of urban growth on infrastructure and the financial resources of the community, as well as on the natural environment.

Policies:

1. The overall pattern of roading is to be efficient in terms of its use of land but also integrated and 'seamless' across properties and with the other structural components (eg reserves).

2. The form, scale and rate of residential development shall recognise the current limitations of and the implications for the capacities of network utilities (particularly water and sewerage) and the need to avoid any costs falling unfairly on existing ratepayers.

3. All lots within the Structure Plan area are to be connected efficiently and costeffectively to the existing public sewerage and water supply networks in Patumahoe, and the Council may enter into such arrangements as are appropriate with any developer to ensure this happens in a timely manner.

4. Subdividers will be required to pay any extraordinary costs associated with obtaining any 'growth related' stormwater discharge, water take or wastewater discharge consents in advance of the normal programme for securing such consents.

5. Subdividers will be expected to work with Council to ensure financial contributions are fairly and reasonably payable by them to address the costs of growth (their developments are giving rise to) and Council will reduce (or amend the basis for calculating) the contributions after consideration of all relevant facts at the time of subdivision consent.

54.10 Pukekohe North Structure Plan (Beatty Road)

54.10.2.5 Transport – Objectives

To achieve forms of development which are supportive of pedestrian, cycle and public transport, and reduce reliance on private motor vehicles.

54.10.2.6 Transport - Policies

By ensuring that subdivision and development is of a density, layout and design which encourages increased pedestrian, cycle and public transport options.

54.15 POKENO STRUCTURE PLAN AREA

54.15.2.3 Existing Amenity Values and Character

2. Objective

To achieve subdivision and development which maintains or enhances identified elements of the existing amenity values and character of Pokeno Village and the surroundings.

3. Policy

Subdivision and development should be designed to maintain identified elements of the existing amenity values and character of Pokeno and its surroundings. Key elements that should be maintained and where appropriate enhanced are:

- a) The varied topography comprising areas of flat, rolling and steeper land;
- b) Significant trees and vegetation;
- c) Significant visual elements: views of the rural backdrops (in particular Mt William and the surrounding ridgelines) from the town centre and residential areas; two identified knolls, stream corridors;
- d) Heritage elements and sites of historical value (the old Pokeno Post Office, Pokeno War Memorials, Queen's Redoubt);
- e) Market Square; and
- f) The existing historical grid pattern of roads (formed and unformed) in the Town Centre.

54.15.2.4 Urban Form and Amenity

2. Objective

To achieve subdivision and development which provides a high standard of amenity, walkability, safety and convenience, and contributes to the creation of a positive sense of place and identity.

6. Policy – Road, Pedestrian and Cycle Network

- a) Subdivision and development should provide a connected road and pedestrian network in general accordance with the Pokeno Structure Plan (including a connected local roading network), providing footpaths, cycle routes and vehicular access to the town centre and neighbourhood centres, open spaces, and main transport routes.
- b) Subdivision and development should implement the Pokeno Structure Plan to achieve the safe and efficient movement of motor vehicles, pedestrians and cyclists and:
 - i. Transport routes should reflect urban design legibility considerations and not just satisfy traffic requirements;
 - ii. The street network should enable traffic to flow freely, be appropriate for the purpose and promote safety of all users;
 - iii. New routes should connect with the existing routes and movement patterns and roading (including the local road network) should be highly connected. These routes and connections are additional to connections illustrated on the Pokeno Structure Plan;
 - iv. Roads should generally be lined with houses or buildings that have “public fronts and private backs”, thereby promoting passive surveillance;
 - v. Roads should be public and vested with Council;

- vi. Cyclists should generally be accommodated on the carriageway of streets in areas of low speed and volume, without any need for dedicated cycle lanes;
- vii. Off-road cycle paths and pedestrian routes should be safe, direct, barrier-free, have smooth surfaces and be overlooked from roads, by adjacent housing or other active land uses.
- viii. Heavy vehicles, particularly those associated with industrial activity, should be discouraged from using the road network within the town centre of Pokeno.

54.17 KINGSEAT VILLAGE STRUCTURE PLAN AREA

54.17.1 OBJECTIVE

1. To achieve integrated and managed development in the Kingseat Structure Plan Study Area which:
 - a) accommodates its share of the District's projected population growth;
 - b) maintains a compact and contained village form;
 - c) maintains the quality, function and integrity of the adjoining rural environment;
 - d) makes provision for a choice of living environments, and village-scale retail, commercial and community facilities; and
 - e) is accompanied by the coordinated provision of infrastructure.

54.17.2 POLICY

1. Development in the Kingseat Structure Plan Study Area is to be implemented through the introduction of a structure plan in accordance with Part 54 of the District Plan.
2. The structure plan should address and promote:
 - a) Compact and contained village development.
 - b) Identification and appropriate location of business land for retail and commercial services, and community facilities, that will establish a village node serving the village, and its hinterland.
 - c) Varied residential development (in terms of house type and lot size) within the village at an average density of 10 dwellings per gross hectare.
 - d) Integrated management of new development with the existing settlement, including the ex-Kingseat hospital site.
 - e) Physical linkages with existing development, recognising the existing village fabric (including the ex-Kingseat hospital site) and roading layout, and the need for connectivity and legibility.
 - f) Esplanade reserve along the coastline, and public access to it.
 - g) Provision of public recreation reserves and open space.
 - h) Open space, pedestrian, cycle and bridal path linkages within and through the village to the existing and proposed esplanade and reserve network, the foreshore and to the coastal and rural areas surrounding the village.

- i) Servicing by community reticulated water supply, and wastewater treatment and disposal systems.
- j) Low impact stormwater solutions.
- k) Appropriate roading networks, both within and beyond the structure plan area, in particular establishing a gateway to the village, and providing appropriate access to and through the village.
- l) A network of streets incorporating village scale street design appropriate to the coastal and rural setting of Kingseat and the establishment of an urban village node in this context.
- m) Interconnectivity of roading network.
- n) Recognition and protection of landscape and natural features, and of the potential archaeological significance of the land given its coastal location.
- o) Elements of village amenity, character and sense of place through urban design and Crime Prevention Through Environmental Design (CPTED).
- p) External landscape buffers to surrounding rural and coastal areas.

Manukau

Chapter 8 — Transportation

8.3 OBJECTIVES

8.3.1 To minimise or mitigate any adverse effects on the environment arising from the development, maintenance and use of the transportation system.

8.3.2 To maximise energy efficiency and accessibility within the transportation network and encourage the use of energy efficient modes of transport.

8.3.3 To co-ordinate land use and transportation planning and decision making so as to achieve a transport system that provides for the safe, efficient and convenient movement of people and goods.

8.4 POLICIES AND METHODS

8.4.1 The transportation network should be managed in such a way that:

- (a) transport generated carbon dioxide and noxious gas emissions and the consumption of non-renewable fuels is reduced;
- (b) ensures a pattern of development and supporting infrastructure which permits the City to be efficiently and effectively served by passenger transport services;
- (c) caters for the movement of people and goods;
- (d) traffic-generating activities in sensitive environments are discouraged where these would have significant adverse effects;
- (e) the adverse environmental effects of any new and existing transportation network facilities are avoided, remedied or mitigated.

8.4.2 The continued development of the transportation network should:

- (a) achieve acceptable levels of accessibility, mobility, safety and convenience for all sections of the community;
- (b) provide convenient and safe road and cycle/footpath linkages to activity centres and local facilities;
- (c) have clear physical distinctions between the primary and secondary road network, based on function, traffic volumes, vehicle speeds, public space and environmental amenity;
- (d) minimise the adverse effects of adjacent activities on the operation of the roading network and ensure that all access and egress to and from roads is suitable for and compatible with the function and amenity of the road;
- (e) avoid, remedy, or mitigate the adverse effects of the roading network and transportation activities on the environment;
- (f) make provision for the likely future transport and development needs of the City;
- (g) ensure transport effects, traffic generating characteristics and demand for various modes of transport are taken into account when providing for land use activities.

8.4.3 The development of new or existing urban areas should give regard to:

- (a) the ability to effectively service new and existing urban areas with passenger transport
- (b) the provision of safe and convenient pedestrian and cyclist access to community facilities, places of work and shopping areas;
- (c) facilitating improved cyclist and pedestrian linkages within neighbourhoods; and
- (d) the provision of cycleways in the construction or reconstruction of primary network roads.

Chapter 9 — Land Modification, Development and Subdivision

Policy 9.4.4 To ensure the provision of coordinated, timely, effective and efficient utility services that:

- (a) enable the sustainable management of network utility services by co-ordinating their progression to support subdivision and development on an orderly basis to meet the requirements of the proposed activity on the land;
- (b) to ensure that the transport system laid out at the time of the subdivision and/or development:
 - supports the planned roading hierarchy and provides an appropriate distinction and interface between the local, secondary and primary components of the transport network;
 - provides good internal access between communities and businesses and the facilities and services serving them;
 - has the potential to be efficiently and effectively served by passenger transport; and
 - provides a safe and convenient movement network for pedestrians and cyclists.
- (c) provide a mechanism for the funding of infrastructure and public utility services in a fair and reasonable manner through financial contributions based on the recoupment of Council's costs generated by the provision of services that subdivision or development, and with a maximum

level sufficient to allow the Council flexibility to determine an adequate contribution to infrastructure and public utility services in each case.

(d) require financial contributions for the purpose of stormwater quality on a catchment basis to mitigate effects on the receiving environment.

(e) require financial contributions for the purpose of acquiring and developing public open space areas and esplanade reserves at the time subdivision and development of land occurs.

(f) notwithstanding subsection c, requires the financial obligation of developers and/or subdividers to be generally limited to the extent to which infrastructure, and public utility services are required to avoid, remedy or mitigate the effects that are generated by the proposed subdivision and/or development of the land.

Chapter 12A — Whitford Rural Area

Objective 12A.3.5 To provide physical infrastructure such as roading, stormwater and wastewater treatment, solid waste disposal, and power and communications networks in association with land subdivision, use and development in order to manage environmental effects.

Policy 12A.4.6 Physical infrastructure such as roading, stormwater and wastewater treatment, solid waste disposal, and power and communication networks shall be provided in an efficient and effective manner as part of the subdivision and development of land.

Chapter 14 — Business Areas

Objective 14.3.5 To promote traffic efficiency, and safe and energy efficient movements between shopping, commercial services, workplaces and places of residence.

Chapter 16 — Future Development Areas

Policy 16.4.1 Urban development shall be promoted in such a way as to be energy efficient. In particular urban development shall:

- minimise motor vehicle travel;
- encourage pedestrian and cycle access;
- promote convenient access to public passenger transport;
- maximise the use of solar energy.

Policy 16.4.2 The release of land for urban development will be staged in a manner which ensures:

- the maintenance of sufficient vacant land zoned for residential activities;
- maintenance of sufficient vacant land zoned for business activities;
- the development of new transport linkages;
- the availability of infrastructural services, utilities and facilities;
- the continued availability of rural land for farming purposes and the retention of rural character until urban development occurs;
- vacant land availability in proximity to existing urban development.

Policy 16.4.3 New urban development shall be designed to achieve a high level of environmental performance which:

- protects and where possible enhances water quality, particularly from the effects of sediment in the land conversion process and pollutants arising from transportation activities.
- maintains current air quality, coastal amenities, existing landform, heritage, vegetation and character to the greatest extent possible.

Chapter 17 — Special Areas and Activities

17.5 Education Activities

Objective 17.5.3.3 To ensure that traffic safety and efficiency is maintained and enhanced in access roads and within educational facility sites.

Policy 17.5.4.4 Site layout should avoid, remedy or mitigate any potential adverse effects on traffic safety and efficiency in and around large-scale educational facilities.

17.6 — Airport Activities

Policy 17.6.4.2 Road access to and from Auckland International Airport should promote the efficient use of the Airport, be safe and efficient, and avoid, remedy or mitigate adverse effects on ecological, recreational, cultural and spiritual values in the area.

Policy 17.6.4.3 Adverse effects of activities on the landscape and visual amenity of the routes for motor-vehicle trips entering and egressing Auckland International Airport should be avoided, remedied or mitigated.

Policy 17.6.4.4 Adverse effects on visual and pedestrian amenity values, including the relationship between buildings, roads, carparks and landscape at Auckland International Airport, should be avoided, remedied or mitigated

17.8 Minerals Extraction Activities

Objective 17.8.3.2 To enable the efficient prospecting extraction, processing, distribution and transportation of mineral resources.

Policy 17.8.4.1 Mineral Extraction Activities should avoid, remedy or mitigate adverse effects on the environment in a way that:

(a) minimises adverse effects on existing amenity values as far as practicable. (b) protects the values of heritage or archaeological sites, buildings, places or areas. (c) protects the stability of adjacent land from the adverse effects of mineral extraction activities. (d) provides for site rehabilitation to be undertaken to a standard which will enable likely options for future activities. (e) keeps adverse effects of the transportation of industrial aggregates to an acceptable level.

17.10 Flat Bush

Objective 17.10.3.4 To achieve a well connected, adaptable, safe, attractive, healthy and pleasant environment for living and working and travelling with an emphasis on the importance of the public realm including parks, streets, civic areas, roads and the natural environment.

Objective 17.10.3.8 To achieve a safe, efficient, well connected, and integrated transport system within and beyond the Flat Bush area that provides a choice of travel modes including pedestrian, cycling, passenger transport and motor vehicles.

Policy 17.10.4.6 Subdivision and development activity should achieve urban design and sustainable management principles by:

- encouraging a sense of place and identity,
- providing a high degree of 'connectivity' through well connected road networks based on block designs,
- promoting social interaction through attention to the placement of buildings on sites,
- facilitating safe walking and cycling, including through the identification of cycle routes,
- supporting or enabling opportunities for passenger transport services to establish,
- reducing travel distances, providing access to amenities, and supporting an integrated transport system that provides a choice of travel modes,
- maintaining contact between communities,
- being compatible with the part of the roading hierarchy on which it is located in terms of the type and level of traffic generation,
- designing local roads to ensure a safe low traffic speed environment,
- relating to the streetscape so as to enhance perceptions of safety,
- providing separation buffers between incompatible activities,
- promoting biodiversity.

Ensuring there is provision for emergency services that takes account of strategic location requirements.

Policy 17.10.4.11 An integrated transport system shall be promoted by guiding the design and layout of subdivision and developments so that it provides 'connectivity' and the opportunity for a variety of travel modes.

Chapter 17.13 — Mangere Gateway Heritage Area

Objective 17.13.3.6 To create and maintain consistent and high quality urban design and amenity standards relating to streetscape and site design and appearance, including responding sensitively to cultural and landscape values along and adjacent to the Mangere Gateway Heritage Route and Oruarangi Road.

Objective 17.13.3.9 To ensure the efficient and effective provision of all infrastructure including road, cycle and pedestrian networks, public transport networks, stormwater and wastewater drainage networks and water, power, gas and telecommunication supply networks.

Policy 17.13.4.4 Subdivision and land use activities shall be designed in such a way as specific attention is given to the provision of an integrated transport system providing for good connectivity and safe, attractive and efficient networks for cars, trucks, public transport, cyclists and pedestrians, with particular regard to maintenance of residential amenities in the Papakainga Zone

Policy 17.13.4.5 Development of and adjoining the Mangere Gateway Heritage Route and Oruarangi Road shall be designed to ensure that users of those roads will perceive an environment where natural design elements are integrated with the built environment.

Policy 17.13.4.7 Development shall be designed in such a way as attention is given to the provision of an integrated transport system providing for good connectivity and safe and efficient networks for cars, public transport, cyclists and pedestrians, with particular attention being given to avoiding adverse effects created by movements of heavy traffic.

North Shore

9. Subdivision and Development

9.3.2 Well-being, Health and Safety

Objective To ensure that new subdivision and development enables people and communities to provide for their well-being health and safety.

Policies 1. By ensuring that the design and construction of subdivision results in the provision of:
a) Safe and stable building platforms and vehicle access without the need for extensive additional site works. b) Roads (including footpaths) and privateways with a vertical/horizontal alignment and width that allows the safe and convenient movement of pedestrians, motor vehicles and cyclists. c) Utility services that have sufficient capacity to absorb the effects of development and maintain human health and safety. d) Allotments that enable building platforms and other associated activities to achieve adequate separation distances from high voltage transmission lines.

12.3.1 Transport System Effectiveness and Safety

Objective To enable a transport system that avoids, remedies or mitigates the adverse effects of transport activity on the natural and physical environment and protects the amenity value of open spaces and streets, while maintaining the health and safety and the economic, social and cultural well-being of the people and community of North Shore City. These adverse effects include noise, stormwater contamination of receiving waters and air quality degradation. To facilitate integrated transport management and a multi-modal transport network and to integrate transport and land use provisions to support a quality, compact and contained urban form.

Policies

1. By reducing the need for travel by private motor vehicle within the city.
2. To encourage the most efficient and safe use of transportation infrastructure within the city.
3. Through the development and implementation of integrated transport and land use provisions, consistent with Schedule 5 of the Local Government (Auckland) Amendment Act (2004):
 - support the concentration of retail, employment, and community activities within High Density Centres and Intensive Corridors identified in Table 6.1 with passenger transport infrastructure;
 - enable high density residential and mixed use development within High Density Centres and Intensive Corridors identified in Table 6.1
 - set high standards for urban amenity and design to facilitate a range of quality retail, employment, mixed use and living environments within High Density Centres and Intensive Corridors identified in Table 6.1; and
 - where appropriate, enable commercial activities in locations other than those listed in Table 6.1, where those locations do not compromise the achievement of 2.6.5 Strategic Policies Urban Structure of the Auckland Regional Policy Statement.
4. To classify roads by their function to mitigate the adverse effects of through traffic on residential areas.

5. To reduce the severance of communities caused by major roads, through the provision of facilities where pedestrians and cyclists can cross safely.
6. To protect all busy roads, together with State Highways, from the adverse effects of adjacent activities and developments, including those which are high generators of pedestrian or vehicle traffic or may have adverse effects on the safety of motorists.
7. To increase the person carrying capacity of congested corridors and to provide viable alternatives to the private motorcar.
8. To encourage the use of fuel-efficient and less polluting modes of travel, particularly passenger transport, cycling and walking.
9. To support studies of the likely effects and feasibility of economic instruments as techniques for managing travel demand on congested corridors and discouraging inefficient modes of travel.
10. To avoid, remedy or mitigate the significant adverse effects of new and reconstructed transport infrastructure, including loss of visual amenity and the adverse effects of stormwater discharges on the quality of receiving waters.
11. To ensure that any transportation of hazardous materials within the city is carried out in a manner that avoids risk of adverse effects on individuals and the community and to the built and natural environment.
12. To support measures to avoid or mitigate the adverse effects of vehicle noise and exhaust emissions, including investigations into the establishment of environmental standards.
13. To consider the transport needs of people with special requirements, including the young, those with disabilities and the elderly.

12.3.2 Passenger Transport

Objective To mitigate the adverse effects of transport activity (including noise, emission of atmospheric pollutants, contamination of receiving waters from roadway stormwater run-off) and promote more efficient use of transport fuels by supporting a satisfactory alternative to the use of the private motorcar through fostering an effective passenger transport system.

Policies

1. To provide on-street passenger transport facilities which are attractive and convenient for users, including:
 - bus stops, seats and shelters • facilities for bus users, buses and taxis at commercial centres; and
 - measures to enable priority use of roadways by buses and other priority vehicles to bypass traffic congestion in peak and off-peak periods, including reserved lanes, priority and exclusive turning movements and traffic signal pre-emption, where appropriate.
2. To provide infrastructure to support passenger ferry services as appropriate.
3. To liaise with and support the Auckland Regional Council and passenger transport operators to ensure the provision of effective and appropriate passenger transport services within North Shore City and to neighbouring centres to meet the needs of existing and potential users, including those dependent on passenger transport.

4. To assist and support the Auckland Regional Council to improve cross-harbour passenger transport services and facilities, through the implementation of a Priority Lane along the Northern Motorway corridor (with Transit New Zealand) and improved passenger ferry services.

5. To consider land use issues and to evolve an urban form more supportive of the provision of effective passenger transport services.

12.3.3 Cycleways and Walkways

Objective To provide for cyclists and pedestrians within the city in a safe and convenient manner which, by establishing these as viable alternatives to the car, avoids, remedies or mitigates the adverse effects of motor vehicle use, including exhaust emissions, noise, and contamination of receiving waters by stormwater.

Policies 1. To provide for cycling and walking in a safe and convenient manner through the comprehensive provision of cycleways and walkways in structure, neighbourhood unit and subdivision plan areas and by providing cycleways in established areas.

12.3.4 Car parking

Objective To ensure that adequate and efficient provision is made for on-site car parking for all activities. **Policies**

Policies 16. By the Council working towards reducing the use of residential streets for on-street parking associated with commercial centres.

14. Network Utilities and Designations

14.3.1 Objectives

1. The construction, operation and maintenance of an efficient and effective network of utilities that meets the needs of the community, and recognises reverse sensitivity effects of other uses locating in close proximity to utility structures.

2. To avoid, remedy or mitigate any adverse environmental effects of network utilities, including effects on amenity, landscape, streetscape and heritage values, arising from the construction, operation, and maintenance of network utilities.

3. An environment where the health and safety of the community is not adversely affected by the construction, operation and maintenance of network utilities.

14.3.2 Policies

1. To have regard to the operational and technical requirements of network utilities in the assessment of resource consent applications for network utilities.

2. By recognising that there are potential adverse effects on network utilities when sensitive uses are allowed to develop near utility structures, and that such sensitive uses should be avoided, remedied or mitigated.

3. Network utilities shall be designed, sited, operated and maintained in such a way that avoids, remedies or mitigates adverse effects on other network utilities.

4. Network utilities, shall be designed, sited, operated and maintained in such a way as to avoid, remedy or mitigate adverse effects on the environment of emissions of noise, light, vibration, odour or hazardous substances.

5. Network utilities shall be designed, sited, operated and maintained so that they avoid, remedy or mitigate any adverse effects on the area. This includes, but is not limited to, any adverse effects on;

a) any site, building, place or area, and

b) the landscape or streetscape, and

c) any site, building, place or area of heritage and archaeological value, and d) the amenity values of any of these places.

6. To recognise that reserve land, and land zoned Recreation 1 in particular, is intended to be open public space free from the adverse effects of buildings, structures and activities not linked to the purpose of the zone. Siting of network utilities should avoid, remedy or mitigate adverse effects on;

a) The amenity of the reserve, and

b) Public use and enjoyment of the reserve, and c) The potential for future development of the reserve.

7. To encourage the co-location of structures, the shared use of structures, and the use of existing network utility corridors, subject to;

- Technical and operational feasibility, and
- Recognition that the positive effects can be outweighed by the adverse cumulative effects.
- Avoiding, remedying or mitigating any adverse effects.

. To encourage the location of aerials and antennas on buildings, and the location of antennas on street lights, to reduce the need for masts and to avoid, remedy or mitigate the adverse visual effects of aerials and antennas.

9. To;

a) Require the undergrounding of electric and telecommunication lines in newly developing areas and for infill and redevelopment in established areas, and

b) Encourage these outcomes in established areas, especially when other street improvement works make this aesthetically desirable, and

c) Encourage the undergrounding of above ground network utilities in the road reserve.

10. Network utilities, and in particular those network utilities emitting radiofrequency fields or generating electric and magnetic fields, should be designed, sited, operated and maintained in such a way as to avoid, remedy or mitigate potential adverse effects on the health, safety and wellbeing of people and communities.

15. Business

15.3 Business Objectives and Policies

15.3.1 Business Development

Objective To manage the effects of activities within the city in a manner which maximises opportunities for business development and employment, consistent with the requirement to ensure that the adverse effects of activities are avoided, remedied or mitigated.

Policies 8. By ensuring that new development in neighbourhood, suburban and sub-regional business centres is well designed and contributes positively to the amenity, sense of place and streetscape of the centre and the surrounding area.

15.3.2 Transportation Network

Objective To manage the effects of business activity so as to maintain a transportation network capable of effectively serving business activities, the needs of through traffic, and the wider transport and traffic needs of the city.

Policies

1. By ensuring that high traffic generating activities locate in areas which are best served by the transport network and by passenger transport services, and which promote multi-purpose rather than single purpose vehicle trips.
2. By providing for the upgrading of the transport network so that it can accommodate the cumulative traffic effects associated with business activities.

15.3.3 Retail Activities

Policies

9. By seeking to create active, attractive and pedestrian orientated streetscapes in Business 1-4 zones, and Business 9 zone on Hinemoa Street (between Rugby and Brassey Roads only) through techniques such as:

- i) Requiring continuous verandahs along retail street frontages,
- ii) Requiring building form to extend to the street edge, with parking and access located to avoid breaks in the retail frontage,
- iii) Requiring residential activities at ground level to be the subject of a Discretionary activity application to enable consideration of matters such as the impact on continuous retail frontage, streetscape coherence and the future availability of business land in the vicinity
- iv) Attractive, active and safe streets and public spaces, which create a sense of community.
- v) Recognising that where the primary function of service lanes/accessways is one of vehicle and servicing access to premises, consideration of streetscape issues should not apply. However, in those situations where service lanes/ accessways have a significant pedestrian function, streetscape issues should be considered.

15.3.5 Business Amenity

Objectives

- To maintain or enhance levels of amenity within the different business zones consistent with the purpose of the zone, and the nature of activities permitted in the zone.
- To protect the amenity of residential and recreation zones that are in close proximity to business zones.
- To provide a safe, pleasant, convenient and interesting environment for pedestrians, particularly in retail centres and other pedestrian orientated business areas.
- To promote high quality urban design in retail centres which reflects the specific location, topographic, heritage, open space and streetscape characteristics of the different retail centres.

Policies

4. By ensuring that development in Business 1-4 zones, and Business 9 zone on Hinemoa Street (between Rugby and Brassey Roads only) is assessed against the provisions of the Urban Design Code, and in particular:

- i) Maintains and enhances the safety of the public environment,
- ii) Contributes to the achievement of a high quality urban environment,
- iii) Responds to the context of the site and its surrounding environment, including the scale and massing of adjoining buildings,
- iv) Has particular regard to the character of any heritage commercial buildings in close proximity to the development site, (where these buildings are themselves of design merit).
- v) Provides continuous pedestrian shelter on streets and routes with high volumes of pedestrians, (particularly on retail streets in town centre cores),
- vi) Includes an appropriate street level elevation, which maintains and enhances the visual quality and design of ground floor level developments. In this respect, an active street frontage at ground level should be provided particularly on retail streets in town centre cores,
- vii) Avoids open and ground level parking areas adjacent to the street wherever practicable,
- viii) Provides ground floor (and where practicable first floor) stud heights, that are sufficient to allow changes of use over time,
- ix) Provides for an energy efficient and water sensitive design having regard to: a) solar access, with particular consideration to the location and orientation of decks and living rooms associated with apartment development, and to pedestrian and public areas within and immediately adjoining the development, b) stormwater mitigation and reuse.

5. By preventing developments in business areas that visually dominate roads, recreation spaces, or residential properties in residential areas to such an extent that the amenity of any road, recreation space, or residential property in a residential area is adversely affected.

6. By ensuring that the separation distances between buildings, roads, and boundaries with recreation spaces and residential areas, reflect the character of the particular business area and the need to provide an adequate separation from other buildings, residential activities and public spaces.

7. By ensuring that buildings do not detract from the spacious character of those parts of the Takapuna Centre close to Takapuna Beach, those parts of the Albany Centre to be developed for bulk retail uses, and the Business Park zones.

8. By requiring that activities in business areas maintain or enhance the landscape or streetscape character of the business area in which the activity is sited.

15.3.6 Albany Centre Development Strategy

Objectives 1. To ensure the Albany Centre develops as a Sub-regional Centre that provides a choice of living, employment, retail, commercial, community, civic and recreation environments within an attractive and sustainable built environment. In time it is expected the Centre will be intensively developed. This will need to be managed to ensure an appropriate mix of uses occurs.

2. To ensure the Albany Centre develops as a Sub-regional Centre that supports the greater use of passenger transport, has a high standard of pedestrian amenity and a unique urban environment that enhances the economic and social well being of the City.

3. To recognise that the North Shore Domain and North Harbour Stadium is unable to practicably internalise all adverse effects and, accordingly, to seek to minimise the conflict between its ongoing development and use and any new or redeveloped activities which are sensitive to external effects generated by the use of the Domain and Stadium such as noise, lighting and traffic (both vehicular and pedestrian).

Policies 3. By ensuring a well-connected and integrated street network that is safe, easy and comfortable to move around by all modes of transport, with a choice of routes from one destination to another.

15.4.1 Local 1 Zone

Objective To manage the effects of buildings and activities in local centres in a manner which:

- Helps to minimise average vehicle trip lengths by recognising the neighbourhood shopping role that local centres serve or could potentially serve
- Makes efficient use of natural and physical resources
- Avoids, remedies or mitigates the adverse effects of activities on the amenity of residential properties.
- Requires well-designed development, which will contribute to the creation or maintenance of an integrated, safe and attractive centre with a high standard of streetscape and pedestrian amenity.

Policies 1. By enabling the retention of the neighbourhood shopping role of small local centres and by enabling new small local centres which can serve a neighbourhood shopping role for new residential areas.

2. By enabling a wide range of business activities to establish in small local centres in order to ensure that efficient use is made of the resource that they represent.

3. By ensuring that those potential adverse effects of activities in small local centres on the amenity of adjoining residential areas are avoided, remedied or mitigated.

4. By requiring that all new buildings and additions and alterations to existing buildings are well designed, and respond appropriately to the site's context, including the character of surrounding development and in the case of additions and alterations, are also compatible with the character of the building being altered/extended. Development should contribute to the creation of an integrated and attractive local centre with a safe and convenient pedestrian environment.

15.4.2 Suburban 2 Zone

Objective To manage the effects of buildings and activities in suburban centres in a manner which:

- Helps to minimise average vehicle trip lengths, by recognising the shopping role that suburban centres serve or could potentially serve for existing suburbs or proposed suburbs
- Makes efficient use of natural and physical resources
- Avoids, remedies or mitigates the adverse effects of activities on the amenity of residential properties
- Requires new development to achieve a high quality design and built form, to integrate with the surrounding streetscape and buildings and to contribute to the centre's "sense of place".

15.4.3 Takapuna Sub-Regional 3 Zone

Objective To achieve well designed new development that manages the effects of buildings and activities in the Takapuna Centre in a manner which:

- Recognises the sub-regional role that Takapuna serves for the southern part of the city
- Makes efficient use of natural and physical resources
- Maintains or enhances the visual amenity of the distinct areas that make up the Centre.
- Maintains and enhances the streetscape, amenity and pedestrian focus of the Centre.
- Avoids, remedies or mitigates the adverse effects of activities and buildings on the amenity of nearby residential and recreation zones, and public open spaces.

Policies 1. By enabling a wide range of business activities to establish in Takapuna Centre in order to ensure that efficient use is made of the resource that it represents, and in order to reinforce the sub-regional functions that the centre fulfils.

2. By maintaining and enhancing transport infrastructure to make the centre a strong destination point for local and sub-regional travel.

15.4.4 Albany Sub-Regional 4, 5, 6 and 7 Zones (Business 4, 5, 6 and 7 Zone)

Objective To ensure an attractively-designed, easily-accessible (by car, passenger transport, cycle and foot) central and southern precinct to the Albany Centre that provides a variety of commercial, retail, entertainment and community uses and public spaces, with a supplementary residential component.

To ensure that the retail heart of the Albany Centre, (zoned Business 4), develops as an attractive and vibrant focus by requiring high quality building design and attractive, active and safe streets and public places.

15.4.6 Business Special 8 Zone

Objective To manage the effects of activities in part of the Wairau Valley where retailing has established and has been recognised as appropriate, in a manner which:

- Takes into account the limited capacity of the roading network
- Avoids, remedies or mitigates any adverse social and economic effects, including cumulative effects, on existing and proposed centres
- Maintains a moderate level of visual and environmental amenity.

Policies 1. By avoiding, remedying or mitigating any significant adverse effects that large new developments in the Business Special 8 zone may have on the character, heritage and amenity values of the existing or proposed centres, and on the accessibility to a range of business and community facilities they provide.

2. By restricting the area that can be developed for high traffic generating activities to an extent consistent with the capacity of the roading network, and to an extent that there will be no more than minor adverse social and economic effects, including any cumulative effects, on any existing or proposed centres as a whole.

3. By discouraging the establishment of those activities which generate high levels of traffic and/or have significant adverse social and economic effects on existing or proposed centres.

4. By enabling a wide range of low to moderate intensity business activities to establish in the area.

5. By ensuring that development maintains the standard of amenity in the area.

15.4.8 Albany Sub-regional 11 Zone (Business 11 zone)

Policies 1. Development within the zone should support the creation of safe and attractive public streets that create a connected street network, provide a choice of routes within the zone, and a high standard of amenity for pedestrians and cyclists. Development should complement, and where necessary provide for, pedestrian linkages between the North Shore Domain and North Harbour Stadium and the major public transport points and public car parking areas within and adjacent to the wider Centre.

16. Residential

16.3.6 Land Development

Objective To ensure that provisions relating to land development in residential areas are integrated with, and give effect to, residential and environmental objectives and policies, especially to those relating to individual residential zones.

Policies

1. i) The need to encourage and facilitate energy-efficient subdivision and roading design, including: - provision for safe and convenient pedestrian and cycle access - provision for

convenient public transport access - convenient access for vehicles to areas within and adjoining the development - having regard to the need for sunlight access in lot layout - the need to create safe and attractive neighbourhoods.

2. By seeking to ensure that every subdivision is designed to create a safe and attractive residential neighbourhood where, as far as is practical and reasonable, the natural character and form of the landscape and significant archaeological sites are retained. In particular every plan of subdivision should be designed to:

a) Maximise the amenity and character created by the natural landscape features including, wherever practical and reasonable, the retention of existing contours, vegetation and streams.

b) Utilise landscaping and design to integrate landform, roading, parking, pathways, reserves and residential development.

c) Use a roading hierarchy incorporating variations of width and location of carriageway and footpaths, and innovative design, including street furniture, to create varied, safe and attractive neighbourhoods.

d) Rear lots should, wherever possible, be served by common access lots or right of ways designed to create an attractive entry.

16.3.8 Intensive Residential Development

Objective To ensure that intensive residential developments are designed to a high standard, integrate well with their neighbourhood, are located where the physical and social infrastructure support them, and any adverse environmental effects will be avoided, remedied or mitigated.

Policies

2. Intensive residential developments should be sited in locations that are, or will be in a short timeframe (1-3 years), well served by all of the following: • Roads capable of handling increased traffic • Road frontage or nearby kerbside areas having adequate visitor parking spaces • Community facilities • Essential urban (public) services such as sewerage, refuse collection and stormwater management.

16.4.3 Residential 3 Zone: Built Heritage

Objective To ensure that the historic and architectural character and the landscape, topographical and built context of certain distinctive areas of North Shore City is protected and retained.

Policies

10. By ensuring that road maintenance and street works are carried out in a manner which is compatible with and complements the special character of the streetscape in the zone.

16.4.5 Residential 5 Zone: New Development

Objective To control the development of new residential areas and manage existing residential areas in order to ensure that the resulting neighbourhoods: i) Have a sense of identity and place. ii) Respect and reflect the existing natural environment. iii) Are safe, convenient and pleasant places to live.

Policies

3. By ensuring that every subdivision is designed to create safe and attractive residential neighbourhoods where, as far as is practical, the natural character and form of the landscape is retained. In particular, every subdivision should be designed to:

- a) Maximise the amenity and character created by the natural landscape features including, wherever reasonable and practical, the retention of existing contours, vegetation and streams.
- b) Utilise landscaping and design to integrate landform, roading, parking, pathways, reserves and residential development.
- c) Use a roading hierarchy incorporating variations of width and location of carriageway and footpaths to create varied, safe and attractive neighbourhoods.
- d) Ensure that rear lots should, wherever possible, be served by common access lots or rights of way designed to create an attractive entry, and should generally not exceed more than 10% of the total number of lots.

17. Urban Expansion

17.4.2.2 Urban Layout

Objective To provide for an orderly and logical transition of this land to its final and most appropriate form of development as determined by the environmental characteristics of the land and the advantages of its location.

Policies

1. By requiring that an Urban Development Plan be prepared and approved for this land and that it provide for special types of activities which benefit from the good highway visibility and accessibility of the land and its proximity to the Albany Centre, Massey University and the North Shore Domain/Sports Stadium, prior to any rezoning of the land.
2. By using the preparation of an Urban Development Plan to ensure that comprehensive, environmentally responsive urban development is achieved.
3. By ensuring that any Urban Development Plan for the land in the northeastern quadrant of the Albany Centre:
 - i) Gives effect to the Albany Centre Structure Plan and Design Requirements and associated objectives and policies.
 - ii) Results in a roading network which will facilitate an efficient flow of traffic and in particular avoids any factors that would impede traffic flow to or from the Oteha Valley Road intersection with the Northern Motorway and ensures that major traffic generating activities are well served by the intended roading network.

17A. Albany and Greenhithe Structure Plans

17A.2.2 Landscape Protection

17A.2.2.1 Objective

To maintain significant landscape features of the area for their intrinsic value and as a basis for enhancing the identity and future residential amenity of the area.

17A.2.2.2 Policies

17A.2.2.2.2 Albany Structure Plans:

1. By ensuring that the visual impacts of motorway and arterial routes through the area are mitigated.

17A.2.2.2.3 Greenhithe Structure Plans:

1. By ensuring that the visual and acoustic impacts of arterial routes through the area are mitigated.

17A.2.4 Design and Mobility

17A.2.4.1 Objective

1. By planning for a roading pattern which facilitates the servicing of the area by public transport with good linkage to the North Shore busway.

2. By ensuring that areas identified as subject to general geotechnical constraints are subject to more detailed investigations. [New text proposed]

17A.2.4.2 Policies

17A.2.4.2.1 Albany Structure Plans:

1. By ensuring the roading pattern facilitates the servicing of the area by public transport with good linkage to the North Shore busway.

17A.2.4.2.2 Greenhithe Structure Plans:

To achieve a form and standard of design which will promote community safety and wellbeing, and choices for residents in respect of mobility.

17A.2.4.2.3 General:

1. By identifying traffic routes for which the traffic function is paramount, and for which a range of restrictions relating to access to residential lots will be required, in contrast to residential streets, whose major function is providing access to residential lots.

2. By enhancing the viability of public transport through the opportunity for higher density housing and mixed activity nodes on more accessible land within residential areas.

3. By discouraging the movement of through traffic from outside the area on all residential streets, while achieving a high degree of connectivity and access to community facilities for internal traffic.

4. By requiring that the residential street network, as a whole is designed to achieve low traffic volumes and speeds so that pedestrians and cyclists may enjoy safe and convenient movement through the area.

5. By ensuring that pedestrian and cycle linkages are provided primarily on the road network, supported by additional recreational linkages based on destinations' analysis, recreational opportunities and ensuring maximum exposure to public view for personal safety reasons.

6. By avoiding the potential for residential units to locate on land defined as being within any 100-year flood plain.

7. By requiring that the authority responsible for the construction of the Northern Motorway and State Highway 18 mitigate the effects of motorway noise.

17A.2.6 Reserves

17A.2.6.1 Objective To achieve an open space and reserve network which protects significant environmental and landscape features and contributes to the residential amenity of the area.

17A.2.6.2 Policies

1. By ensuring that the areas shown on the structure plan as reserves/open space are protected by inclusion in the reserve contribution liable on subdivision or development, protected by private covenant or purchased by Council for inclusion in the reserve network. 2. By protecting the more significant valley bottoms from earthworks and piping, other than that required for stormwater ponding, the laying of necessary utility services and essential roading.

17A.3.1.5 Mixed Use Overlay Area

Objective To enable a mix of residential, business and community purpose activities to establish in nodes to support the growth of new residential areas.

Policies

1. By defining mixed use areas with high accessibility within developing residential areas so that residential, business and community facilities can establish in an integrated way with good accessibility for local residents, and consequent reductions in local vehicle trip generation and good access to public transport.

2. By ensuring that development within mixed use areas, while reflecting a more urban, street-orientated form of amenity, is of a scale appropriate to the adjacent residential areas and does not adversely affect the residential amenity of those areas.

3. By ensuring that, at subdivision stage, the layout of streets within mixed use areas is designed in a manner which assists the legibility of these nodes, which responds to potential parking, loading and access needs of business and community activities to ensure the safe and efficient operation of the streets.

17B. Long Bay Structure Plan

17B.1.3 Policies - Structure Plan Wide

17B.1.3.1 Natural Environment

5. Public and private roads and accessways and other public services and areas (such as walkways and cycleways) are to be designed to limit stormwater runoff by reducing carriageway widths and impervious areas as far as practicable while still providing facilities that are "fit for purpose"; and are to manage stormwater runoff prior to discharge to streams and waterways. Stormwater treatment devices, utilising the best practicable option, shall be provided within the road reserve and accessway, to mitigate the effects of the majority of stormwater generated by the road or accessway. The best practicable option includes the following:

- a) Bio retention and pervious paving for shallow grades less than 5% parallel to the roadway.
- b) Inclusion of check dams and other flow control methods with bio-retention and pervious paving for grades between 5% and 8%.
- c) Off-line treatment for grades greater than 8%.
- d) Revegetation associated with accessways in the Long Bay 1 Zone.

17B.1.3.2 Development intensity and form

Lower Valley

17. The proposed roads shown on the structure plan maps are to be provided in accordance with the alignments and widths described on the maps. Minor variations in alignment (up to 20 metres of the centre line of the alignment shown on the maps) are acceptable, based on final earth working and lot layout, except for the Proposed Road within the Long Bay 3B and 7 zone, which shall be provided in the location shown.

18. The design of secondary roads is to provide an interconnected street pattern that promotes movement within and between precincts and supports good site layout, particularly in higher intensity areas. Blocks should not lead to lots having two road frontages (to proposed and/or secondary roads), unless they are corner sites.

19. Roads and accessways are to create high quality public spaces. They are to incorporate stormwater treatment and management devices, quality amenity features such as tree planting, berms and high quality footpath paving. There is to be a balance between transport, stormwater and amenity features. In appropriate situations, shared street designs should be favoured. 20. A pedestrian and cycle network is to be provided which safely and directly links schools, reserves, the commercial centre and passenger transport routes with residential areas and the main entry points of the Long Bay Regional Park. This network may involve on-street and off-street routes.

18. Rural

18.3.3.6 Provision of Infrastructure - Okura

Objective To maintain rural amenity and natural landscape values of the coastal environment and the quality of the environment by avoiding adverse effects of infrastructure within the Okura catchment.

Policies

1. Infrastructure associated with roading, water supply, power, wastewater and stormwater shall be designed and managed in a manner that is compatible with and sympathetic to the rural amenity values, avoids adverse effects on the Okura estuary, the coast and Long Bay Regional Park, avoids placement on sensitive ridgelines and minimises disturbance to landforms.

2. Roads and driveways shall be designed in a manner that is consistent with a non-urban environment and avoids adverse effects on the rural character, natural landscape of the coastal environment and visual amenity of the area.

20.Special Purpose

20.7 Special Purpose 7 Zone: Bayswater Marina Land

20.7.1 Bayswater Marina Land

Objective A community and marina-oriented place with a focus on recreation, public open space and access, public transport, boating and maritime activities.

Policies

6. Public traffic routes within the zone should be designed so that they are simple to follow and allow easy access to parking facilities.

20.13A Special Purpose 13A Zone: Chelsea Heritage and Conservation Future Use Zone

20.13A.2.5 Policies - Traffic and Transportation

1. Proposals should facilitate the comprehensive integration of future land uses and transport infrastructure and services.

2. Proposals should allow for roading, walking and cycling and public transport, including water-related transport (if appropriate in the circumstances). Transport facilities shall be adequate to ensure all the normal goods and services needs of any development on the site, including emergency situations, meet the requirements of the occupants. Any intensive development proposals shall focus on public transport and walking modes rather than private motor vehicles.

3. Proposals for the development of the land shall demonstrate that the traffic and public transport effects, with particular reference to regional land transport strategies as well as the local and wider roading network and water based transport opportunities, will be sustainably managed through the preparation of an Integrated Transportation Assessment as part of the Comprehensive Development Plan requirements (see section 20.13A.4.1.2.). If the particular level of intensity of development proposed has traffic effects that are not able to be satisfactorily avoided, remedied or mitigated, consent may not be granted.

Papakura

Section 1: General

PART 5A RESOURCE MANAGEMENT STRATEGY

5A.3 THE OBJECTIVES

2.7 To enable development which supports transportation and travel efficiency, including a reduction in the number of vehicle trips, the efficient use of main transport corridors, and is supportive of a variety of transport modes.

6.0 Infrastructure

6.1 To improve levels of infrastructure to meet the needs of the community, including public transport related facilities and new pedestrian, cycling and road links required for improved connectivity.

6.2 To enable activities and development which recognise servicing constraints.

6.3 To monitor the development of Papakura so that the requirements of growth may be balanced with the environmental capacity of the District.

6.4 To allow for the undertaking of services in accordance with the principles of environmental protection and enhancement.

6.5 To protect the safe and efficient operation of existing utilities and people's amenity, health and safety by ensuring that the design and undertaking of new development recognises known risks to and from existing physical infrastructure resources.

PART 5B STRUCTURE PLAN AREAS

5B.2.2 ISSUES, OBJECTIVES, POLICIES AND EXPECTED ENVIRONMENTAL RESULTS FOR THE TAKANINI STRUCTURE PLAN AREA

5B.2.2.2 TRANSPORTATION

5B.2.2.2.2 Objective

To achieve forms of development which are supportive of pedestrian, cycle and public transport, and reduce reliance on the private motor vehicle.

5B.2.2.2.3 Policy

Subdivision and development shall be of a type, density and design which is likely to be supportive of pedestrian, cycle and public transport (such as appropriately located mixed use retail/commercial activities and higher density residential activity).

5B.2.2.5 URBAN AMENITY VALUES

5B.2.2.5.2 Objective

To achieve subdivision and development which provides a high standard of amenity and pedestrian safety and convenience, and contributes to the creation of a positive sense of place and identity.

5B.2.2.5.3 Policy

Subdivision and development shall be of a type and design so as to achieve a high standard of amenity, pedestrian safety and convenience, and contribute to a positive sense of place and identity.

Key elements of urban form which are considered likely to contribute to achieving this policy are:

- a) Higher intensity development centred on coherent nodes based around significant transport routes and interchanges
- b) Nodes comprising accessible, walkable, and convenient community facilities, commercial activities and mixed use developments
- c) Highest densities of housing in close proximity to public transport routes and interchanges
- d) A highly connected street network, providing footpaths, cycle routes and vehicular access to, and infrastructure for, passenger transport

e) Complementary, consistent and legible landscaping themes within the road reserve and open spaces throughout the Structure Plan Area

f) Quality public open spaces in locations that provide opportunities for passive surveillance (e.g. generally adjacent to streets rather than backing onto residential sections).

g) Attractive wetland areas for stormwater treatment and detention that also provide reserve and amenity opportunities.

h) Development that addresses and engages the street and public realm through quality urban design at the interface.

5B.2.2.7.2 Network Utility Operations

5B.2.2.7.2.2 Objective

To minimise risks to health and safety that can arise from development in close proximity to electrical and natural gas infrastructure. To ensure that development is undertaken so as to minimise adverse effects on the efficient and safe operation of existing electrical and natural gas infrastructure.

5B.2.2.7.2.3 Policy

Development shall be undertaken so as to minimise the potential for conflicts with existing electrical or gas infrastructure resources such as high voltage transmission lines or natural gas pipelines and supply stations.

5B.3 HINGAIA STRUCTURE PLAN AREA

5B.3.2.4 URBAN AMENITY VALUES

5B.3.2.4.2 Objective

To achieve subdivision and development which provides a high standard of amenity and pedestrian safety and convenience, and contributes to the creation of a positive sense of place and identity.

5B.3.2.4.3 Policy

Subdivision and development shall be of a type and design so as to achieve a high standard of amenity, pedestrian safety and convenience, and contribute to a positive sense of place and identity.

Key elements of urban form which are considered to contribute to achieving this policy in Hingaia are:

a) Neighbourhood and local centres comprising accessible, walkable, and convenient community facilities, commercial activities and mixed use developments.

b) A connected street network, providing footpaths, cycle routes and vehicular access to neighbourhood and local centres, main transport routes and the coastal edge.

c) Complementary, consistent and legible landscaping themes within the road reserve and open spaces throughout the Structure Plan Area.

d) Quality public open spaces in locations that provide opportunities for passive surveillance (e.g. generally adjacent to streets rather than backing onto residential sections) and which enable recreational use of the coastal edge.

e) Development that addresses and engages the street and public realm through quality urban design at the interface.

f) Residential developments that maintain the appearance of a high quality area with a spacious character.

g) A network of connected reserves providing pedestrian and cycle routes and enhancement of significant streams where appropriate, providing access opportunities within the Structure Plan Area and along its coastal margins.

5B.3.2.7.2 Network Utility Operations

5B.3.2.7.2.1 Issue

Development in close proximity to existing electrical or natural gas infrastructure resources can adversely affect people's health and safety and the efficient and safe operation of those resources.

5B.3.2.7.2.2. Objective

To minimise risks to health and safety that can arise from development in close proximity to electrical and natural gas infrastructure.

To ensure that development is undertaken so as to minimise adverse effects on the efficient and safe operation of existing electrical and natural gas infrastructure.

5B.3.2.7.2.3 Policy

Development shall be undertaken so as to minimise the potential for conflicts with existing electrical or gas infrastructure resources such as high voltage transmission lines or natural gas supply stations.

Section 2: Rural Papakura

PART 6 OBJECTIVES AND POLICIES

Objective

6.3.1 To provide for the efficient development, operation and maintenance of network utilities throughout the District while, as far as practicable, minimising potentially adverse environmental impacts.

Policies

6.3.2.a The Council recognises the existing network utility infrastructure as vital to the efficient functioning of the District and will provide for network utilities through district-wide provisions with the degree of control depending on the potential effects of the particular activity.

6.3.2.b Subdividers of land will be required to ensure that an adequate standard of network utilities compatible with the network to which they will be connected can and will be made

available to the subdivided lots, and will be required to pay for the reasonable cost of providing the necessary utilities including street lighting.

6.3.2.c Network utilities to a subdivision or development may be required to be to a standard that will provide for supply to be extended to the development of adjacent land.

6.3.2.d Network utilities lines shall be required to be underground in rural areas if necessary for safety or operational reasons, or for the conservation of natural or outstanding landscapes.

6.3.2.e Subdividers of land will be required to pay the reasonable cost of any alteration to existing network utilities including the undergrounding of lines which is necessary to enable the subdivision or development to proceed.

6.3.2.f Where existing or new network utilities which are or will be owned by the utility operator, are located outside of vested road reserves, the subdivider will be required to grant access easements in favour of the utility operator at the cost of the subdivider.

Objective

6.3.3 To provide for the economic and efficient installation and operation of network utilities whilst minimising environmental impacts.

Policies

6.3.4.a Any new overhead national grid transmission lines, electric lines, telecommunication and radio communications lines or links or any other utility should be sited, as far as practicable, to minimise environmental impacts.

6.3.4.b The Council will ensure that the operational efficiency of network utilities is not inhibited by other development or by unreasonable planning controls.

6.3.4.c The Council will encourage and co-operate with groups of residents who wish to proceed with undergrounding of network utilities in their road.

6.3.4.d Negotiations will be initiated with local residents and network utility operators for the undergrounding of network utilities in locations where overhead reticulation is a particular detraction from public views.

6.3.4.e Where existing overhead lines are to be replaced, Council will encourage the undergrounding of those lines, if practicable, and if a significant improvement in amenity of the rural area will be achieved.

6.3.4.f Substations and similar works should be of a design and appearance and landscaped and located on the particular site in a manner which is appropriate to the character of the area.

6.3.4.g The Council will require that telecommunication and radio communication works, facilities and operations are designed to have the minimum adverse visual impact consistent with operational efficiency.

6.3.4.h The activities of network utility operators, as defined in the Resource Management Act 1991, will be provided for as permitted or controlled or discretionary activities, as appropriate to the potential environmental effects of the activity, throughout the District, provided that where a network utility operator has designated land for a particular activity that activity may be carried on as though it were a permitted activity.

Objectives

6.4.1.a To support the provision and maintenance of an adequate range of public works for the proper functioning of the District.

6.4.1.b To provide for public works in the District by making appropriate provision in this Plan.

Policies

6.4.2.a Provided that adverse environmental effects are avoided, remedied, or mitigated, activities which are necessary for or contribute to the efficient and economic development of the District, will be provided for.

6.4.2.b Designated land will be zoned having regard to the activities which would be appropriate if the designation is uplifted.

6.4.2.c The zoning of any land which is designated shall apply to the construction of any building on the land or any activity which is not part of the designated public work.

6.4.2.d Roads are public works. Existing roads are provided for as permitted activities. New roads are discretionary activities so that their effects can be assessed before consent is given for construction.

6.8 ARDMORE AERODROME

Objectives

6.8.1.a To provide for the co-ordinated comprehensive development of Ardmore Aerodrome as a base for commercial and recreational operations including:

- aeroclubs' activities and competitions
- aerial topdressing
- charter and private flights
- emergency services
- flying schools
- gliders
- helicopters
- industries associated with aviation, including assembly, repair and maintenance of aircraft
- scheduled flights
- industries not associated with aviation within specified areas, until such land is required for aviation activities
- ex Military Jet Aircraft

6.8.1.b To enable the ongoing operation of Ardmore Aerodrome as regionally and nationally significant infrastructure and the avoidance of potential adverse effects on its operations through the management of the use and development of land within the Air Noise Boundary, Inner Control

Boundary and Outer Control Boundary to achieve land uses and development compatible and not in conflict with the Aerodrome's operations.

Policies

6.8.2.d Access to and from the aerodrome will be adequately maintained and improved where necessary to minimise conflict between local traffic and traffic generated by the aerodrome.

Section 3: Urban Papakura

PART 9 SUBDIVISION

Objective

9.6.3 To integrate the subdivision and development of undeveloped land with existing subdivision and development.

Policies

9.6.3.1 To seek integrated provision of roading and access and utility services.

9.6.3.2 To ensure the compliance of any existing buildings within a subdivision with all relevant zone rules except in relation to boundaries that will remain unchanged by the new subdivision.

PART 11 NETWORK UTILITIES, TRANSPORT AND ROADING

Objective

11.6.1 To enable the provision of utility services throughout the District in a manner that does not compromise environmental quality.

Policies

11.6.1.1 To limit the height of structures.

11.6.1.2 To require the provision of landscaping in conjunction with utility services where appropriate.

11.6.1.3 To require the screening of yards and storage areas where these face residential areas.

11.6.1.4 To require the undergrounding of all reticulated services in new urban subdivisions where practicable.

11.6.1.5 To enable the co-ordinated installation of utility services throughout the District.

11.6.1.6 To require compliance of all network utilities with all relevant New Zealand Standards.

11.6.1.7 To require the top of wastewater gully traps to be above the 50 year flood level.

Objective

11.6.2 To ensure the provision of appropriate utility services at the time of subdivision or development of land and to enable utility networks to be extended or upgraded in response to demand.

Policies

11.6.2.1 To require subdividers of land to ensure that an adequate standard of utility service compatible with the network to which they will be connected can and will be made available to the subdivided lots and to pay for the reasonable cost of providing the necessary utility services including street lighting.

11.6.2.2 To require utility services to a subdivision or development to be to a standard that will provide for supply to be extended to the development of adjacent land.

11.6.2.3 To require, if necessary for safety or operational reasons or for the conservation of outstanding natural landscapes the undergrounding of utility service lines.

11.6.2.4 To require subdividers of land to pay the reasonable cost of any alteration to existing utility services, including the undergrounding of lines, which is necessary to enable the subdivision or development to proceed.

11.6.2.5 To require subdividers of land to grant, at the cost of the subdivider, access easements in favour of utility operators where existing or new utility services which are or will be owned by the utility operator are located outside of vested road reserves.

Objective

11.6.3 To establish an efficient, safe and convenient road network which relates to the distribution of activities throughout the District and which retains and enhances existing levels of amenity.

Policies

11.6.3.1 To classify roads according to function.

11.6.3.2 To establish physical standards for roads according to their function.

11.6.3.3 To identify roading improvements where necessary.

11.6.3.4 To monitor the performance of the elements of the road network.

PART 16 TAKANINI STRUCTURE PLAN AREA

16.1 RESIDENTIAL 8 ZONE

16.1.1 OBJECTIVES AND POLICIES

16.1.1.2 Amenity Values

1. Objective

To achieve a high standard of amenity, pedestrian safety and convenience, a positive sense of place and local identity, and create a coherent neighbourhood centre the role and function of which shall be to provide retail, commercial and community services meeting the day to day needs of the residents of Addison and the South Takanini area..

2. Policy

Subdivision and development outside the Addison Neighbourhood Centre should be designed and located to create a high standard of amenity, pedestrian safety and convenience, and contribute to a positive sense of place and identity. Key elements of subdivision design and urban

form which are considered likely to contribute to achieving this within the Residential 8 Zone are as follows:

- A highly connected street network, providing footpaths, cycle routes and vehicular access to passenger transport and to the ~~facilities of nearby proposed nodal areas~~ Addison Neighbourhood Centre, located within the zone (refer Appendix 16A Glenora Structure Plan).
- Innovative residential street design in terms of widths, traffic calming measures and provision of hard and soft landscaping.
- ~~Quality public open spaces which generally abut streets rather than residential sections and thus provide opportunities for passive surveillance~~
- A structural open space and reserve network providing visual legibility within and beyond the zone, providing a basis (together with the roading network) for local and longer-distance accessibility by foot and bicycle, accommodating recreational and stormwater requirements, and guarding against crime by encouraging passive surveillance.
- **Residential development that ensures efficient use and development of the land resource and achieves a density of as close as possible to 20 houses per gross hectare generally, and a Residential Density of 30 dwelling units per hectare within the 'Development Areas' as shown on Appendix 16A Glenora Structure Plan.**
- Residential development that addresses and engages the street and public realm through quality urban design at the interface, and building in close proximity to site frontages
- Residential development that achieves good on-site amenity in terms of privacy, sunlight and daylight access, and appropriate design of private open space
- Subdivision design and residential development that effectively mitigates the potential effects on amenity of the North Island Truck railway.

16.2 RESIDENTIAL 8A AND 8B ZONES

16.2.1 OBJECTIVES AND POLICIES

16.2.1.1 Residential 8A Zone

2. Amenity Values

A Objective

To achieve a high standard of amenity, pedestrian safety, convenience, and a positive sense of place and local identity.

B Policy

Subdivision and development shall be designed and located to create a high standard of amenity, pedestrian safety and convenience, and contribute to a positive sense of place and identity. Key elements of subdivision design and urban form which are considered likely to contribute to achieving this within the Residential 8A Zone are as follows:

1. A highly connected street network, providing footpaths, cycle routes and vehicular access to passenger transport and to the facilities of nearby proposed nodal areas.

2. Innovative residential street design in terms of widths, traffic calming measures and provision of hard and soft landscaping.
3. Quality public open spaces which generally abut streets rather than residential sections and thus provide opportunities for passive surveillance
4. Residential development that addresses and engages the street and public realm through quality urban design at the interface, and building in close proximity to site frontages.
5. Residential development that achieves good on-site amenity in terms of privacy, sunlight and daylight access, and appropriate design of private open space.

PART 17 HINGAIA STRUCTURE PLAN AREA

17.1 RESIDENTIAL 9 ZONE

17.1.1 OBJECTIVES AND POLICIES

17.1.1.1 Urban Amenity Values

1. Objective

To achieve residential subdivision and development that provides a high standard of amenity, safety and convenience and contributes to a positive sense of place and identity.

2. Policy

Residential subdivision and development should be of a type and design that will achieve a high standard of amenity, safety and convenience for pedestrians and vehicles, contribute to a positive sense of place and identity, and maintain elements of an open spacious character throughout the zone. Key elements of urban form which are considered likely to contribute to achieving this policy within the Residential 9 Zone are:

(i) Subdivision Design

- a) A connected road, reserve and access network, providing direct footpaths, cycle routes and vehicular access to the facilities of the Mixed Use 1 Zone, and connectivity throughout the Residential 9 Zone.
- b) Innovative residential street design in terms of widths, traffic calming measures and ample provision of hard and soft landscaping.
- c) Quality public open spaces which generally abut streets rather than residential sections and thus provide opportunities for passive surveillance.
- d) A network of landscaped stream margin reserves which will maintain elements of an open spacious character throughout the zone.

Rodney

7 RURAL

Objective 7.3.13

To ensure that the safe and efficient operation of the strategic transport routes in the District are not compromised by the adverse effects of activities, particularly countryside living.

Policy 7.4.1

Rural residential activities Intensive subdivision and activities which are primarily rural residential based should be located close to metropolitan Auckland or along major routes where road access is able to accommodate increased traffic volumes and where trip length is minimised.

Policy 7.4.2 Rural character

Rural subdivision and activities should be of a nature, scale, intensity and location consistent with the existing rural character of the relevant part of the District and the foreseeable future rural character of those areas, and should be undertaken in a manner which avoids, remedies and mitigates adverse effects, including cumulative effects, and enhances the character, associated with rural areas, which includes but is not limited to:

- (a) a very high ratio of open space in relation to areas which contain buildings;
- (b) a predominance of natural features (sometimes modified by human activity);
- (c) the open space areas being in pasture, trees, crops or indigenous vegetation;
- (d) the presence of large numbers of farmed animals and extensive areas of plant or fruit crops, plantation forests and farm forests;
- (e) noises, odours, dust and visual effects associated with the use of the land for farming, horticultural, mineral extraction and forestry purposes;
- (f) streams, rivers, wetlands and ponds;
- (g) the presence of large numbers of native wildlife;
- (h) the presence of large and small areas of native bush, scrub and wetlands;
- (i) few buildings and activities of an urban scale and nature, other than residential dwellings, and appropriate rural production and related commercial activities as provided for as permitted activities or by way of resource consent;
- (j) generally narrow roads with open drains, a significant road and a number of unsealed and low speed geometry, low traffic volumes (except State Highways and arterial roads);
- (k) a general absence of urban scale and urban type infrastructure such as roads with full kerb and channel, sealed footpaths and vehicle crossings, streetlights, bus shelters, sealed and demarcated parking areas, and so on;
- (l) a low density of buildings and structures with site sizes being in hectares rather than square metres, and a land tenure with a diversity of site sizes and shapes;
- (m) low population densities;
- (n) accessory buildings which dot the landscape particularly where farming activities are the dominant activity.
- (o) the presence of existing mineral extraction activities and the potential future extraction of resources that are identified in the Planning Maps as “Significant Mineral Extraction Resources”

Policy 7.4.4 Amenity values

Subdivision and activities should be undertaken so that adverse effects, including cumulative effects, on amenity values are avoided, remedied or mitigated and in particular that:

- (a) buildings and service areas, such as those for parking, are sited and designed so as to maintain and protect visual and aural privacy for neighbouring sites;
- (b) buildings and service areas are sited and designed so as to maintain admission of sunlight to neighbouring sites;
- (c) activities occur without generating dust nuisance, objectionable or offensive odours, or glare or intrusion from exterior lighting;
- (d) activities occur without generating unreasonable noise and vibration which adversely affect the health, safety and enjoyment of people on neighbouring sites;
- (e) activities occur without generating drifts of chemical sprays across neighbouring sites;
- (f) buildings and land uses are sited and designed so that they do not detract from, or impact on, in any more than a minor way, any significant natural features, including ridgelines, headlands, beaches, and areas of significant native vegetation and significant wildlife habitats;
- (g) subdivisions and buildings are of a scale and intensity that enable a high proportion of open space to buildings to be maintained;
- (h) subdivisions, buildings and land uses are sited and designed so that they do not detract in any more than a minor way from both highly valued landscapes, or significant rural landscapes;
- (i) subdivisions and land uses do not adversely affect the safety and efficiency of the roading network; the safety and operation of airfields; or the amenity and use of adjacent land (i.e. split farms), through access design, location, number, frequency of use, parking provision, traffic volumes and traffic types generated, and the density of subdivision or intensity of land
- (j) subdivisions and land uses do not adversely affect water quality through landform modification, earthworks and vegetation removal and any other land use or associated activity;
- (k) activities do not generate adverse effects on the health and safety of people;
- (l) subdivision and activities do not unduly restrict or prevent public access to the coast or the margins of rivers or streams;
- (m) the removal, damage, destruction or modification of areas of native bush, scrub, wetlands, riparian vegetation and other significant trees and vegetation is avoided, remedied, or mitigated and these areas are managed, protected and enhanced as part of the design of the subdivision, or when any activity is carried out;
- (n) earthworks do not detract from visual amenity, particularly in areas containing significant natural features and vegetation.

Policy 7.4.16 Cumulative effects

Subdivision, development and land use should occur in a manner which does not have more than minor potential and/or cumulative adverse effects, including:

(a) the effects of the proposed activity adding to or acting together with the effects of existing activities located in the area;

(b) the effects of new activities that could reasonably be expected to establish in the future which will add to, or act together with the proposed activity;

(c) the effects on highly valued natural resources, such as significant natural areas, and highly valued landscapes; on rural character and amenity values; including the effects of:

(i) earthworks, vegetation removal and modification, and wetland modification;

(ii) size, shape and location of sites and buildings.

(iii) roading;

(iv) provision of infrastructure.

7.8.5 Countryside Living Zones - General Objectives and Policies

7.8.5.1 Countryside Living Zones - General Objectives

Objective 7.8.5.1.6

To ensure that the safe and efficient operation of the strategic transport routes in the District are not compromised by the effects of countryside living.

Policy 7.8.5.2.16

Activities within the Countryside Living Zones should not adversely impact on the strategic transport routes of the District in such a manner as to decrease the safe and efficient operation of the network.

8 RESIDENTIAL

Objective 8.3.5

To allow higher intensity development in appropriate locations, which amongst other things, optimise the use of services and infrastructure, improve access to employment, retail and recreational facilities and which support alternative modes of transport such as passenger transport, walking and cycling.

Policy 8.4.7 Mitigation of high intensity development

To create high amenity values for high intensity development the following mitigation measures may be considered:

(a) the use and enhancement of the street, streetscape or other open space environment as an outlook and pleasant public realm area, to mitigate the adverse effects of intensification.

(b) allowance for the concentration of higher intensity development in defined areas so that beneficial measures such as sufficient infrastructure, including multi modal transportation, local services, community and social infrastructure and alternative modes of transport may be put in place, or enhanced, to offset any adverse environmental effects.

(c) the effects of higher intensity development on other types of development can be avoided through separation from lower intensity development.

(d) the use of design rules and guidelines to ensure good building design and layout.

(e) the design and construction of development in close proximity to existing nationally and regionally significant infrastructure should not compromise the operation of that infrastructure, or the options for maintenance, upgrading or extension of that infrastructure, and should mitigate any significant adverse effects from that infrastructure.

Policy 8.4.8 Infrastructure

High intensity residential development is not appropriate in areas where suitable supporting infrastructure and community and social infrastructure are not available, or where the operation, maintenance, upgrading or extension of nationally and regionally significant infrastructure, including transmission corridors, will be seriously constrained as a result of urban growth and intensification.

Policy 8.4.9 Street layout and design

The layout and design of streets and other movement elements in residential areas, should be safe, efficient, and achieve highly connected pedestrian, cycle and vehicular networks

Policy 8.4.13 Safety and security

The form and layout of residential areas, including roads, walkways, cycle paths and parks/open space should promote a safe and secure environment for residents and others within a residential neighbourhood.

9 BUSINESS

Objective 9.3.7

To ensure safe and efficient access for bicycles, motor vehicles, passenger transport and pedestrians to and within areas where business activities occur.

Policy 9.4.6 Traffic effects

Activities and buildings in business areas should be located and designed in such a way that potential adverse effects on the transport network, particularly traffic movement, efficiency and safety and adverse effects on pedestrians and passenger transport users are avoided, remedied or mitigated, including:

- (a) the location and design of vehicular access and manoeuvring areas; and
- (b) the location and design of parking areas.
- (c) the location and design of access routes and facilities for transport modes such as walking, cycling and passenger transport.

12.8.8 SPECIAL 8 (WEITI FOREST PARK) ZONE

12.8.8.4 Weiti Village Policy Areas 1 and 2 Policies.

Policy 12.8.8.4.5

Roads, including footpaths and berms, within the Weiti Village Policy Areas 1 and 2 should be designed in an integrated manner taking account of:

- (a) a range of transport modes (such as vehicles, cycles, pedestrians and public transport);
- (b) the creation of a street environment that is pleasant and safe for pedestrians to walk along;
- (c) enhancing connectivity and permeability (urban design principles).

Policy 12.8.8.4.4.11

To provide for roading within the Policy Area to be constructed in accordance with the Weiti Village Master Plan set out in Appendix 12C1 and in recognition of its role in creating a legible and cohesive streetscape.

12.8.19 SPECIAL 19 (SILVERDALE NORTH) ZONE

Objective 12.8.19.4.12

To achieve a high level of amenity within legal roads, public reserves and individual sites.

Objective 12.8.19.4.13

To ensure that the design of roading corridors provides for a range of travel modes.

Objective 12.8.19.4.14

To encourage through neighbourhood and street layout and design alternative transport modes including passenger transport, cycling and walking.

Objective 12.8.19.4.15

To ensure the creation of safe connections for pedestrians and cyclists and other transport users.

Objective 12.8.19.4.20

The integration of roading, cycle and pedestrian networks between residential and business areas in a manner that minimises the adverse effects of traffic on residential areas.

Objective 12.8.19.4.21

To restrict urban development in Silverdale North ahead of the necessary improvements being made to the primary roading network and connections to this network.

Objective 12.8.19.4.22

To ensure that development in advance of infrastructure does not create significant adverse effects on the primary road network and connections to that network.

12.8.19.4.30 Silverdale North Commercial Objectives

Objective 12.8.19.4.35

To ensure safe and efficient access for vehicles and pedestrians to and within areas where business activities occur.

12.8.19.4.37 Silverdale North Mixed Commercial Policy Area Objectives (in addition to Objectives 12.8.19.4.1 to 12.8.19.4.36 inclusive)

Objective 12.8.19.4.39

To facilitate the establishment of a centre containing buildings and business designed with high levels of urban, streetscape and pedestrian amenity so that the character of the centre reflects the high quality of urban amenities sought to be achieved in the entire Silverdale North Special Zone.

12.8.19.5 Special 19 Zone Policies

Policy 12.8.19.5.7

Road reserves and carriageways (including berm landscaping, tree planting and footpath and road finishing etc) should be designed as an integral component of any subdivision and development concept plan in order to create functional traffic routes of high amenity value that pedestrians find pleasant and enjoyable to travel along.

Policy 12.8.19.5.8

Buildings, car parks, public open spaces and road reserves should be sited, designed and managed to ensure that the principles of crime prevention through environmental design have been incorporated, including:

- (a) natural surveillance of public and semi-public spaces from surrounding activities and buildings; and
- (b) a clear distinction between public, semi-public and private areas through the use of design techniques.

Policy 12.8.19.5.9

Pedestrian access should be provided, maintained and enhanced between all areas of Silverdale North to assist the creation of an active community and to provide opportunities to easily access a diverse range of live, work, play and learn environments.

Policy 12.8.19.5.19

Where additional roading is required for a subdivision or development, the design and landscaping of the street should be an integral component of that subdivision or development and be appropriate to the environment being created.

Policy 12.8.19.5.20

The front of buildings, and the landscaping and activities within front yards, should complement the environment being created in each specific roading corridor.

Policy 12.8.19.5.21

Silverdale North should be considered a destination and direct through routes should be avoided to minimise the adverse effects of high speed, high volume roads dividing communities.

Policy 12.8.19.5.22

Roads, including footpaths and berms, should be designed in an integrated manner taking account of

- (a) a range of transport modes (such as vehicles, cycles, pedestrians and public transport);
- (b) the creation of a street environment that is pleasant and safe for pedestrians to walk along;

(c) enhancing connectivity and permeability (urban design principles).

Policy 12.8.19.5.23

Public transport should be provided for through mechanisms such as development designs incorporating bus routes, direct access to bus routes for pedestrians, the identification of a park and ride facility and the preparation of travel plans.

Policy 12.8.19.5.24

Pedestrian and cycle connections should be a safe alternative to car travel.

Policy 12.8.19.5.26

The design of streets within the Silverdale North context should consider the following points in order to achieve an integrated and coherent roading/street network:

(a) Ridges and valleys are the dominant landscape form in Silverdale North. Spatially they create distinct areas that will form the neighbourhood boundaries;

(b) Connecting roads run along these neighbourhood boundaries thereby directing through traffic away from the centre of neighbourhoods.

Wainui Road and Manuel Road when extended around Metropark West will travel along the dominant ridge line linking across the top of neighbourhoods;

(c) Silverdale Parkway circles the perimeter of the neighbourhoods generally at the base of the slopes. It is the major route linking commercial areas, schools and most of the reserve space;

(d) The Greenways are located in the centre of neighbourhood areas as they follow streams in the middle of valleys. Therefore they are narrower roads with a dominant central reserve space for walking and cycling. The connections between ridge roads and parkway are dispersed in traffic terms;

(e) The underlying generator to the urban structure and roading pattern is the natural system of watercourses and landform. The road types below discuss design features to maintain the links between landform and the landuse context for each road.

Policy 12.8.19.5.29

By including rules that stage development in Silverdale North to restrict specific stages of urban development until specific improvements are made to the primary roading network and connections to this network

Policy 12.8.19.5.30

In the event that the infrastructure requirements in Appendix 12T for Stage 5 are not met by 1 January 2010, the traffic modelling undertaken at the time the staging in Schedule 12T.1 was developed may be reviewed to ascertain the level of development, if any, that could be enabled in Precincts 2, 3, 8B2 and 11 in advance of the Stage 5 infrastructure requirements.

Policy 12.8.19.5.31

In the event that the infrastructure requirements in Appendix 12T for Stages 5 and 6 are not met by 1 January 2012, the traffic modelling undertaken at the time the staging in Schedule 12T.1 was developed may be reviewed to ascertain the level of development, if any, that could be

enabled in Precinct 11 in advance of those infrastructure requirements. In the event that it is determined that development could be enabled in advance of the completion of the infrastructure requirements of both Stages 5 and 6, any such development shall only proceed once a bond is in place to ensure that the Stage 6 infrastructure is completed.

Commercial Policies

Policy 12.8.19.5.53

Commercial areas should exhibit high levels of urban design, streetscape and a sense of public realm so as to provide pleasant places for people to enjoy.

Policy 12.8.19.5.62

Structures such as, seats, lighting, rubbish bins, “street furniture” and signage should be designed and located to maintain the visual amenity values of the site and safety of the site.

Silverdale North Mixed Commercial Policy Area Policies (in addition to Policies 12.8.19.5.1 to 12.8.19.5.33 inclusive and 12.8.19.5.46 to 12.8.19.5.62 inclusive)

Policy 12.8.19.5.70

The design and layout of pedestrian and vehicular traffic circulation should create a discernible internal street network linking access to and from Silverdale Parkway and Silverdale Street and car parking areas within this Policy Area and those within the adjoining “The Warehouse Ltd” site.

Policy 12.8.19.5.71

The design of the internal street network should include footpaths and other pedestrian linkages within and through the Policy Area and should link, where appropriate, with the internal street network of adjoining Policy Areas.

12.8.19.5.90 Knowledge Economy Business Park and Knowledge Economy Mixed Use Centre Policy Areas – Policies

Policy 12.8.19.5.101

Ensure the development of the roading network within the Policy Areas is integrated with the surrounding road network and facilitates access from the motorway.

Policy 12.8.19.5.102

Limit the potential for heavy traffic to disrupt the amenity of the adjacent Garden Residential Policy Area by limiting the opportunity for heavy vehicles servicing the KEBP Policy Area to enter local roads in the Garden Residential Policy Area.

12.8.22 SPECIAL 22 (POINT WELLS OMAHA FLATS) ZONE

Objective 12.8.22.1.3.3

To establish quality connectivity and improve the experience of moving through into, and around the area through the management of roading and associated utility infrastructure, open space, earthworks, vegetation and walking and cycle links.

Policy 12.8.22.1.4.4

Private and public development in the Point Wells/Omaha Flats area (including roading and reserves acquisition and management) shall make appropriate provision for walking, cycling, water/boating links and the provision of open space and landscaping.

12.8.22.1.5 Objectives specific to Point Wells Garden Seaside Settlement Policy Area

Objective 12.8.22.1.5.1

(e) To retain and enhance the informal and open space character of the street network.

Policy 12.8.22.1.6.5

Buildings and development should be managed so that the reinforces the relaxed and informal identity and character of the area by;

- (a) ensuring that garages do not dominate the street
- (b) ensuring fencing, walls and other structures in the front yards do not dominate the street
- (c) ensure that private outdoor living areas are provided on each site; and
- (d) that the existing informal and open character of the street network remains.

12.8.29 SPECIAL 29 (HUAPAI NORTH) ZONE

Objective 12.8.29.1.2.10

To enhance public and personal safety in public places (including parks and streets) through design of buildings and spaces that reduce opportunities for crime to occur.

Objective 12.8.29.1.2.11

To ensure that there is careful integration of land use and transportation infrastructure and ensure that appropriate connections are provided to existing infrastructure.

Policy 12.8.29.1.3.4

That the design of streets within Huapai North should achieve an integrated and coherent roading/street network and recognise that the underlying determinant of the urban structure and roading pattern is the natural system of watercourses and landform.

Policy 12.8.29.1.3.5

Roads (including berm landscaping, tree planting and footpath and road finishing etc) should be designed as an integral component of any subdivision and development concept plan in order to create functional traffic routes of high amenity value that motorists and pedestrians find pleasant and enjoyable to travel along.

Policy 12.8.29.1.3.6

Buildings, car parks, public open spaces and road reserves should be sited, designed and managed to ensure that the principles of crime prevention through environmental design have been incorporated, including:

- (a) natural surveillance of public and semi-public spaces from surrounding activities and buildings; and

(b) a clear distinction between public, semi-public and private areas through the use of design techniques.

Policy 12.8.29.1.3.7

Subdivision and development design should seek to ensure that public open spaces are bounded and fronted by streets, unless topographical and/or natural constraints prohibit this, to provide a clear sense of public ownership, a high level of amenity for the general public, and a safe environment for users.

Policy 12.8.29.1.3.19

Future development should be managed to ensure the on-going sustainable operation and efficiency of State Highway 16 and the provision of the required roading infrastructure to service growth.

13 FUTURE DEVELOPMENT AND STRUCTURE PLANS

Policy 13.4.3 Effects on the environment

Future urban growth and development should be located, designed and implemented in ways which avoid, remedy or mitigate the adverse effects on the environment. In particular, effects on:

- (a) water and air quality and water quantity;
- (b) areas of significant vegetation;
- (c) significant landscapes;
- (d) significant heritage values;
- (e) the amenity values of adjoining areas and the amenity values within the urban areas;
- (f) the transport network, including roads, pedestrians, cyclists and public transport;
- (g) access to future open space and recreation needs;
- (h) utility services;
- (i) health and well being of the community; and
- (j) natural character, water quality and ecology of the coastal environment, particularly in areas identified as having high natural values and/or as being susceptible to degradation.

Policy 13.4.4

Future urban growth and development should be located, designed and implemented in ways which enable an integrated multi modal transport network.

13.8.1 Future Urban Zone

Policy 13.8.1.2.1

Buildings, activities and subdivision in the Future Urban Zone should not adversely affect:

- (a) the future urban development of the land;

(b) the transport network, existing or indicative roads and their connections, or future connections; including links with higher level roads in the hierarchy, the alignment of roads on neighbouring sites and the alignment of intersections;

(c) indicative open space networks, including their continuity and connections with other parts of the open space network;

(d) existing or future utility services.

(e) the continued operation of existing activities in compliance with existing resource consents or use rights.

(f) the downstream catchment and receiving environment by foreclosing future opportunities to manage stormwater in the most sustainable manner.

13.9 STRUCTURE PLANS

Policy 13.9.2.1

Buildings, activities and subdivision in a Structure Plan Area should not adversely affect:

(a) the future urban development of the land;

(b) the transport network, existing or indicative roads and their connections, or future connections; including links with higher level roads in the hierarchy, the alignment of roads on neighbouring sites and the alignment of intersections;

(c) indicative open space networks, including their continuity and connections with other parts of the open space network; or

(d) existing or future utility services.

19 UTILITIES

Policy 19.4.3 Health, safety and amenity values

Utilities should be designed, located, operated and maintained and upgraded in such a way that adverse effects on health and safety, and amenity values of surrounding sites are minimised, including minimising effects on the following:

(a) the safety of people as a result of emissions from telecommunications networks or electromagnetic fields associated with electricity transmission;

(b) the health and safety of people as a result of the possibility of electrocution from structures supporting electricity lines, and of stormwater channels, culverts and outfalls posing risks of drowning;

(c) the health and wellbeing of people as a result of noise levels and vibration;

(d) the health or enjoyment of people as a result of odour generation;

(e) the safety and efficiency of traffic movement (including pedestrians) on roads and streets as a result of disruption caused by maintenance of utilities;

(f) the enjoyment of people as a result of loss of visual privacy;

(g) sites, buildings, places or areas of heritage and archaeological value;

(h) the health and safety effects from waste water discharge (both controlled and uncontrolled) and acute chronic health effects from stormwater discharges.

Policy 19.4.4 Roads and traffic

Utilities should be designed, located, operated and maintained in such a way that they do not unduly impede the ability of roads to be used for conveying traffic or pedestrians to use footpaths safely and do not reduce the amenity values of land within roads.

21 TRANSPORTATION AND ACCESS

Objective 21.3.1

To minimise the adverse effects of the development, operation and maintenance of the transport system on the natural environment.

Objective 21.3.2

To minimise the adverse effects of the development, operation and maintenance of the transport system on the health and safety of the community.

Objective 21.3.3

To avoid, remedy or mitigate any adverse effects from the transport network on the amenity values of adjoining areas.

Objective 21.3.4

To ensure that a transport network is provided that enables the safe, efficient and convenient movement of people and goods and which is not adversely affected by land use activities.

Objective 21.3.5

To ensure the integration of land use and transport activity.

Policy 21.4.1 Effects on natural environment

The transport network should be designed, constructed, operated and maintained to minimise adverse effects on the natural environment including:

(a) minimising adverse effects on water quality particularly during transportation network construction;

(b) designing new urban areas so that the adverse effects of stormwater runoff from roads and parking areas are minimised;

(c) minimising disturbance to and severance of highly valued natural resources and landscapes and as far as practicable, restoring areas which have to be modified;

(d) avoiding or minimising the effect on cultural heritage sites.

Policy 21.4.2 Effects on amenity values

The transport network should be designed, constructed, operated and maintained so that adverse effects on amenity values are minimised, including ensuring that:

- (a) noise and vibration levels do not have significant adverse effects on the health and well being of occupants or on the amenity values of an area;
- (b) visual amenity values, including the streetscape, are maintained or enhanced;
- (c) air quality is maintained or enhanced;
- (d) traffic movement and parking do not congest local streets;
- (e) severance of communities by roads is minimised but where they are severed, connections between parts of communities are provided; and
- (f) safe traffic movement occurs and people's safety is not compromised.

Policy 21.4.3 Safety and efficiency

The roading network should be designed, constructed, operated and maintained to ensure the safe and efficient movement of people, goods and services, taking into account:

- (a) carriageway and intersection design;
- (b) traffic management;
- (c) signage;
- (d) provision for pedestrians, cyclists, the disabled and emergency vehicles;
- (e) provision for public transport;
- (f) provision for network utilities; and
- (g) surrounding land use activities.

Policy 21.4.4 Cycling and walking

The transportation network should be designed to be integrated with land use activity and incorporate, where appropriate, pleasant, attractive and safe opportunities for safe cycling and walking, and where appropriate equestrian traffic particularly between neighbourhoods and between neighbourhood and community facilities, work places, shopping and recreation facilities and social infrastructure and public transport routes.

Policy 21.4.5 Public transport

The transportation network should be designed and integrated with land uses to ensure that opportunities for the use of public transport are provided and maintained, including:

- (a) a roading network which allows efficient movement of public transport to collect passengers;
- (b) a roading network with a high level of interconnections which allows the effective through movement of public transport, particularly between residential areas and community facilities, work places, shopping and recreation facilities, and between neighbourhoods;
- (c) a pleasant, attractive and safe pedestrian network with access to the public transport routes; and
- (d) facilities for passengers, such as shelters, park and ride facilities and passenger drop off points.

Policy 21.4.6 Operation of transport network

The safe and efficient operation of the transport network should not be adversely affected by land use activities. In particular:

- (a) access to and from sites adjacent to the roading network should be consistent with the function of the road;
- (b) access points should be designed to ensure that vehicles enter and leave the roading network safely;
- (c) changes in the volume and type of traffic from changes in land use activity should not have an adverse effect on the safe and efficient operation of the roading network;
- (d) signs on, and aerial distractions and glare from adjacent land should not compromise road safety; and
- (e) activities adjacent to an airfield should not adversely affect the safe operation of the airfield.
- (f) Inappropriate access points should be, where possible, redesigned or removed where substantial change of activity or subdivision occurs on the site to which the access is related.

Policy 21.4.7 Transport network new urban areas

The development of new urban areas, or the redevelopment of existing urban areas, should occur in ways which integrate land use and transport activities and ensure the efficient and effective provision of a transport network. This includes:

- (a) ensuring that the transport network has a high level of interconnection which enhances access within and between residential, business, recreation and community areas and facilities;
- (b) intensifying development around transport routes and nodes and commercial areas;
- (c) ensuring that high trip generating activities are appropriately located having regard to the aim of reducing cumulative vehicle trip generation and trip length;
- (d) ensuring that high traffic generating activities, eg. shopping centres, supermarkets and other large format retail stores are located adjacent to roads with the appropriate vehicle carrying capacity;
- (e) ensuring that opportunities are provided for facilities for public transport and other high occupancy vehicles in high trip generating areas; and
- (f) ensuring that opportunities are provided for safe access and safe travel environments for pedestrians and cyclists.
- (g) enhancing the public realm role of the streetscape.

23 SUBDIVISION AND SERVICING

Policy 23.4.2 Provision of infrastructure

Land subdividers should demonstrate how infrastructure services, in particular:

- (a) sewage collection, treatment and disposal facilities;
- (b) water supply facilities;

- (c) stormwater collection, treatment and disposal facilities;
- (d) electricity supply;
- (e) telecommunication facilities;
- (f) roading/access; and
- (g) reserves;

can be provided to remedy or mitigate adverse effects on the environment.

Policy 23.4.3 Work/funding within subdivisions

Land subdividers should carry out work or fund the cost of carrying out work within their subdivisions to provide:

- (a) reticulated utilities on sites within urban zoned areas or in circumstances where the intensity of development necessitates them; and
- (b) the roading network for access;

to avoid, remedy or mitigate any adverse effects on the environment and public health of people that will be generated when the subdivision is fully developed.

Policy 23.4.4 Effects on infrastructure beyond the subdivision

Land subdivision should avoid, remedy, or mitigate adverse effects on infrastructure services beyond the site of the subdivision by requiring subdividers to make a contribution towards the cost of providing and/or constructing and/or upgrading and/or extending and/or purchasing surplus capacity in infrastructure services -in particular:

- (a) public sewage collection, treatment and disposal facilities;
- (b) public water supplies;
- (c) public stormwater collection, treatment and disposal facilities;
- (d) roading network;
- (e) reserves.

The contribution should be in proportion to the adverse effects on the environment generated by the activity.

Waitakere

Policy Section

[Objectives, Policies and Methods significant resource management issues](#)

Objective 0 {A201, A202, A203, A217, A221, A228}

To manage growth in such a way that will ensure the City develops and redevelops to achieve a sustainable compact urban form in a manner that appropriately manages adverse cumulative effects and reverse sensitivity issues. Growth should be focused in and around town centres and

transport high density corridors, well integrated, with high amenity values and providing appropriately for additional population, employment, community and business services, by managing the location, density, scale, form, character, timing and sequencing of urban and rural growth. In order to achieve sustainable urban consolidation, urban growth and development should be directed to areas inside the Metropolitan Urban Limit and managed in a manner that protects significant environmental values. {A217, A228}

Policy 0.4 {A201, A202, A203, A217, A221, A228}

When designing new urban development at the site, neighbourhood or community levels, attention should be given to the following:

•The need for a variety of development forms, in such a way as will provide for affordability and choice, to ensure that new development is integrated with existing development, and to avoid visual monotony;

•Provision is made for mixed use activity and community services as integral components of land use and urban form;

•Provision is made for appropriate visual and activity connections to streets, according to location and the form of existing and expected future development, including the provision of streetscape design which encourages integration of the street with adjoining development;

•As far as it is possible, development forms part of a comprehensive area plan which incorporates access to open space, community services, transport networks, work places and shops;

•That existing community identities are recognised and, if necessary such as in redeveloping intensive areas, managed to a definable new identity;

•Emphasis is given to creating interconnected vehicle, walking and cycling routes, providing logical, attractive and safe linkages to activities within and beyond the site or areas;

•Existing features such as significant streams, vegetation, heritage buildings/sites, landscapes and views are adequately recognised and if necessary where possible protected and enhanced. In circumstances where protection and enhancement are not possible, some form of mitigation will be required to improve the sustainable values of the natural and built environment;

•That public access is provided alongside and to stream and coastal margins;

•Potential conflicts between incompatible land uses are recognised and provided for, including through managing design, traffic and noise;

•Comprehensive planning is undertaken before achieving a high urban amenity standard through building design and articulation, street and access and parking area design, lighting themes and landscape treatment;

•Private development is always designed to address public places; {A221}

•The design and location of new development should consider its potential to adversely affect the operation, maintenance, and upgrading of regionally significant infrastructure;

•Developments are managed so that they continue to be maintained to a high standard.

Policy 0.6 {A201, A202, A203, A217, A221, A228}

Improvements to transport networks, including public transport routes and roads will be encouraged, with a particular emphasis on improvements required to achieve the form of development outlined in the above policies.

Policy 0.7 {A201, A202, A203, A217, A221, A223, A228}

In all new developments, infrastructure should be able to be provided which:

- Minimises the need for water;
- Minimises the generation of and/or the disposal off-site of stormwater and wastewater;
- Provides adequately for an interconnected road network and private access and carparking;
- Provides public open space which is:-
 - readily visible and accessible, such as with a generous street frontage or bordering the front yards of sites or front faces of buildings;
 - located to provide visual relief, particularly in intensively developed areas;
 - integrated with surrounding development;
 - sized according to community and neighbourhood needs;
 - developed so that it is practicable, relevant to local needs and usable
- are easily maintained.

Objective 4

To manage the effects of land use on the environment and, in particular, to maintain air quality, including contributing to the maintenance of the atmosphere at a local, national and global level.

Policy 4.3

Pedestrian and cycle access should be designed and constructed in a way that facilitates the use of cycling and walking as transport methods, as means of avoiding the effects of motor vehicle emissions on air. This includes constructing them so that they are safe and easy to use, and choosing a route that maximises links with local neighbourhoods, shops, schools, community facilities, local recreation areas and town centres, and access routes to and through, where appropriate, the Green Network.

Policy 4.4

Roads should be designed and constructed in a way which minimises the adverse effects of motor vehicle emissions on air. This means reducing motor vehicle trip lengths and numbers, and alleviating congestion:

- through appropriate traffic control; and,
- by creating a roading pattern which maximises connections within and between local neighbourhoods, shops, schools, community facilities, recreation areas and town centres, taking into account natural topographic features; and,

•by designing and constructing roads in a way which facilitates the use of alternative modes of transport that are less polluting than the private motor vehicle, such as passenger transport, cycling and walking.

Objective 5

To protect processes of natural regeneration within the City, and promote and maintain links between areas of significant and outstanding native vegetation and fauna habitat, so that their resilience is protected and enhanced.

Policy 5.2

Activities within the Transport Environment should be carried out in a way that promotes and enhances natural regeneration processes within the Green Network, and in areas identified as Ecological Linkage Opportunities, including promoting and enhancing the overall resilience, diversity and ecological integrity of the Green Network and its parts.

Objective 9

To protect the quality and significance of the City's outstanding landscapes, including maintaining:

- the form and significance of those landscape elements that define each landscape;
- the landscape character that is associated with each landscape and contributes to its uniqueness and value for residents.

Policy 9.6

Roads and driveways within the City's outstanding landscapes should be designed in a way that avoids, remedies or mitigates adverse effects on natural landscape character and visual amenity, including minimising use of kerbing, channelling and formed footpaths, provided that, where these are required to avoid adverse effects on natural and physical resources, they may be used.

Policy 9.7

Roading should be provided and designed in a way that does not increase traffic movements to a level that detracts from the characteristic levels of quiet and wilderness character of the outstanding landscapes. Construction of new roads, where these would have a significant adverse visual effect, should be minimised in the outstanding landscapes.

Objective 10

To maintain and enhance those natural and physical characteristics (amenity values) that contribute to the wellbeing of residents and workers, including maintaining:

- an acceptable level of quiet and freedom from nuisance created by noise, odour, dust and vibration;
- adequate levels of daylight and sunlight in dwellings;
- adequate levels of darkness for sleep;
- a safe environment;
- an accessible environment, which includes enhancing public access to and along the coast and waterways and between areas of public land;
- adequate levels of on-site privacy;
- healthy air quality.

This Objective is intended to achieve, at the very least, a minimum level of physical health and wellbeing for residents, workers and visitors. The Resource Management Act requires the District Plan to manage the effects of activities on the environment and humans. It also requires the Plan to have particular regard for the maintenance and enhancement of those natural and physical characteristics that contribute to people's appreciation of, amongst other things, its pleasantness. Any enjoyment or sense of pleasantness derived from the environment is fundamentally dependent on whether residents, workers and visitors find it a healthy place to be.

Policy 10.3 {A202, A203, A211, A217}

Activities ~~shall~~ ~~should~~ be managed in a way that any associated artificial lighting of roads, driveways, signs and sites and the exterior of buildings do not detract from the ability of occupants of surrounding buildings to achieve uninterrupted and adequate levels of sleep.

Policy 10.8 {A203, A211, A217}

Land use development and subdivision must recognise the need for a transportation strategy which provides for the safe and efficient movement of people through private and public transport in a way that avoids, remedies or mitigates potential adverse effects on the environment and which does not compromise the needs of future generations, through ensuring the:

- safe movement of pedestrians, cyclists and vehicles around the City;
- recognising and providing for the interdependence between transportation and other activities;
- supporting the creation of an efficient public transport network which provides an integrated system with appropriate levels of convenience and services;
- protection of the transport corridor for public transport purposes, conveyance of goods and communications;
- ensuring that the impact of activities on the capacity and safety of the road system is adequately catered for;
- maintaining amenity values that contribute to the well-being of residents and workers;
- integrating roads with safe and efficient pedestrian cycle routes;
- minimising impacts of noise and traffic movement on the amenity of surrounding sites;
- contributing where required to an upgrading of the transport system, proportionate to the pressures on that system created by the development proposed;
- encouraging the communal use of parking areas to encourage multi modal visits to town centres and to encourage efficient use of parking areas; Δ17
- to encourage visits to town centres by a range of transport modes; Δ17
- to encourage efficient use of parking areas;Δ17
- providing flexibility to parking standards within town centres, particularly for residential activities to recognise the mixed use nature and increased range of activities within walking distance of town centres and to encourage use of public transport. Δ17

Policy 10.14

Activities should be of a scale and located and managed in a way that:

- any traffic generated by the activity, including heavy traffic, does not detract from the capacity of the road to cater safely for motor vehicles, pedestrians and cyclists, and the wellbeing of residents occupying surrounding sites;
- the safe and efficient functioning of the road network is not adversely affected

Policy 10.16

Driveways, carriageways and carparking areas should:

- be laid out in a way that provides for the safe circulation of vehicles and pedestrians;

- be of sufficient design quality to ensure the safe passage of motor vehicles, cyclists and pedestrians and discharge of stormwater;
- be designed to avoid edge fretting;
- allow safe, ready access to adjoining sites.

Policy 10.18

Subdivision should be designed and laid out in a way that ensures:

- sufficient access for any emergency vehicle;
- adequate provision of necessary infrastructure;
- safe movement of pedestrians, motor vehicles and cyclists through an area.
- efficient use of land for urban activities.

Objective 11

To achieve a quality of settlement and associated activities within each of the City's Human Environments which is sympathetic to, and protects and enhances, the dominant natural and physical (including building) features which contribute to the amenity value and the neighbourhood character of an area, including maintaining and enhancing:

- the quality and character of different patterns of settlement within the City's intensively settled residential areas;
- the pedestrian-oriented amenity values of the town centres and the character of those areas as retail centres;
- the utilitarian nature and character of the industrial areas;
- the natural and physical features that give each rural and coastal village its particular and unique character;
- the pastoral/rural character of the northern parts of the City;
- the complex, mixed landscape of the foothills.

Policy 11.2

Activities should be managed in a way that avoids the clearance of or damage to trees and vegetation, to extent that the following characteristics are adversely affected:

- the visual dominance of trees on private property within the neighbourhoods of the Living Environment;
- the remnant native vegetation within the urban Human Environments;
- the remaining native vegetation along riparian margins and coastal edges in the urban area and Foothills Environment;
- the shelter trees along fencelines and clumps of vegetation within the pastoral landscape of the Countryside Environment; {See also A113}
- the mixture of native and exotic vegetation and the scattering of native vegetation along ridgelines and stream edges in the Foothills Environment; {See also A114}

- the lines of trees along road edges within the Transport Environment;
- the amenity value associated with native vegetation and its relative significance in all parts of the City;
- the historic and cultural value of trees associated with the above characteristics;

provided that nothing in this policy should prevent the removal of species identified in the Environmentally Damaging Plants List.

Policy 11.3

Buildings and structures should be located so that they maintain the neighbourhood character, visual amenity of the surrounding area and the characteristic streetscape of the area, including providing for:

- the overlooking of streets by buildings;
- maintaining characteristic links between private and public space arising from the orientation of buildings and the way they face the street;
- the setback of buildings from the road boundary where appropriate;
- planting of section frontages;
- the expectation that buildings be constructed according to a street frontage typology where such streets have been identified within the plan.

in a way that gives particular regard to variations in amenity values, and neighbourhood character.

Policy 11.4 {A202, A203, A211, A217}

Structures (including infrastructure) within the Transport Environment should be of a scale (height, form and bulk), and designed, located and managed in a way that the adverse effects on the amenity values and neighbourhood character of any surrounding Environments and which enhances the amenity of the TransportEnvironment itself. In particular, structures should:

- be compatible with the existing streetscape, including the links between streetscape and the neighbourhood character and amenity of the surrounding Environments;
- minimise impact on views from adjacent sites;
- minimise the removal or damage to existing native and exotic vegetation;
- minimise physical domination and intrusion into the privacy of adjoining sites;
- located so that planting of road berms can be provided for.

Policy 11.6

New roads must be designed and constructed in a way that is consistent with:

- the integration with safe and efficient pedestrian and cycle routes;
- the enhancement of the surrounding streetscape;
- the provision of planting;
- the protection of the amenity values and neighbourhood character of the surrounding area.

Policy 11.11

Signs should be designed so that they do not intrude visually on to the amenity of the surrounding area or detract from surrounding neighbourhood character, and the safety of vehicles and pedestrians on any adjacent roads and state highways. Because of their potential to offend and adversely affect the neighbourhood character and amenity value of the City's residential environments, signage associated with commercial sex activities and small brothels that are home occupations are prohibited in the residential Human Environments of the City

Policy 11.15

Activities on main shopping streets within town centres shall be designed, located and managed to promote:

- a high standard of urban design and amenity, including weather protection for pedestrians;
- buildings will be expected to be designed according to the street frontage typology where identified within the District Plan.
- interesting building facades at street level;
- the minimisation of conflict with motor vehicles so that the connection between pedestrian areas and retail spaces is retained. Particular regard should be had for the location of vehicle access, storage and off-street parking away from the area where a building fronts a footpath.

Policy 11.38 36 (A207, A217, A221)

The Hobsonville Village Centre Special Area will shall primarily provide for employment and limited retail opportunities that will service projected population growth at Hobsonville and the Hobsonville Peninsula. {A221} Any subdivision or development in this Hobsonville Village Centre Special Area should shall be designed to provide employment, retail, community and residential activities where appropriate. It shall also serve the local community, and integrate with local, sub-regional and regional transport infrastructure and services. It shall to be compatible with landscape features, amenity values, existing and possible future development, the special amenity and the ecological qualities of the upper Waitemata Harbour., and the capacity of infrastructure, and should in particular provide that:- . In particular the design of development shall:-

• provide, as part of the first stage in the development process, for pedestrian, cyclist and bus routes, and road networks that integrate well with land use activities within and around the Special Area and allow for safe and efficient movements that connect with transport networks around and beyond the Special Area:

• recognise that Precinct A is well located in relation to local communities and transportation networks and represents a finite resource of land that can be appropriately developed for industrial purposes. This Precinct shall be limited to the development of to employment-focused (non-retail) activities;

• enable development the expansion in Precinct B of the Hobsonville Village {retail convenience mixed use centre, to provide for the shopping needs of the existing and future residential and employment population in the Hobsonville area in the Village Centre itself, together with limited provision for residential and commercial activities adjoining that Centre (recognising that the major town centre serving the northern part of the City is located at Massey North);

• recognise the need to provide adequate safety and amenity for users of Hobsonville Road, Hobsonville Primary School, and residents across Hobsonville Road to the south;

• ensure that suitable linkages for pedestrians and traffic are provided across Hobsonville Road;

•promote intensive rather than low density development, in such a way that encourages high densities of employment and residential activity adjacent to transport and efficient use of land for all activities, including (where provided for) retail activities; {A221}

•ensure that adverse effects on natural resources, including water quality and native vegetation are avoided, remedied or mitigated;

•while landscape character may change, ensuring that change is managed to provide environments which are visually compatible with the surrounding environs;

•ensure that adequate provision is made for roading and all other infrastructure;

•ensure that adequate provision is made for stormwater and wastewater drainage, consistent with any relevant network discharge consent based upon a integrated catchment management plan;

~~•adequate provision is made for roading, stormwater and wastewater drainage and all other infrastructure;~~

•protect residents are protected from adverse effects on health and amenity values;

•provide for ecological and pedestrian linkages are provided for, including through enhancement of the riparian margins and urban open space;

•maintain and enhance the natural landscape qualities of the riparian margins are maintained and enhanced;

~~•any development ensures that it is integrated with the transportation network;~~

•ensure that transport and land use patterns are aligned to achieve sustainability, efficiency, and liveability, a competitive economy and a high quality of life underpinned by a quality environment and amenity; {A221}

•having regard to the above, development proceeds in a manner that recognises the need for a comprehensive approach to future development in the Hobsonville Village Centre Special Area, including the achievement of high standards of urban design.

Policy 11.39 {A207, A217, A221}

The Hobsonville Village Centre Special Area shall be developed in accordance with the following (see the Hobsonville Village Urban Concept Plan for Precinct locations and other features);-

•An emphasis on providing, within defined Precincts, for employment (Precinct A) and retail and mixed use opportunities (Precinct B) that will service projected population growth at Hobsonville and the Hobsonville Peninsula (see the Hobsonville Village Urban Concept Plan and Policies 11.40 - 11.43); {A221}

•Focusing retail activity within the pedestrian-orientated Village Centre in Precinct B, and limiting retail activity in Precinct A to the provision of retail that supports the local employee community, such as lunch bars and service stations;{A221}

~~•Enabling limited~~ Limiting provision for retail activity in the Commercial area adjoining the Village Centre, for those retail activities as provided for in Special Area Rule 25, as they are not appropriate within the pedestrian-orientated parts of the Precinct; {A221}

•Limiting retail activity in Precinct A to the provision of those activities that will support the local employee community, such as lunch bars and service stations; {A221}

•Enabling limited-Limiting intensive/medium/high density residential activity in Precinct B to support the mixed use function of that Precinct;

•Specifically recognising the Hobsonville Primary School in Precinct C as an existing and potentially growing physical and social/educational resource, and provision of suitable buffer treatment around that Precinct;

•Provision of areas of open space, particularly within Precinct D, for amenity, sporting, recreational and ecological purposes serving local residents, employees and visitors;

•Provision of reserves for drainage/stormwater purposes;

•Development incorporating roads as indicated on the Hobsonville Village

Urban Concept Plan. In most cases, the exact positioning of roads will be determined at future stages of development, but it will be expected that road connections through sites will be provided as generally indicated;

•Identified “Strategic Access Points” “Key Intersections” shall be developed in the positions shown on the Hobsonville Village Urban Concept Plan;

•Provision of bus, cycle and pedestrian networks, designed to promote the maximum use and safety of transport modes other than private motor vehicles;

•Provision of “Slip Lanes” that will limit the number of access points on to Hobsonville Road east of the intersection with Brighams Creek Road;

•To ensure a high quality of streetscape adjoining Hobsonville Road; {A217}

•To recognise the amenity values for both pedestrians and the residential environment on the southern side of Hobsonville Road, and to recognise the need to manage traffic movements along Hobsonville Road, by requiring development to satisfy Frontage Controls or building performance standards as specified in the rules;

•Recognising the Hobsonville Primary School in Precinct C as an existing and potentially growing physical and social/educational resource, and the provision of suitable buffer treatment around that Precinct by way of a Landscape Interface Controls;

•Provision of development to satisfy the “Building Design Frontage Controls” frontages that face Hobsonville Road and Brighams Creek Road to be used as the basis for landscape buffer, slip-lane and building setback controls and “Road Design Controls” as specified in the rules, ensuring a minimum standard of amenity in these areas;

•Identifying land within the Transit New Zealand Designation TSNZ 4 for appropriate development, subject to the designation prevailing in all cases while it remains in place.

Policy 11.42 {A217}

Precinct C - School

The Hobsonville Primary School is expected to grow and develop further to serve a larger population at Hobsonville. The design of school buildings should integrate with the new town centre. This development of land adjacent to the school will require effects issues such as noise, reverse sensitivity, building design and safety issues to be adequately assessed. The Hobsonville Village Centre Urban Concept Plan shows indicative roads that will provide access to Precinct B, enable connectivity and eventually an alternative spine road through Hobsonville Corridor. However, it should be noted that the school is likely to generate effects through after hours use of facilities. The

school is located in an important visual catchment and therefore development on this slight ridge will be visible from a wide viewing audience. It is essential that the roading pattern supports the range of non-residential activities planned for the area and creates a walkable catchment to the mixed use town centre.

Policy 11.44 {A228}

The Massey North Town Centre Special Area shall be developed for urban activities which recognise the importance of the area as a major town centre and its suitability for a range of sustainable urban development outcomes. This area should be developed in a way which achieves an integrated and compact town centre, providing for a broad range of mutually compatible activities and employment opportunities that are integrated with public transport, is surrounded by a supportive town centre periphery and provides a strong community focal point. This is to be achieved as follows:

(i) For all Precincts

(a) Ensuring that development of precincts A, B, C, D and E does not compromise the aim (expressed above) of the overall Massey North Town Centre. Δ15

(b) Ensuring that development takes into account and does not compromise the Massey North Urban Concept Plan.

(c) Ensuring that comprehensive development plans are substantially in accordance with the Massey North Urban Concept Plan, and where there is more than minor change, applications shall be accompanied by an assessment of how this policy is being met through the proposed comprehensive development plan.

(d) Ensuring that the expansion of the Massey North Town Centre Area is undertaken in a coherent, integrated and compact fashion.

(e) Ensuring that land use is sequenced and aligned with the delivery of transport services and infrastructure to achieve sustainability, efficiency, liveability; a competitive economy and a high quality of life underpinned by a quality environment and amenity.

(f) Provide flexibility to parking standards to enable the most efficient use of the scarce land resource, and encourage visitors to the town centre to use public transport, or, when they choose to bring their vehicles to the town centre, use communal parking areas.

(g) Activities and buildings should be designed and located so that they address the street and public spaces thereby contributing to amenity values and in particular pedestrian accessibility and safety.

(h) Activities and buildings should be sited and designed in a manner which promotes informal surveillance of streets and public spaces.

(i) Buildings should be designed according to perimeter block principles where car parking is provided behind buildings, except for kerbside parking, and with the main "activity frontage" for buildings oriented towards public streets rather than parking areas.

(j) Allowing for and encouraging residential and office activities to be located above the ground level.

(k) The height and location of buildings should generally provide for an enclosed streetscape and improved urban density while retaining a satisfactory pedestrian environment at street level.

(l) Imposing activity thresholds to ensure the establishment of a vibrant mixed use town centre including office, community, commercial and residential activities.

(m) Requiring the location, design and layout of large format retail sales or retail services within the Town Centre Area shown on the Massey North Urban Concept Plan to relate well to adjoining sites and activities.

(n) Ensuring the efficient and effective use of resources in particular those associated with land;

(o) Ensuring that there are no more than minor adverse effects on natural resources, including water quality and native vegetation.

(p) Acknowledging that while landscape character may change, ensuring that change is managed to provide areas that are visually compatible internally to precincts, and with the surrounding land, roads and precincts.

(q) Ensuring provision is made for roading, stormwater and wastewater drainage and all other infrastructure.

(r) Ensuring that development in close proximity to existing infrastructure is designed and constructed so that the operation of existing regionally significant infrastructure is not compromised to any significant extent.

(s) Ensuring existing and future residents are protected from adverse effects on health and amenity values, such as from noise.

(t) Ensuring open space, ecological and pedestrian/cycling linkages are provided for, including enhancement of the riparian margins.

(u) Ensuring that development is consistent with the Integrated Catchment Management Plan - Totara Creek, Auckland Regional Council permit No. 26185.

(v) Having regard to the above, ensuring that development proceeds in a manner that recognises the need for a comprehensive approach to future development within the Massey North area, including the achievement of high standards of urban design.

(w) Requiring development contributions.

(x) Ensuring that buildings and development are in accordance with the relevant comprehensive development plan.

(y) Ensuring that the location and access for major traffic generators is compatible with the safe and efficient operation of the state highway network.

(z) By providing for a built form that can give effect to regional targets for employment densities in town centres.

(aa) Ensuring that vehicle access to State Highway 16 occurs only at the Strategic Access Points shown on the Massey North Urban Concept Plan, unless it can be conclusively demonstrated that alternative access points would result in a better outcome for all of the following:

- the efficiency of the road and state highway network,
- public transport,
- pedestrian activity,
- urban amenity,
- an integrated town centre focused around the mainstreet.

(ab) Providing for safe, and convenient pedestrian and vehicle connections to Massey East, including but not limited to a future link to Oriel Avenue.

(ac) Ensuring that once state highway status has been removed from Hobsonville Road West and the section of State Highway 16 north of Don Buck Road to the edge of the Massey North Town Centre Special Area, that it is redesigned in a manner which encourages pedestrian activity and movement and contributes to the integration of the Massey North town centre with a high degree of urban amenity, while ensuring vehicle movements are facilitated.

(ad) Ensuring that the integration of the Westgate/Massey North town centre across Hobsonville Road is not compromised by heavy truck traffic travelling from the Massey North Special Employment area by introducing engineering and traffic management mechanisms that direct truck traffic away from Hobsonville Road.

(ae) Protecting the safety of pedestrians passing between Precinct A and Precinct E, and the function of Hobsonville Road, by providing pedestrian linkages which encourage pedestrian activity across Hobsonville Road, between Precincts A and E Town Centre Mainstreets, when Precinct A is developed.

The Massey North Town Centre Special Area has been divided into five precincts. The specific policies relating to each precinct are described below:

(ii) Town Centre Precinct Area A

The Town Centre Precinct Area A shall be developed as a compact, pedestrian orientated retail core with larger scale retail sales or retail services integrated with smaller retail tenancies and provision made for commercial (including offices), mixed use, community and residential development. It is expected that this precinct will be developed as an integrated high quality, comprehensively designed town centre by:

(a) Requiring development to provide a high level of amenity values for pedestrians who are utilising the public realm.

(b) Utilising good urban design principles including, where relevant to the street typology, methods such as the development of verandah coverage on footpaths, zero setback of buildings along street frontages and minimum areas of glazing to ensure that blank wall facades are minimised along public streets.

(c) The development of interactive frontages, and the avoidance of blank facades along the public realm.

(d) Ensuring parking buildings and large format retail developments are sleeved by the provision of speciality retail shopping or residential and commercial activities.

(e) Nominating street frontages to the proposed streets and requiring all buildings to be designed in accordance with the street typologies.

(f) Creating a diversity and choice in terms of the shopping and recreational experience for the community, as well as enabling different sized commercial enterprises and community activities to take up the opportunity provided by the development of the Town Centre Precinct Area A.

(g) Imposing minimum floor levels along the main street thereby ensuring that the ability to provide a compact mixed use Town Centre Precinct Area A is achieved.

(h)The design of the Town Centre Precinct Area A as a whole is focused upon having it integrate with the public transport facilities that service the town centre and the links within the City and across the Auckland Region.

(i)Maintain areas of open space and riparian margins to provide for stormwater mitigation and passive recreational opportunities. Any reduction in the Riparian Margins/Coastal Edges Natural Area or Ecological and Urban Open Space Area should not compromise the Totara Integrated Catchment Management Plan.

(j)Managing the design and location of new subdivision and development proposed near regionally significant infrastructure to address its potential to adversely affect the operation, maintenance, upgrading and extension of such infrastructure.

(iii)Town Centre Precinct Area B

The Town Centre Precinct Area B shall:

(a)Enable the development of comprehensively planned large format retail developments between the proposed apartment housing and the proposed State Highway 16 Motorway, to act as a buffer for those residential activities. More flexible design standards will be applied to large format retail than those standards expected in the Town Centre Precinct Area A. However, these developments will need to provide a high standard of amenity, particularly for adjacent pedestrian environments. Use of active street frontages is the generally preferred method for providing amenity, but other methods may also be considered in cases where active street frontages are not feasible.

(b)Enable apartment and mixed use activities to occur along the green network and to utilise the amenity value for the riparian margins for residents. The apartment development will be encouraged to locate mixed use activities on the ground floors;

(c)Restrict residential activities along the Motorway, to ensure that the adverse effects on residential development from the Motorway are avoided;

(d)Avoid the establishment of supermarkets/department stores and/or significant intensive/speciality retail units that might detract from the intensification outcomes sought within the Town Centre Precinct Area A;

(e)Allow the establishment of other complementary activities other than large format retail within Town Centre Precinct Area B, such as residential, commercial and mixed use activities.

(f)Ensure integration of public transport facilities throughout the Town Centre while reinforcing the development of the Town Centre Main Street in Precinct A;

(g)Maintain areas of open space and riparian margins to provide for stormwater mitigation and passive recreational opportunities. Any reduction in the Riparian Margins/Coastal Edges Natural Area or Ecological and Urban Open Space Area should not compromise the Totara Integrated Catchment Management Plan.

(h)Managing the design and location of new subdivision and development proposed near regionally significant infrastructure to address its potential to adversely affect the operation, maintenance, upgrading and extension of such infrastructure.

(iv)Town Centre Precinct Area C

The Town Centre Precinct Area C shall:

(a)Enable commerce, and business, one supermarket, retail services and retail sales to occur along the frontage to Hobsonville Road, and along the existing State Highway 16.

(b) Enable apartment and mixed use activities to occur along the green network and to utilise the amenity value for the riparian margins for residents. The apartment development will be encouraged to locate mixed use activities on the ground floors.

(c) Avoid the establishment of either malls or large retail units that might detract from the intensification outcomes sought within the Town Centre Precinct A. Exception to this are:

- Provision for one supermarket located within the south-eastern street block adjoining Hobsonville Road/SH16.

- provision for larger retail units in the Precinct C street blocks adjacent to SH 16 north of the intersection with Don Buck Road. These large retail units are to be limited to the activities listed in Special Area Rule 1.2 Massey North Town Centre Precinct C Activities.

(d) Allow the intensive establishment of other complementary activities other than retail within Town Centre Precinct Area C, such as residential, commercial and mixed use activities.

(e) Ensure integration of public transport facilities throughout the Town Centre while reinforcing the development of the town Centre Main Street in Precinct A.

(f) Maintain areas of open space and riparian margins to provide for stormwater mitigation and passive recreational opportunities. Any reduction in the Riparian Margins/Coastal Edges Natural Area or Ecological and Urban Open Space Area should not compromise the Totara Integrated Catchment Management Plan.

(v) Town Centre Precinct Area D

The Town Centre Precinct Area D shall:

(a) Enable commercial and business, and limited retail sales or retail services to occur along the frontage to State Highway 16.

(b) To enable apartment and mixed use activities to occur and to utilise the amenity value for the riparian margins for residents. The apartment development will be encouraged to locate mixed use activities on the ground floors.

(c) Provide an opportunity to establish a school within close proximity to the Town Centre Core and new residential.

(d) Avoid the establishment of supermarkets/department stores and/or significant retail units that might detract from the intensification outcomes sought within the Town Centre Precinct Area A.

(e) Allow the intensive establishment of other complementary activities other than retail within Town Centre Precinct Area D, such as residential, commercial and mixed use activities.

(f) Ensuring integration of public transport facilities throughout the town centre while reinforcing the development of the town centre Main Street in Precinct A.

(g) Maintain areas of open space and riparian margins to provide for stormwater mitigation and passive recreational opportunities. Any reduction in the Riparian Natural Area or Drainage/Ecological Space should not compromise the Totara Integrated Catchment Management Plan.

(vi) Town Centre Precinct Area E {A228}

~~The Town Centre Precinct Area E shall not compromise the objectives for the overall Massey North Town Centre and the Massey North Urban Concept Plan. Those objectives seek to establish an~~

integrated town centre surrounded by a supportive town centre periphery. In particular, this precinct seeks to:

•Integrate the existing Westgate Shopping Centre into an expanded Town Centre, with connections where possible across Hobsonville Road.

•Retain existing retail activities sales or retail services in the Westgate Shopping Centre at the same time as the development of the Town Centre Core and other precincts. The main focus on the Westgate Centre is to consolidate the centre for large format retail activities sales or retail services in the Westgate Shopping Centre at the same time as the development of the Town Centre Core and other precincts. The main focus on the Westgate Centre is to consolidate the centre for large format retail activities sales or retail services while encouraging small scale retail to develop such that improved urban design performance is achieved for the Centre and in particular the north-south axis to the new Town Centre along Fernlea Drive is reinforced limited specialty retail along the internal access road and fronting existing large format retail stores.

•ensure that development of the Town Centre Precinct Area E does not compromise the objectives for the Town Centre as a whole.;

•Avoid the establishment of malls or significant intensive retail on Precinct E that might detract from the intensification outcomes sought within the Town Centre Precinct Area A Core A Area.

•Allow the intensive establishment of other complementary activities other than retail within Town Centre Precinct Area E, such as residential, commercial and mixed use activities;

•Ensuring integration of public transport facilities across Hobsonville Road to facilitate access throughout the town centre while reinforcing the development of the town centre Main Street in Precinct A.

•provide flexibility to parking standards to enable the most efficient use of the scarce land resource, and encourage visitors to the Town Centre to use public transport, or, when they choose to bring their vehicles to the Town Centre, use communal parking areas.

•Managing the design and location of new subdivision and development proposed near regionally significant infrastructure to address its potential to adversely affect the operation, maintenance, upgrading and extension of such infrastructure.

Policy 11.45 {A201, A217}

The Massey North Employment Special Area shall be developed to achieve an integrated business and employment area, providing for a broad range of mutually compatible business activities and employment opportunities that are integrated with private and public transport. This will be achieved by:

•ensuring that development primarily provides for Group 1 Business Sectors, with preference for those Group 1 Business Sectors that have higher employment densities;

•ensuring that Group 2 Business Sectors are located in the Massey North Town Centre Special Area rather than the Massey North Employment Special Area;

•ensuring that development gives effect to the overall Massey North Urban Concept Plan framework including road location;

•ensuring that the subdivision or development of this employment land is undertaken in a coherent, integrated and compact fashion;

•ensuring that land use is sequenced and aligned with the delivery of transport services and infrastructure and land-use patterns are aligned to achieve sustainability, efficiency and liveability;

•provide flexibility in parking standards to enable the most efficient use of the scarce land resource, and to encourage use of public transport or shared parking;

•ensuring that activities and buildings are designed and located so that they address the street and public spaces, thereby contributing to amenity values and in particular pedestrian accessibility and safety;

•ensuring that activities and buildings are sited and designed in a manner which promotes informal surveillance of streets and public spaces;

•preventing residential activities from locating within this area;

•preventing retail activities from establishing within this area other than minor convenience retail that serves the local employee community, subsidiary manufacturing retail, yard based retail, service stations and automotive and marine products parts and accessories;

•ensuring the efficient and effective use of a finite physical resource in particular those associated with employment land;

•ensuring that there are no more than minor adverse effects on natural resources, including water quality and native vegetation;

•recognising that while landscape character may change, ensuring that change is managed to provide environments which are visually compatible with the surrounding future environs;

•ensuring adequate provision is made for roading, stormwater and wastewater drainage and all other infrastructure;

•ensure that development is consistent with the Integrated Catchment Management Plan - Totara Creek, Auckland Regional Council permit No. 26185;

•ensuring that ecological and pedestrian linkages are provided for, including enhancement of the riparian margins;

•requiring development contributions;

•ensuring that development in close proximity to existing infrastructure is designed and constructed so that the operation of that existing regionally significant infrastructure is not compromised to any significant extent;

•ensuring that vehicle access to State Highway 16 occurs only at the Strategic Access Points shown on the Massey North Urban Concept Plan, unless it can be conclusively demonstrated that alternative access points would result in a better outcome for all of the following:

•the efficiency of the road and state highway network;

•public transport;

•pedestrian activity;

•urban amenity.

Having regard to the above, requiring that development proceeds in a manner that recognises the need for a comprehensive approach to development within the Massey North Employment Special Area, including the achievement of a reasonable excellent standard of industrial urban design.

Activities that do not achieve the above requirements shall be avoided in the Massey North Employment Special Area.

Policy 11.48 {A202, A203, A211, A217}

Subdivision and development within the New Lynn Town Centre must contribute to the achievement of the New Lynn Urban Concept Plan, and in particular the provision of the road and street linkages and connections shown:

•New buildings and development and extensions to existing buildings should shall not compromise the attainment of the proposed roads and indicative streets and connections shown on the Concept Plan.

•Proposed Roads and indicative Streets should be provided at the time of subdivision and development:

- proposed roads should be provided in the location shown;

- for indicative streets there is flexibility over the alignment of these connections, but in general, development proposals should provide the same level of connectivity to adjacent sites and roads as that shown on the Concept Plan;

- indicative connections may be provided in a variety of ways and may follow different alignments, provided that routes are safe and provide reasonably direct connections between activity areas.

•Proposed reserves should be provided generally in accordance with the Concept Plan.

5B THE WAITAKERE RANGES HERITAGE AREA - PPCΔ35

5B.3.1.6.2

Activities (including subdivision) in the Oratia Local Area, will have particular regard to the achievement of the desired future character and amenity of Oratia (refer section 5B.3.1.3) by, in particular:

(i)Retention, enhancement and maintenance of indigenous vegetation in the steeper areas of the valley and along stream margins;

(ii)Avoiding any further loss of significant indigenous vegetation and indigenous fauna habitat, beyond that provided for in the District Plan;

(iii)Promoting the establishment of off-road walking and cycle trails as identified on Policy Map 5B.3.1.3.

(iv)Avoiding transport infrastructure of an urban scale and character, such as concrete footpaths and concrete curb and channel; and

(v)Avoiding the establishment of reticulated wastewater infrastructure, except in the Oratia Rural Village Non-Residential Activity Overlay area.

5B.3.1.6.5

Subdivision within Oratia local area shall be in accordance with the relevant District Plan provisions, provided that:

(i)It is recognised that, in order to protect the area's rural character and amenity, and to achieve Oratia's desired future rural character and amenity (see section 5B.3.1.3), Oratia has little capacity to absorb further subdivision beyond that provided for in the Oratia Structure Plan.

(ii) A precautionary approach is taken to ensure that the subdivision does not damage the area's heritage features or detract from or undermine the achievement of the desired future character and amenity of Oratia (see section 5B.3.1.3);

(iii) In the Oratia Rural Village, limited subdivision will be provided to enable development to proceed in accordance with the provisions relating to the Oratia Rural Village Non-Residential Activity Overlay;

(iv) It encourages the retention and enhancement of rural landscapes through the management of existing vegetation and replanting of exotic vegetation; and

(v) It avoids transport infrastructure of an urban scale and character.

5B.3.2.6 Policies: Waiaatarua Local Area

5B.3.2.6.1

Activities (including subdivision), within the Waiaatarua Local Area shall contribute to the achievement of Waiaatarua's desired future character and amenity (see section 5B.3.2.3), in particular by:

(i) Retention and enhancement of indigenous vegetation;

(ii) Retention and enhancement of intact terrestrial and aquatic ecosystems and habitat;

(iii) Retention and enhancement of the natural landscape character and landscape values;

(iv) Designing and locating new development to be subservient to the natural environment;

(v) Locating new development so that adjoining homes are afforded privacy;

(vi) Maintaining identified public view shafts from the Scenic Drive (Appendix K);

(vii) Avoiding transport infrastructure of an urban scale and character, such as concrete footpaths and concrete kerb and channel;

(viii) Limiting the provision of new street lighting; and

(ix) Avoiding the establishment of reticulated wastewater infrastructure.

Appendix 3: List of requiring authorities with the right to have designations in sections of the Auckland District Plan

Organisation	Type of infrastructure or works for which it holds requiring authority status												
Auckland Transport	for the following purposes: (a) constructing or operating or proposing to construct or operate roads in relation to the Auckland transport system; and (b) the carrying out of an activity or a proposed activity (other than an activity described in paragraph (a)) in relation to the Auckland transport system for which it or the Auckland Council has financial responsibility. (s 47 Local Government (Auckland) Act 2009)												
New Zealand Transport Agency (formerly Transit NZ)	For the construction and operation (including the maintenance, improvement, enhancement, expansion, realignment and alteration) of any State highway or motorway pursuant to the Transit New Zealand Act 1989. Includes the Orewa bypass as a specific project in the Auckland Region.												
Ardmore Airport Ltd	for operation, maintenance and expansion of the airport known as Ardmore Airport.												
Auckland International Airport Ltd	for the proposed projects described in the schedule to this order (being projects to which existing designations relate). <table border="1" data-bbox="600 1375 1396 2031"> <thead> <tr> <th data-bbox="600 1375 751 1462">Territorial Authority</th> <th data-bbox="751 1375 1182 1462">Location</th> <th data-bbox="1182 1375 1396 1462">Project Name</th> </tr> </thead> <tbody> <tr> <td data-bbox="600 1462 751 1693">Manukau City Council</td> <td data-bbox="751 1462 1182 1693">All the land covered by the existing Future Airport Operations and Transshipment Area designation in the Manukau City Council district plan operative on the commencement of this order.</td> <td data-bbox="1182 1462 1396 1693">Future Airport Operations and Transshipment Area</td> </tr> <tr> <td data-bbox="600 1693 751 1924">Manukau City Council</td> <td data-bbox="751 1693 1182 1924">All the land covered by the existing Proposed Second Runway and Related Works designation in the Manukau City Council district plan operative on the commencement of this order</td> <td data-bbox="1182 1693 1396 1924">Proposed Second Runway and Related Works</td> </tr> <tr> <td data-bbox="600 1924 751 2031">Manukau City Council</td> <td data-bbox="751 1924 1182 2031">All the land covered by the existing Aerodrome (International Airport) designation in the Manukau City</td> <td data-bbox="1182 1924 1396 2031">Aerodrome (International Airport)</td> </tr> </tbody> </table>	Territorial Authority	Location	Project Name	Manukau City Council	All the land covered by the existing Future Airport Operations and Transshipment Area designation in the Manukau City Council district plan operative on the commencement of this order.	Future Airport Operations and Transshipment Area	Manukau City Council	All the land covered by the existing Proposed Second Runway and Related Works designation in the Manukau City Council district plan operative on the commencement of this order	Proposed Second Runway and Related Works	Manukau City Council	All the land covered by the existing Aerodrome (International Airport) designation in the Manukau City	Aerodrome (International Airport)
Territorial Authority	Location	Project Name											
Manukau City Council	All the land covered by the existing Future Airport Operations and Transshipment Area designation in the Manukau City Council district plan operative on the commencement of this order.	Future Airport Operations and Transshipment Area											
Manukau City Council	All the land covered by the existing Proposed Second Runway and Related Works designation in the Manukau City Council district plan operative on the commencement of this order	Proposed Second Runway and Related Works											
Manukau City Council	All the land covered by the existing Aerodrome (International Airport) designation in the Manukau City	Aerodrome (International Airport)											

Organisation	Type of infrastructure or works for which it holds requiring authority status			
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="text-align: center;">Council district plan operative on the commencement of this order</td> <td style="width: 30%;"></td> </tr> </table>		Council district plan operative on the commencement of this order	
	Council district plan operative on the commencement of this order			
Watercare	<p>For its network operation of undertaking a drainage and sewerage system in the Auckland region, including wastewater collection, treatment, and disposal. Includes the construction and operation of a pipeline for the conveyance of water from the Waikato River to the company's existing Redoubt Road Water Reservoir at or about map reference NZMS 260 R11 825 651.</p> <p>On 1 November 2010, as a result of Auckland regional governance reforms, the company took over ownership and management of all the public water and wastewater assets within the Auckland Council region and began retailing services directly to the people of Auckland. The exception was the Papakura district where retail services are managed via a franchise agreement with United Water International Pty Ltd.</p>			
Metrowater	<p>for its network utility operation of a sewerage system and its network utility operation of the distribution of water for supply (now under Watercare control)</p>			
NZ Refining Company	<p>For distributing and transmitting petroleum by pipeline</p> <p>The existing Refinery to Auckland Pipeline (RAP) extends 161.14 kilometres from the southern side Salle Road, Ruakaka (Northland) to Wiri Oil Services Terminal, Wiri.</p> <p>The designation runs over land and roads in the Auckland region</p>			
Transpower	<p>For the network operation of the supply of line function services:</p> <ul style="list-style-type: none"> • Includes the completion of the construction of the Albany/Silverdale 220Kv line, and the operation, maintenance, and improvement of that line. <p>For the following project:</p> <ul style="list-style-type: none"> • Electrical Transformer Substation in Rodney District 4.9144 hectares, more or less, situated in Block XI, Waiwera Survey District, being Lot 6 on Deposited Plan 60254, and being all the land comprised and described in certificate of title 89C/249 (North Auckland Registry). <p>For the supply, operation, maintenance and development of a telecommunications network.</p>			
Contact Energy Ltd	<p>for the provision of the line function services between the</p>			

Organisation	Type of infrastructure or works for which it holds requiring authority status
	substations associated with Hauauru ma raki (Waikato Wind Farm) and from those substations to the national grid, or alternatively to the local electricity distribution network, in the districts of Franklin District Council and Waikato District Council.
Counties Power Ltd	for its network operation of the supply of line function services.
Airways Corporation	For the network operation of the provision of any approach control service.
Radio New Zealand (was New Zealand Public Radio Limited)	<p>For the operation of the radio communication facility of its network in respect of any site of which New Zealand Public Radio Limited (or any of its subsidiary companies as defined in the Companies Act 1955) is or may, at any time, become an owner or holder of any other estate or interest.</p> <p>For the operation, erection, installation, maintenance, replacement, alteration, improvement, and other use of land (within the meaning of section 9(4) of the Resource Management Act 1991) in respect of any such radio communication facility.</p>
TVNZ	For the network operation of a system comprising radio apparatus to permit radio communication.
Meteorological Service	For the network operation of a system comprising telecommunication links to permit telecommunication and radio communication.
Telecom Mobile	For the purpose of the operation of telecommunication or radio communication, including the network of Telecom Mobile Limited, or any components of Telecom Mobile Limited's network previously operated by any predecessor.
Telecom New Zealand	For network utility operation comprising lines, radio apparatus, telecommunication links, telephone stations, and works to permit telecommunication and radio communication; and includes the network within the meaning of section 2(1) of the Telecommunication Act 1987 of which Telecom New Zealand Limited is the network operator under that Act.
NZ Railways Corporation	For the construction and operation of its railway line.
Toll NZ	For the construction and operation (including the maintenance, improvement, enhancement, expansion, realignment and alteration) of its railway line.

Organisation	Type of infrastructure or works for which it holds requiring authority status
New Zealand Rail Limited/Toll	For the construction and operation (including the maintenance, improvement, enhancement, expansion, realignment and alteration) of its railway line and in particular the new rail route from Southdown to Avondale.
Vector	For the supply of line function services. 'Supply of line function services' has the meaning given to that term by section 2 of the Electricity Act 1992.
Vodafone	For the network utility operation of a system comprising telecommunication links to permit telecommunication and radio communication. This includes all lines, radio apparatus, telecommunication links, telephone stations, and works to permit telecommunication and radio communication; and includes the network within the meaning of section 2(1) of the Telecommunications Act 1987.
United Water International PTY Ltd	<p>for its network utility operations for the distribution of water for supply and for a sewerage system</p> <p>United Water International (Pty) Limited is continuing to operate Council's sewerage and water systems in accordance with the franchise agreement signed in 1997 and effective to 2027, with a possible extension to 2047</p>
UnitedNetworks Ltd – now owned by Vector	<p>for the purposes of operating a proposed network for the purpose of telecommunication and radiocommunication (which shall include, without limitation, any line, network, radio apparatus, telecommunication link, and works as defined in section 2 (1) of the Telecommunications Act 1987, and the erection, installation, maintenance, replacement, alteration, improvement and extension thereof) in respect of:</p> <ul style="list-style-type: none"> (a) Co-location with any electricity and gas network utility operations carried on by UnitedNetworks Limited under clause 3 of the Resource Management (Approval of UnitedNetworks Limited as Requiring Authority) Notice 1999, and clause 2 of the Resource Management (Approval of United Networks Limited as Requiring Authority) Notice 2000 respectively; (b) Any road as defined in section 2 (1) of the Telecommunications Act 1987; (c) Any land to which sections 11 and 12 of the Telecommunications Act 1987 apply; (d) Any other site in New Zealand which may at any time be owned by UnitedNetworks Limited (including any subsidiary company), or in which it or any subsidiary company may have an estate or

Organisation	Type of infrastructure or works for which it holds requiring authority status
	interest for its network utility operation of the distribution and transmission by pipeline of natural and manufactured gas.

Appendix 4 Key elements within the road reserve

Extracted from Appendix 1: Key Elements Affecting Arterial Street Design of the Liveable Arterials Plan Published by Auckland City Council, February 2008

Appendix 5 : National Code of Practice for Utility Operators Access to Transport Corridors – relevant provisions

Definitions

Works – emergency work: Work which requires an immediate response to restore the integrity of the utility and secure the situation for the safety of the community

Works – major work: Work in, on, along, over, across or under the road. Any work in the carriageway or any other part of the road deemed “major” by the RCA, greater than 1 square metre and less than 14 calendar days from establishment to final reinstatement.

Works – minor work: Work in, on, along, over, across or under the road, involving excavation up to 1 square metre in area, with minimal traffic disruption, including service connections to a domestic dwelling where a trench runs only across the berm or footpath

Works – project work: Planned major works in, on, along, over, across or under the road that exceed 14 calendar days from establishment to final reinstatement

Information requirements for major and project work

The applicant is required to submit the following information with the RON notification for Major and Project work:

- A site specific Traffic Management Plan

- A plan indicating intended depth and route of cable. The RCA will consider the route in terms of lay position of services.

- Presence of any proposed chambers or above ground structures

- A plan indicating the presence of any adjoining utilities, kerbs, footpaths and trees.

- A copy of any letters delivered to the public to inform them of the work

- Details of when the work is scheduled.

The Principal Provider must submit copies of the RON to other utility operators likely to be affected by the construction or maintenance works at the same time. An additional RON is required on a particular work site for each of the following situations:

- A separate RON is required for each part of the work where the work is not contiguous and extends into another area.

- Where a significant variation occurs to the approved RON.

- Where another Principal Provider or Contractor is working on the same work site and a conflict of work and or traffic management occurs and there is no agreement between for one to take complete responsibility for the site.

- The location of the work site moves to a position not described on the RON.

- The work has not been commenced within 3 months of the RON being lodged or work is not to be undertaken in accordance with agreed work programme and/or the RCA requests that a new RON be lodged. Should the start of the work be delayed from the start date on the RON then the RCA must be notified immediately. An overview of the RON process is outlined in Appendix 5

6.2.6 Other Considerations when Submitting a RON

The following must be considered and included in the RON where applicable:

- A traffic lane needs to be closed on a main road (Refer to list of main roads provided by the RCA).

- A road needs to be closed for more than 5 minutes.

- Work is proposed on a State Highway (Refer to list of State Highways provided by the RCA).

- Metered parking or other restricted parking areas may be affected.

- Work within 50m of a structure such as a bridge, tunnel, or retaining wall.

- Work needs to be done outside the normal hours of work. (Refer 6.4.2.5)

- When a variation is requested from the specified requirements

- A financial contribution is sought such as towards the reinstatement of the road surface.

A privately owned underground utility is to be laid. (ie. not owned by, or connected to, the service of a Utility Operator).

6.3 PUBLIC RELATIONS

6.3.1 General

RCA's and Principal Providers have an obligation towards residents, ratepayers and businesses to ensure that any works undertaken provide for adequate levels of service. The requirements are based on safe and efficient practice, whilst minimising the impact on pedestrians, businesses and road users.

When undertaking any major work (as defined), written notification in the form of letter drops, must be given to affected parties at least 5 days prior to the commencement of works. Affected parties are public who are working or residing within 100 metres of the work site. Where projects are to be undertaken, a written communication strategy is required. The RCA may agree to the use of generic communication strategies in particular circumstances.

6.3.2 Emergency Response

The Principal Provider and their Contractor must be able to be contacted by means of a telephone at all times. This is in case a dangerous or an unacceptable situation occurs as a result of their work.

6.3.3 Working in Business Areas

Business Areas refers to any area of land where the dominant activity includes retailing. Undertaking work in these areas require the following considerations:

- That all efforts are made to minimise disruption.

- That coordination of planned works between Principal Providers themselves and RCA's and Principal Providers takes place

- Consultation with the Business Association concerned must take place at least three weeks prior to project works commencing. *Note the Business association has requested that all Road Opening Notices are forwarded to them on a weekly basis for all works.

- No planned work shall take place between 12 December and 03 January of each year. In some retail areas it is possible that this period may be extended by up to six weeks either side of Christmas Day. Liaison with the RCA for clarification is required.

- All service connections and minor works undertaken in retail areas must be reinstated within 36 hours.

- No road/pedestrian/cycleway surface shall be left in a metalled state for more than 24 hours. If final reinstatement cannot be carried out, temporary bitumen (bitumen treated basecourse) and treated material can be used on an interim basis. Ensure stones do not flick out.

- Property access must be maintained at all times.

6.3.4 Communication Strategy

It is important that an appropriate communication strategy be implemented to ensure that all affected parties are informed. The following issues need to be addressed.

- Minimise disruption to the residents, businesses and road users including pedestrians and cyclists, along the affected route.

- Provide for public education

- Provide contact information - who will be called, how and when

- Undertake consultation with affected parties, including key stakeholders such as politicians, community boards, emergency services, businesses, passenger transport companies, commuters, adjoining property owners and the general public

The following issues will need to be addressed in the communication strategy:

- The route

- Timing and extent of disruption to residents and business

Timing and extent of disruption to traffic, both vehicular and pedestrian
Process of notification
Method of installation, maintenance or upgrading of services.
Health & Safety Policy

There are various routes that are approved for the use of overweight vehicles. Should the proposed works affect these routes, it is necessary to contact the relevant RCA to make alternative arrangements. An example of an acceptable communication strategy guideline is attached as Appendix 6 and includes an example of a customer enquiry process.

6.4 SITE CONTROL

6.4.1 Introduction to Traffic Management

The purpose of a Traffic Management Plan (TMP) is to ensure there is minimal impact on the surrounding environment, community and commuters. This is achieved by ensuring safe passage for local residents, businesses, pedestrians, cyclists and motorists around and through the site. A site specific TMP is required for Major and Project Works. A generic Traffic Management Plan is required for Minor works. This needs to be reviewed on an annual basis in accordance with the relevant Transit Standards. The TMP must be prepared in accordance with the relevant Transit Standard by a suitably qualified person. This Code supports in principle the Transit Code of Practice for Temporary Traffic Management. There are however some issues regarding the CoPTTM and its relevancy in part to urban environments. Each RCA should be contacted to clarify its position and requirements. The TMP must be lodged with the RON and is to be reviewed and approved by the RCA prior to works commencing.

6.4.2 General Requirements

The following general requirements apply:

All traffic ways will be maintained firm and readily negotiable to traffic under all anticipated weather conditions.

The Principal Provider will leave the work site in a safe and readily trafficable condition at the end of each day's work.

No trench is to be opened to traffic until either temporary or permanent resurfacing is in place

Temporary roads, which are to be used for longer than the period specified, shall be sealed before directing traffic on to them and shall be maintained as required.

All road marking/signs shall be replaced where they have been removed or damaged as a result of the work. The condition/s of the marking/signs shall be reinstated to original condition and position and completed within 24 hours of completion of works

Temporary paths and covered walkways must be adequately illuminated at night with artificial lighting installed to the appropriate levels.

Where a hazard is identified or arises from the work carried out, all practicable steps must be taken to minimise, isolate and eliminate such a hazard.

All work sites must be appropriately fenced and/or barricaded to prevent access to it by any unauthorised person.

Tracked vehicles with metal cleats are likely to damage the road. Adequate protection is required and all associated damage as a result of use of these vehicles, is the responsibility of the Principal. Prior approval from the RCA is required for the use of these vehicles.

Parking of plant and equipment must comply with all by-laws, traffic regulations and permanent or temporary restrictions. There shall be no unreasonable inconvenience to either vehicles or pedestrians.

No equipment shall be placed or used under street trees without prior approval from the TLA.

No materials or equipment may be stored on the road without the prior approval of the RCA.

6.4.2.1 Size of Work Site

The continuous length of a workface permitted to be open at any one time shall not exceed 150 metres. This allows for 50m to be in the process of being dug up, whilst the next 50m is having cabling and associated equipment laid in it and the third 50m stretch is being backfilled and reinstated. In situations where longer trench lengths is required due to technical difficulties, the required trench lengths will be agreed between the RCA and the Principal Provider. Where power cables are being installed without ducting, the maximum length of open trenches will be negotiated between RCA and the Principal Provider. All materials and equipment must be stored within the work site unless approved otherwise by

the RCA. At specific areas, such as at intersections and shopping centres, the maximum trench length may need to be reduced to minimise the impact of the works on traffic and/or parking or business. Where power cables are being installed without ducting, the maximum length of open trenches will be negotiated between RCA and the Principal Provider.

6.4.2.2 Bus Stops

In the event of the intended works affecting access to bus stops or where pedestrians are affected getting on and off buses, consultation with passenger transport operators is required. Temporary relocation of the bus stop may be required.

6.4.2.3 Temporary Speed Restrictions

Any temporary speed restrictions need the prior written approval of the RCA unless otherwise allowed in a standard agreed by the RCA. The application for approval must be submitted to the RCA with the TMP.

6.4.2.4 Temporary Traffic Signals

The use of any temporary traffic signals needs the prior written approval of the RCA unless otherwise allowed in a standard agreed by the RCA. The application for approval must be submitted to the RCA with the TMP.

6.4.2.5 Normal Hours of Work

Work must not be carried out on carriageways during times of peak traffic flows. Main roads and CBD streets have restricted hours for road works. Restrictions generally apply weekdays from 7.00am to 9.00am and 4.00pm to 6.00pm. Depending upon the nature and extent of the proposed work the RCA may review the hours of work on application of Traffic Management Plans.

The RCA may require work to be undertaken outside normal working hours where it considers it necessary for safety or convenience. Night work should be allowed for in some circumstances and adjacent neighbours are to be consulted (up to 100m from site, both sides).

When working in the vicinity of pre-schools and schools, all work must be carried out between 9.00am and 3.00pm except for holidays and weekends.

All work must be undertaken in accordance with the relevant TA's district plan provisions refer 6.4.2.7

6.4.2.6 Noise Control

All work is to be carried out in accordance with the requirements of NZS 6803:1999 and the TA's district plan provisions. These requirements limit the levels of noise that may be received at locations around a work site. No work is permitted to take place at night unless prior approval is obtained from the RCA. Proposed hours of work must be notified when submitting the RON.

All plant and equipment must be silenced in accordance with good industry practice. Care must also be taken to use work methods that minimise noise levels, such as avoiding the use of breakers and other similar loud noise when required to work late at night.

Consideration must be given to avoid any unreasonable nuisance to nearby public, such as restaurants/coffee bars, shops, student examinations, events, businesses, hospitals, schools. Work near such locations will require public consultation, and may require extra measures to minimise the nuisance to the public.

For example such extra measures might be:

Work carried out only during other agreed hours and/or days;

Periodic breaks during the day where breakers, saw cutters, profilers etc are not used. eg a regular 15 minute break every hour to allow local businesses to make phone calls;

Periods of reduced noise without the use of breakers, saw cutters, profilers etc during the lunch time shopping period 12.00 noon to 2.00 p.m.;

Use of sound screens;

Use of different construction methods;

Additional notification of the public.

Should any complaints be received that are considered to be reasonable then the RCA may stop the work until further agreed measures are taken to minimise the noise problem.

6.4.2.7 Parking

Parking of vehicles on or around the site is restricted to construction vehicles needed for site works, unless the prior written approval of the RCA has been obtained. Parking of private vehicles on the site by personnel working on the site is not permitted.

Where parking meter, pay and display or other restricted parking areas are to be used for construction or traffic purposes they must first be approved and any associated fees paid to the RCA.

Parking of vehicles, plant or equipment must comply with all regulations and restrictions unless reserve parking signs or hoods have been approved and are displayed. Offending items may be ticketed and towed away at the contractor's expense.

6.4.2.8 On-Street Parking Controls During Construction

Show and describe the location and duration of parking to be removed. Consideration of the impact on public parking and the loss of revenue in the event of parking spaces being used as a result of the project shall be addressed.

Mutually agreed space allocation will be provided free of charge, to a maximum of 50 metres of space per workface.

A maximum of three separate workfaces as mutually agreed within the notified area, will be provided free of charge.

Any additional parking required will be on a cost recovery basis at a rate determined by the RCA. A schedule of the additional parking facilities utilised will be the responsibility of the Principal.

Processing of resolutions for removal of parking spaces will be on a cost recovery basis for the actual costs involved at a rate determined by the RCA. This would ensure that parking facilities are managed in an effective manner. This area of works will need to be dealt with in partnership with the RCA. Parking of vehicles, plant equipment or storage of materials must comply with all regulations and restrictions unless reserve parking signs or hoods have been approved and are displayed. Offending items may be ticketed and/or removed at the contractor's expense.

6.4.2.9 Temporary Road Closure (Road Stopping as referred to in legislation)

Any application to close a road must be lodged at least 20 working days before hand as part of the Preliminary Consultation. This may involve the Principal Provider having to pay the RCA for additional processing and advertising costs.

6.4.2.10 Access to Properties

Vehicular and pedestrian access to all properties must be maintained at all times, unless the property owner or their representative agrees alternative arrangements. Emergency services such as police, ambulance, fire are to be notified when access is significantly impeded.

6.4.2.11 Use of Temporary Steel Plates during Construction

Where temporary steel plates exist in the carriageway an UNEVEN SURFACE supplementary plate and a separate SLIPPERY SURFACE (TW-4) warning sign/s must be displayed to warn traffic.

Permanent resurfacing is required within 7 days of a temporary seal being placed, unless as otherwise agreed, by the RCA.

Steel plates may be used in carriageways provided they are skid resistant, secured, and cushioned with rubber matting to prevent rocking, moving or noise. They must be of sufficient strength and quality to support imposed traffic loading.

Should steel plates be used "uneven surface" road works signs and "slippery surface"(TW-17) warning sign/s must be displayed to warn traffic of the potential hazards.

When steel plates are used, a ramp with hotmix must be formed and filleted to ensure safe pedestrian and vehicular access. The ramps must be adequately secured to the surface and maintained for the duration of the work.

Temporary road markings and all other necessary traffic measures must be in place to ensure that hazards are avoided, and parking restrictions are maintained.

6.4.2.12 Information Signs

Information signs are to be erected at the approaches to all project work sites. These signs must be erected at least a week before the work starts. The utility operator's contractor shall display suitable boards, visible to pedestrians and traffic, and designed in consultation with the RCA, taking into consideration the location of the works.

The following information is to be clearly shown on the boards.

- Principal Provider
- Project description
- Contractors name
- Day and night contact details
- Planned commencement and completion dates

The signs must be erected so that they are clearly visible to road users and must not cause a nuisance in the following respects;

- must not be within 30 metres of a pedestrian crossing or an intersection
- must not be on a handrail fence
- must not be on a pole or structure without first obtaining the agreement of the owner of that pole/structure
- must not obstruct the visibility of Road Users
- must not physically obstruct Road Users and must be at least 2.4 metres clear above pedestrian areas

The signs must be removed immediately the work has been finished and the site cleared.

6.4.3 Traffic and Other Road Users

The needs of pedestrian and vehicular traffic must be considered when preparing the TMP. The following requirements apply:

6.4.3.1 Work in Carriageways

A minimum lane width of 3.6 metres is generally required for main roads and highly trafficked areas. Reduced lane widths may be approved the RCA.

Temporary walkways must be at least 1.2m wide and must not affect other minimum lane widths.

Temporary cycle lanes must be 1.5m wide.

6.4.3.2 Pedestrian Needs

A safe pedestrian route must be maintained at all times past the site on the same side of the road where any footpath is obstructed.

It may be necessary to consider providing alternative safe pedestrian access past the works site by using a diversionary route.

When the length of an open trench is likely to restrict pedestrian access to shops or services, a temporary pedestrian ramp/bridge of suitable materials is to be provided.

A minimum access width of 1.2 metres is required for pedestrians. In areas with high pedestrian traffic, more width may be required by the RCA.

Where there are existing controlled pedestrian crossings, provision must be made for pedestrian safety by adequately separating the pedestrians from the work site and live traffic lanes, within the designated crossing area.

6.4.4 Traffic Management Equipment

All equipment, signs, cones, barricading and fencing must be clearly visible at all times including during the hours of darkness. All such equipment shall be kept in a clean condition to maintain their visibility and used to the manufacturer's requirements. Flashing lights may be required to illuminate the site overnight.

The Contractors must ensure that all signage is suitably weighted to ensure that it remains in place during adverse weather conditions, and does not create a hazard to pedestrians and vehicles if impacted.

All barricades and fencing must be maintained in stable and secure condition and ensure safe passage for all traffic including pedestrians.

All traffic management equipment must comply with Transit New Zealand guidelines and OSH requirements.

All safety fences and barricades must comply with the specification set down in the Transit's Interim Code of Practice for Temporary Traffic Management Section B6 and manufacturer instructions must be complied with to ensure safe installation and safe ballasting of the barriers and barricades.

6.4.4.1 Fencing

Fencing is considered appropriate for use in footpaths. The fencing provided must be a minimum of 1.1 metres high and must be capable of sustaining, without failure or undue deflection, a force at any point of 70kg vertically and 45 kg horizontally acting separately. Fences shall be designed to:

- have a secure supportive top and bottom rail
- have the top rail a minimum of 1.1m above ground level
- have the bottom rail a maximum of 100 mm above ground level
- be continuous around the hazard
- be clipped or joined together, if in sections, to form a continuous fence surrounding the excavation
- have top and bottom rails that terminate with a vertical rail
- have a mesh in-fill panel that is difficult to climb and fluorescent orange
- remain upright and stable under all expected conditions
- be free of sharp objects

6.4.4.2 Barricades

Barricades shall only be used for delineation of a hazard behind a line of delineation devices. Barricades may also be used to close the road at detour points. Jersey barriers or an approved alternative must be used on carriageways to protect road users from entering the work site. Barricades shall be lightweight, frangible and constructed of non-splintering material. Sight boards must have alternating white and orange stripes of Class 1, retro-reflective material 100 mm wide, which slope vertically for the full length of the sight board on both sides.

6.5 PROCESSING OF TRAFFIC MANAGEMENT PLANS

6.5.1 Overview

TMP's must be prepared by a suitably qualified person and lodged with the RCA at least 15 days prior to the commencement of works for major, project, and special works. No works, except for emergency work, may commence unless the TMP has been approved by the RCA. A copy of such approval must be kept on site, during construction, at all times. The TMP must be designed to address possible hazards and traffic and pedestrian issues. Such plans will include site management and traffic management. A general description of the work and a locality map must be included.

6.5.2 Contents for Traffic Management Plans

The following issues must be addressed within the TMP:

Location of any containers, stockpiling of materials and storage of equipment

Location of parking, bus stops, road signs and markings including other street furniture. If any of the above are to be relocated, this must be specified on the TMP and approved by the RCA

Details of road geometry including intersections and existing road markings, carriageway lane and footpath widths, and dimensions of work area specific to the site must be recorded

Special traffic conditions, such as one-way streets, close proximity of other work sites, works situated close to pre-schools and schools, stadiums, shopping centres, hospitals and other people intensive activities

Commencement and completion dates for various stages of works must be specified at the time the TMP is submitted to the RCA

Hours of operation will be subject to noise control provisions of the relevant RCA, including the assessment of the impact on business and traffic flows

A programme of works must be submitted with the Traffic Management Plan and updated as required

Position of traffic controller with stop/go paddle

Location of cones, barricades and other channelling devices with dimensions of lanes and accesses

Area of temporary pavement/footpath to be constructed

Location of pedestrian barrier to be installed

Any additional illumination or warning lights

If a temporary speed limit is to be posted as a part of the traffic control, the prior written approval of the RCA must be obtained. The application form for temporary speed limit shall be submitted with the TMP

If the proposed traffic control is within 50 metres of a signalled intersection, prior written approval of the RCA must be obtained

Sight lines must not be affected due to barricading of the site particularly at intersections or where vehicles may turn. Sight lines of 20m on either side of the site must be maintained

Temporary traffic signals may not be used without the prior written approval of the RCA

6.5.3 Ingress to and Egress from the Site

The following issues must be considered:

The proposed site entrance/exit and any associated traffic controls

Sight distances and traffic safety for the site entrance/exit points

Where a truck/equipment impedes a pedestrian gantry a pointsman must be provided to prevent conflict between vehicles and pedestrians. Alternatively, appropriate advance audio and visual warning equipment may be provided

If lane closure or reversing into/out of the site is required for ingress/egress to the site, a traffic control layout diagram shall be provided for in the TMP

If it is necessary to protect/relocate the underground services on the footpath where the footpath will be used as a vehicular access way. A temporary road may need to be constructed to protect the footpath and services

District Plan requirements regarding ingress and egress to the arterial or principal roading network

6.5.4 Waiting Trucks

The contractor should avoid trucks waiting outside the site. If trucks are required to wait outside the site, then this area needs to be included in the TMP

Waiting trucks are subject to normal traffic laws

Double parking is not permitted

Waiting trucks are not permitted to use designated parking areas or loading zones

