

**BEFORE THE ENVIRONMENT COURT  
I MUA I TE KOOTI TAIAO O AOTEAROA**

IN THE MATTER of the Local Government (Auckland  
Transitional Provisions) Act 2010 and the  
Resource Management Act 1991

AND of an appeal under s 156(1) of the LGATPA  
Hearing Topic 081 – Rezoning and  
Precincts (Geographic areas)

BETWEEN BUNNINGS LIMITED

ENV-2016-AKL-000232

AND THE NATIONAL TRADING COMPANY OF  
NEW ZEALAND LIMITED

ENV-2017-AKL-000155

AND C N BARBOUR FAMILY TRUST

ENV-2017-AKL-000156

Appellants

AND AUCKLAND COUNCIL

Respondent

Principal Environment Judge L J Newhook sitting alone under s 279 of the Act  
In Chambers at Auckland

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**CONSENT ORDER**

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

(1) the appeals are allowed subject to amendments set out in this order.

(2) the appeals are otherwise dismissed.

[B] Under s 285 of the Resource Management Act 1991, there is no order as to costs.

## REASONS

### **Introduction**

- [1] In the notified version of the Auckland Unitary Plan (**AUP**), the Redhills Area was zoned Future Urban. In response to submissions on the AUP, the Auckland Unitary Plan Independent Hearings Panel's (**Panel**) recommendations introduced a Redhills Precinct, and this recommendation was accepted by Auckland Council (**Council**) in its decisions on the AUP.
- [2] The Redhills Precinct Plan included indicative roading layouts, however these differed from the roading layouts that were included in submissions on the AUP which sought the introduction of a Redhills Precinct. Included in these indicative roads was a new arterial intersection joining the roundabout intersection of Fred Taylor Drive and Don Buck Road. This new connection became a fifth 'arm' to the roundabout.

### **High Court Judicial Review Challenge**

- [3] Bunnings Limited (**Bunnings**) brought a judicial review proceeding against the Panel and the Council alleging errors of law in relation to the indicative roading layout in the Redhills Precinct Plan. Bunnings alleged that the new roading layout would necessitate the closure of Te Oranui Way, or at the very least, a reduction in available movements to and/or from it, which would have significant consequential effects on it. Bunnings challenged the Panel's failure to identify the amended roading layout as being out of scope of submissions made on the AUP provisions.



- [4] The judicial review proceedings were settled by consent. The High Court declared that the Panel made an error of law by recommending the inclusion of arterial roads, amendments to the alignment of those arterial roads relative to the alignment of the collector roads shown in submissions on the AUP, and the new arterial connection to the roundabout as part of the Precinct Plan, without identifying those recommendations as being out of scope.
- [5] As a consequence of the High Court's judgment, a right to appeal to the Environment Court became available under section 156(3) of the Local Government (Auckland Transitional Provisions) Act 2010. As a result these three appeals were filed.

### **Description of the Environment Court Appeals**

#### ***Bunnings Limited***

- [6] Bunnings owns 2.8 ha of land at 21 Fred Taylor Drive on the corner of Fred Taylor Drive and Te Oranui Way and has resource consents for the establishment of a new Bunnings Warehouse. Bunnings lodged an (amended) notice of appeal with the Environment Court dated 10 October 2017 which sought:
- (a) That the Redhills Precinct plan is amended so that the amended roading layout:
    - (i) does not include an arterial (or other) road with a direct connection to the Roundabout; and
    - (ii) does not impact on the access to or from the site [Bunnings' site at 21 Fred Taylor Drive] through continuing to enable the full range of movements into and out of Te Oranui Way.
  - (b) Such consequential or related relief as may be necessary to give effect to its concerns; and
  - (c) costs.

#### ***National Trading Company***

- [7] The National Trading Company (**NTC**) owns a Pak'n Save supermarket at 17-19 Fred Taylor Drive which has two vehicle accesses, one from Tawhia Drive and



one from Te Oranui Way (one of four existing arms of the roundabout intersection of Fred Taylor Drive and Don Buck Road). NTC filed a notice of appeal dated 11 October 2017 which sought as relief:

- (a) That the Decision subject to this Appeal be disallowed.
- (b) That the Precinct Plan is amended so that the amended roading layout:
  - (i) does not include an arterial (or other) road with a direct connection to the Roundabout [intersection of Fred Taylor Drive and Don Buck Road]; and
  - (ii) does not impact on the access to or from the [Pak'nSave] Supermarket, including continuing to enable the full range of movements into and out of Te Oranui Way.
- (c) Such other orders, relief or other consequential amendments as are considered appropriate or necessary by the Court to address the concerns set out in the Appeal.
- (d) Costs of and incidental to the Appeal.

[8] In short, Bunnings and NTC consider that they are affected by the arterial road alignment shown in the Precinct Plan because, in effect, it requires the closing (in part or full) of the vehicle access from Don Buck Road roundabout into Te Oranui Way, which has the existing Pak'n Save and the consented Bunnings store fronting onto it.

#### ***C N Barbour Family Trust***

[9] The third appellant, C N Barbour Family Trust (**Barbour**), owns an extensively developed "lifestyle" property comprising 6.56 ha of land, a dwelling and outbuildings at 156 Nixon Road, Taupaki. Barbour considers that it is affected by the Precinct Plan because the western end of the east-west arterial road passes through several existing residential properties. Barbour filed an appeal in the Environment Court dated 12 October 2017 which sought as relief:

- (a) that the Redhills Precinct Plan is amended to revert back to the Structure Plan as shown in Appendix 1 [showing the east-west





alignment moved further south so that it passes through farmland rather than rural-residential style dwellings]; or

- (b) alternatively, that the Redhills Precinct Plan is amended so that the roading layout does not include an arterial (or other) road which terminates at Henwood Road in any location East of that depicted on the Redhills Structure Plan; and.
- (c) such consequential or related relief as may be necessary to give effects to its concerns;
- (d) costs.

[10] The following parties joined all or some of the appeals under s 274 of the RMA:

- (a) Auckland Transport (**AT**) (joined all appeals in opposition);
- (b) Hugh Green Limited (joined all appeals in opposition);
- (c) The Minister of Defence (joined in opposition to Bunnings);<sup>1</sup>
- (d) Ian Bertram Midgley and Graham Andrew Midgley (joined all appeals in support);
- (e) Stride Property Limited and Stride Holdings Limited (joined all appeals in support);
- (f) Fred Taylor Group (joined in support of Barbour, neutral as to Bunnings and NTC);
- (g) New South Developments Limited (joined in support of Barbour, neutral as to Bunnings and NTC);
- (h) New Zealand Retail Property Group Limited (joined in support of Bunnings and NTC);
- (i) Western City Holdings Limited (joined in support of Bunnings, neutral as to NTC and Barbour);
- (j) Caroline Young Trust (joined in support of NTC and Barbour);

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<sup>1</sup> The Minister of defence gave notice of its withdrawal from the proceedings on 7 November 2017.



- (k) F & A Jeffries (joined in support of NTC and Barbour);
- (l) H & C Family Trust (joined in support of NTC and Barbour);
- (m) The Kenneth Johnston Family No. 2 Trust & The Karlene Johnston Family No. 2 Trust (joined in support of NTC and Barbour);
- (n) Stephen & Marianne Antunovich Family Trust (joined in support of Barbour);
- (o) Bunnings (joined in support of NTC and Barbour);
- (p) NTC (joined in support of Bunnings and Barbour);
- (q) Olga Nuich (neutral for all three appeals);
- (r) The Steven and Sofia Nuich Family Trust (neutral for all three appeals);
- (s) Universal Homes Limited (neutral for all three appeals); and
- (t) Westgate Joint Venture (neutral for all three appeals).<sup>2</sup>

### **Mediation / Settlement Discussions**

[11] All parties attended a court-assisted mediation on 1 February 2018. While the parties were not able to resolve the appeals at the initial mediation, a process was agreed upon for exploring settlement options.

[12] Following this process, and taking on board feedback from the parties, AT circulated its preferred alignments including connection points for the arterial roads (Preferred Alignments). The Preferred Alignments can be described as:

- (a) the east-west arterial is to be moved north and split into two roads joining Baker Lane and Dunlop Road. This removes the requirement to have an arterial road joining the roundabout intersection at Don Buck Road and Fred Taylor Drive;
- (b) the alignment of the east-west arterial is to be moved further north so as to avoid the residential area in the Precinct; and



<sup>2</sup> Westgate Joint Venture gave notice of its withdrawal from the proceedings on 14 February 2018.

(c) the north-south arterial is to be moved to the west so that it runs along the perimeter of the Redhills Local Centre, and not directly through the Local Centre.

[13] The Preferred Alignments resolved the concerns of all three appellants, Bunnings, NTC and Barbour. However, the alignments were of concern to a number of the s 274 parties and further mediations were held to discuss the north-south route (on 5 March 2018) and the east-west route (on 11 April 2018).

[14] As a result of the further mediations, the parties agreed that further traffic modelling would be of benefit. This additional modelling was prepared by consultant experts on behalf of AT, following agreement by all parties as to the parameters of the modelling. After reviewing the outputs of the additional modelling work, AT maintained its view on the preferred roading alignments in the Redhills Precinct.

[15] However, the parties now agree that there is insufficient scope to amend the Precinct Plan so as to contain the Preferred Alignments. Specifically, the alignment of the north-south arterial (running alongside and not through the Redhills Local Centre) was not sought in any appeal.

[16] As such, the parties agree that it is appropriate to settle the appeals so as to amend the Precinct Plan to incorporate the roading alignments for which there is scope arising from the appeals. The primary focus of the settlement is to address intersections from the arterial roads with the surrounding road network and to leave for another time the re-alignment of the arterials.

[17] The parties record therefore that the roading alignments (but not the identified intersections) shown in the Precinct Plan are indicative only. AT maintains the ability to pursue its preferred alignment through future processes, including landowner negotiations, consenting processes and as a requiring authority.

[18] Changing the roading alignments as proposed necessitates amendments being made to the Redhills Precinct provisions. These are considered to be consequential to and arising from amendments made to the Precinct Plan.

#### **Features of the settlement**

[19] The key features of the settlement are as follows:





- (a) The Precinct Plan is proposed to be amended so as to:
- (i) Show five 'fixed' intersections. The north-south arterial is shown to run from Henwood Road in the north to Royal Road in the south. The eastwest alignment is shown to run from Nelson Road in the west, and splitting into two roads to the east of the Precinct to connect to both Baker Lane and Dunlop Road.
  - (ii) The east-west arterial alignment noted above was originally shown as joining the Fred Taylor Drive / Don Buck Road roundabout intersection.
- (b) The original Dunlop Road collector road is also now an arterial road.
- (i) Locate the northern intersection of the north-south arterial so as to align with the Electricity Transmission Pylons and Corridor. This relocation to the west also addresses the concerns of the Barbour appeal.
  - (ii) Make minor changes to the extent of the collector roads so as to align with the northern extent of the realigned north-south arterials. Delete the local road network from the precinct plan where it applies to the Universal Home's site.
  - (iii) Show a 20.5 metre height limit along the Dunlop and Baker Lane arterial roads from Fred Taylor Drive to the Green Road. This height limit was realigned from the original east-west arterial alignment shown as joining the Fred Taylor Drive/Don Buck Road roundabout intersection.
  - (iv) Make changes to the Key to reflect the above changes and other changes made to the provisions below.
- (c) The Precinct Provisions are proposed to be amended so as to (in summary):
- (i) Describe the changes made to the indicative roading alignments, in accordance with paragraph a. above;





- (ii) Confirm the Redhills Precinct's fixed intersections where the arterials connect with the surrounding roading network;
- (iii) Confirm that, other than these fixed intersections, the location of the arterials in the Precinct Plan is indicative only;
- (iv) Describe the role of Collector Roads to connect to public transport routes;
- (v) Improve the consistency of the provisions by replacing references to 'Strategic' roading connections with 'Arterial' roading connections where appropriate;
- (vi) Add a new Activity (A16) in Activity Table I610.4.1 "Subdivision and development which does not provide for the intersections as indicated on Redhills Precinct: Precinct Plan 1 and Standard I610.6.4.2(1a)" as a non-complying activity;
- (vii) Minor amendments and clarifications to Table I610.6.1.1 and I610.6.2 to correct errors and amendments resulting from changes to the precinct plan;
- (viii) Add a new standard 1610.6.4.2(1)(b) Movement Network, requiring subdivision to provide for the key intersections shown on the Precinct Plan;
- (ix) Amend standards relating to the construction of arterial roads in Table I610.6.4.2(1)(d) and Table I610.6.4.2.1;
- (x) Improve the consistency and efficiency of policies and several rules through minor changes.

### Consideration

- [20] In making this order the Court has read and considered the appeals and the joint memorandum of the parties dated 12 April 2019.
- [21] The Court is making this order under s 279(1)(b) of the RMA, such order being by consent, rather than representing a decision or determination on the merits pursuant to s 279 of the RMA. The Court understands for present purposes that:



- (a) All parties with an interest in the proceedings have executed the memorandum requesting this order;
- (b) Not all parties that filed notices under s 274 of the RMA signed the consent memorandum. The parties that did not sign the consent memorandum were given until 17 April 2019 to do so. This order is made on the basis that those parties that did not sign the memorandum, or advise the Court of their position, within that directed timeframe have no further interest in the making of this order.
- (c) All parties are satisfied that all matters proposed for the Court's endorsement fall within the Court's jurisdiction, and conform to relevant requirements and objectives of the Resource Management Act, including in particular Part 2; and
- (d) This order settles the appeals in their entirety.

**Order**

[22] The Court orders, by consent, that:

- (a) The appeals are allowed to the extent that the Precinct Provisions are amended in accordance with **Annexure A**, and the Precinct Plan is replaced with that in **Annexure B**.
- (b) The appeals are otherwise dismissed.
- (c) There is no order as to costs.

DATED at Auckland this 16<sup>th</sup> day of July 2019



L J Newhook  
Principal Environment Judge



**ANNEXURE A**  
**(amendments in underline and ~~striketrough~~ text)**

**I610. Redhills Precinct**


**I610.1. Precinct Description**

The Redhills Precinct is a new suburb forming a significant part of the north western extent of Auckland's wider metropolitan area, approximately 18km northwest of Auckland's CBD, 4.5km north west of Waitakere City, 3km south west of Whenuapai and adjacent to the suburb of Massey West. The Redhills Precinct encompasses some 600ha of land to the west of Fred Taylor Drive and the Westgate / Massey North Metropolitan Centre.

The precinct is bordered by Fred Taylor Drive and Don Buck Road to the east, Redhills Road to the south and west and Henwood Road to the north, with the exception of a small portion that extends north of Henwood Road, between the Ngongotepara Stream and Fred Taylor Drive up to the northern cadastral boundary of 132-140 Fred Taylor Drive (opposite Northside Drive).

The surrounding roads are on a ridgeline and the precinct is a natural amphitheatre shape within these ridgelines, interspersed with gullies and vegetated streams that ultimately drain to Brighams Creek and the Waitemata Harbour.

The purpose of the Redhills Precinct is to implement Redhills Precinct: Precinct Plan 1 to ensure that the Precinct creates high quality residential development with a local centre established centrally within the precinct to provide a heart and focal point for the Redhills community. ~~Strategie~~ Arterial roading connections through the precinct, will provide connectivity east-west between Fred Taylor Drive and Nelson Road, and north-south between Royal Road and Henwood Road ~~Future Urban Zone land to the north~~. This will facilitate direct strategic roading connections between on/off ramps of the northwestern motorway to rural communities and future urban areas to the north and west of Redhills.

The indicative arterial road alignments have fixed points where they meet the existing surrounding road network identified in Redhills Precinct: Precinct Plan 1. For the north-south arterial road, these fixed points are the intersections with Henwood Road at the symbol  on the Redhills Precinct Plan 1 in the north and Royal Road in the south.

For the east-west arterial road, these fixed points are the intersection with Redhills Road at Nelson Road (at Nixon Road) in the west, and Dunlop Road and Baker Lane with Fred Taylor Drive in the east. The Dunlop Road portion of this arterial will have a public transport priority function while the Baker Lane portion will have a private vehicle priority function. The ~~strategie~~ two arterial roads in the Redhills Precinct ~~ing~~ network also intersects with each other at the Redhills Local Centre, and will support the centre and enhance its use by passing traffic and public transport, walking and cycling.





Subject to the fixed and confirmed intersection points identified above, the arterial roads are marked "indicative" in Redhills Precinct: Precinct Plan 1.

The intention of these indicative alignments is to allow for the final alignment to be integrated with urban development within the Precinct, whilst maintaining the wider network function of arterial routes. The Green Road circuit within the precinct provides a priority cycle and pedestrian route of high amenity, connecting recreational spaces within the precinct, including parks and stream corridors, and connections to commuter cycling routes. Collector roads are proposed to provide key transport connections through the precinct between arterial roads routes, which will provide for local access public transport routes through the residential area and to connect to public transport routes.

The Fred Taylor Drive interface is an important transition zone and gateway between the Redhills Precinct and the Massey North / Westgate Metropolitan Centre. The elevation of Fred Taylor Drive provides views eastwards to the Waitemata Harbour and is also within walking distance of the Massey North / Westgate Metropolitan Centre. These attributes, along with the appropriate treatment of Fred Taylor Drive, create a sense of place that potentially provides an attractive and suitable environment for intensive residential development.

An Additional Zone Height Control up to one street block depth enables greater building height providing a transition in building scale from the Business - Mixed Use Zone in Westgate Sub-precinct C to the rest of the Residential - Terrace Housing and Apartment Buildings zone on the Fred Taylor Drive edge. Limited neighbourhood convenience related commercial activities are provided for in the Additional Zone Height control area on the Fred Taylor Drive edge from Dunlop Road to Don Buck Road roundabout that complements the Business - Mixed Use zone in Westgate Sub-precinct C to the east.

The zoning of land within this precinct is Residential - Single House Zone, Residential - Mixed Housing Suburban Zone, Residential - Mixed Housing Urban Zone, Residential - Terrace Housing and Apartment Buildings Zone, Business - Local Centre Zone and Special Purpose School Zone. Refer to planning maps for the location and extent of the precinct.

#### **I610.2. Objectives**

- (1) Subdivision and development is undertaken in a coordinated manner that implements the Redhills Precinct: Precinct Plan 1 through emphasising the character of place and aiding legibility by the creation of focal points and nodes.
- (2) Subdivision and development achieves a well-connected, adaptable, safe, attractive, healthy and pleasant environment for living and working with an emphasis on the importance of access to the public realm including parks, roads and the natural environment.
- (3) Subdivision and development is coordinated with the delivery of bulk infrastructure required to service the precinct and its effects on the wider network, including transport, wastewater and water services.





- (4) Subdivision and development does not occur in advance of the availability of reticulated public wastewater and water supply services and transport infrastructure, including the wider transport network.
- (5) Subdivision and development promotes more intensive development in proximity to amenity features, the Massey North / Westgate Metropolitan Centre, Redhills Local Centre and key transport routes, and provides for a range of housing typologies.
- (6) Subdivision and development within the Local Centre creates a safe and accessible environment for pedestrians, cyclists and public transport.
- (7) A safe, efficient and integrated transport system is established within the Redhills Precinct that provides strategic roading connections, a choice of travel modes, encourages walking, cycling and use of public transport, and provides strong, legible connections to and through the precinct, whilst minimising crossings through natural features.
- (8) Activities within the precinct that support and do not undermine the function, vitality and viability of the Massey North / Westgate Metropolitan Centre or Redhills Local Centre are provided for.
- (9) The intrinsic character of the precinct and its location in proximity to the Northwest Wildlink is recognised and stream ecology and remnant vegetation is restored with opportunities created for natural wildlife corridors.
- (10) Parks and open space corridors achieve an integrated, attractive and safe open space network across the precinct that integrates stormwater management, and ecological and recreational functions, while enhancing the amenity of cyclists and pedestrians who will have access through these open space areas.
- (11) Stormwater runoff is managed to respect natural processes, minimise flood risk and utilise implements water sensitive design.

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


### 1610.3. Policies

- (1) Require that the design of any subdivision and development within the precinct incorporates the following relevant elements of the Redhills Precinct: Precinct Plan 1:
  - (a) the pattern, hierarchy and function of roads including arterial links to the Westgate/Massey North Metropolitan Centre, the motorway network and future busway and future links to the north and north-west. (Kumeu/Huapai);
  - (b) pedestrian and cycle linkages within the Redhills Precinct and to adjacent land, including the Westgate / Massey North Metropolitan Centre;



(c) linkages within the precinct and to adjacent land; an integrated roading network within the Redhills Precinct including the Green Road and Central Collector Road.

(d) Fixed Key intersections, including:

- i. the arterial road that intersects with Royal Road (at Don Buck Road) at its eastern end (refer to Redhills Precinct: Precinct Plan 1);
- ii. the indicative arterial road that intersects with Henwood Road, at the symbol (  ) on the Redhills Precinct Plan 1;
- iii. the arterial road that intersects with Nelson Road (at Nixon Road) and Redhills Road to the west;
- iv. the arterial road that intersects with Fred Taylor Drive via Dunlop Road. (public transport priority function) and Baker Lane (private vehicle priority function); and
- v. the arterial road that intersects with Northside Drive at Fred Taylor Drive,

(e) riparian margins;

(f) open space areas; and

(g) key retail frontages.

(2) Ensure land uses within the Redhills Precinct are primarily residential along with a supporting local centre and open spaces and provide a transition of residential density by:

(a) enabling areas of high intensification within 800 metres / 10 minutes' walk of the Westgate / Massey North Metropolitan Centre, and the Redhills Local Centre, along arterial and collector roads, the Green Road, and at the interface of public open space areas;

(b) providing lower/medium densities around the periphery of the precinct;

(c) allowing medium densities within the remaining residential areas;

(d) enabling appropriate and limited commercial activity along the Fred Taylor Drive interface between Dunlop Road and the Don Buck roundabout up to one street block depth;

(e) enabling a mix of commercial activity, community and residential activities within the Redhills Local Centre.

(3) Enable the provision of low rise apartments up to six storeys along the Fred Taylor Drive edge.



- (4) Enable an integrated road and transport system by guiding the design and layout of subdivision to provide connectivity and the opportunity for a variety of travel modes, including:
- (a) Restricted access arterial roads providing strategic connections through the Precinct that to provide for vehicles, walking and cycling and public transport.
  - (b) A central collector road with the principal function being the local movement of people including design that accommodates public transport.
  - (c) A visually distinct, high amenity road (the Green Road) providing a circuit within the precinct that accommodates separated cycle infrastructure with restricted vehicle access along one side and connects parks / reserves and the freshwater network and terrestrial habitats.
  - (d) Other collector roads identified on the Redhills Precinct: Precinct Plan 1 that provide for public transport and cycling as a priority.
  - (e) Stream edge routes providing for:
    - (i) pedestrian and cycle paths along both sides of permanent streams and one side of intermittent streams;
    - (ii) reserve edge roads along the northern and western sides of permanent and intermittent streams.
  - (f) Local access roads that provide a low speed, cycle and pedestrian friendly environment for the main residential areas.
- (5) Ensure stream and wetland crossings are, as far as practicable, perpendicular to the stream and/or wetland to minimise freshwater habitat loss.
- (6) Require the internal road network to comply with a range of precinct specific road cross-sections where applicable so to achieve an appropriate balance between traffic movement, safety, connection and sense of place.
- (7) Encourage pedestrian and cycle connectivity throughout the precinct, including along the Green Road, stream network, and areas of open space in a manner that encourages movement within the precinct and toward the Local Centre and the Westgate / Massey North Metropolitan Centre.
- (8) Ensure the configuration of sites and dwellings creates a positive frontage to any adjacent roads, parks and open spaces and encourages passive surveillance and enhances perceptions of safety.
- (9) Ensure open space areas within the precinct are accessible by pedestrians and cyclists and contribute to the character and amenity of the precinct by using existing elements of the natural landscape where practicable.





- (10) Provide for and encourage ecological corridors through the Redhills Precinct to enhance natural linkages throughout the wider landscape (i.e. Northwest Wildlink), including riparian planting along waterways to:
- (a) maintain and enhance water quality and aquatic habitats;
  - (b) enhance existing native vegetation and wetland areas within the catchment; and
  - (c) reduce stream bank erosion.
- (11) Maintain the existing catchment hydrology through management of stormwater on-site and employing water sensitive design principles prior to the discharge of stormwater to existing gullies and watercourses.
- (12) Integrate the stormwater management network within the precinct with the surrounding development and provide for other values such as movement, amenity, open space and ecological values.
- (13) Require subdivision and development to achieve a level of stormwater mitigation that meets the requirements set out in E10 Stormwater management area Flow 1 and 2, through the use of a single device or combination of devices and generally accord with any relevant approved stormwater management plan.
- (14) Ensure subdivision and development within the Local Centre creates a low speed, main street environment with active frontages to key public interfaces.
- (15) Ensure that the timing of development occurs in accordance with sequenced transport network infrastructure upgrades to service development up to and not beyond the relevant dwelling thresholds.

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

#### **I610.4. Activity table**

The activity status in the overlay, zone and Auckland-wide provisions apply in this precinct unless otherwise specified below.

Note: the activity status for subdivision in E38 Subdivision – Urban apply to subdivision in this precinct and the specific provisions of Standards I610.6.4 below also apply. Where there is any conflict between the Auckland-wide and zone standards, and standards I610.6.3 and I610.6.4, then standards I610.6.3 and I610.6.4 take precedence.

PC 4 (See  
modifications)

Table I610.4.1 specifies the activity status of land use, development and the provision of wastewater disposal and water supply associated with subdivision activities in the Redhills Precinct Terrace Housing and Apartment Buildings zone adjacent to Fred Taylor Drive between Dunlop Road and the Don Buck Road roundabout pursuant to sections 9(3) and 11 of the Resource Management Act 1991.





[New text to be inserted]

Table I610.4.1 Activity table

Activity		Activity status
<b>Use</b>		
Commerce		
(A1)	Commercial Services	P
(A2)	Offices up to 500m <sup>2</sup> GFA per site	P
(A3)	Offices greater than 500m <sup>2</sup> GFA per site	RD
(A4)	Retail up to 200m <sup>2</sup> GFA per site	P
(A5)	Retail greater than 200m <sup>2</sup> GFA per site	D
(A6)	Supermarkets up to 2,000m <sup>2</sup> GFA per site	D
(A7)	Food and Beverage Activities up to 200m <sup>2</sup> GFA per site.	RD
(A8)	Food and Beverage Activities greater than 200m <sup>2</sup> GFA per site	D
Transport		
A9)	Construction of a vehicle crossing where Vehicle Access Restriction 1 applies as identified as collector road on the Redhills Precinct: Precinct Plan 1 and in Table I610.6.4.2.1: Construction standards for road types within the Redhills Precinct.	RD
(A10)	Construction of a vehicle crossing where Vehicle Access Restriction 2 applies as identified as arterial road on the Redhills Precinct: Precinct Plan 1 and in Table I610.6.4.2.1: Construction standards for road types within The Redhills Precinct.	NC
<b>Subdivision and development</b>		
(A11)	Subdivision and development that has a restricted discretionary activity status under the Auckland –wide rules E38 Subdivision – Urban which does not comply with Standard I610.6.5.1 Infrastructure Upgrades and Timing of Development below, but proposes an alternative measure to achieve required public wastewater and/or water supply capacity	RD
(A12)	Subdivision and development that has a discretionary activity status under the Auckland–wide rules E38 Subdivision – Urban which does not comply with Standard I610.6.5.1 Infrastructure Upgrades and Timing of Development below, but proposes an alternative measure to achieve required public wastewater and/or water supply capacity	D
(A13)	Subdivision and development that does not comply with Standard I610.6.5.1 Infrastructure Upgrades and	NC



Activity		Activity status
<b>Use</b>		
	Timing of Development, and does not provide an alternative measure to achieve required public wastewater and/or water supply capacity	
(A14)	Subdivision and development which does not comply with Standard I610.6.1 Infrastructure Upgrades and Timing of Development - Transport or I610.6.2 Infrastructure Upgrades and Location of Development-Transport but proposes alternative measures to achieve required transport access, capacity and safety	RD
(A15)	Subdivision and development which does not comply with Standard I610.6.1 Infrastructure Upgrades and Timing of Development - Transport or I610.6.2 Infrastructure Upgrades and Location of Development-Transport, and does not provide an alternative measure to achieve required road upgrades	NC
(A16)	<u>Subdivision and development which does not provide for the fixed intersections as indicated on Redhills Precinct: Precinct Plan 1 and Standard I610.6.4.2 (1b).</u>	NC

#### I610.5. Notification

- (1) Any application for resource consent for an activity listed in Table I610.4.1 Activity table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

#### I610.6. Standards

The overlay, zone and Auckland-wide standards apply in this precinct in addition to the following standards. Where there is any conflict or difference between standards in this precinct and the Auckland-wide and zone standards, the standards in this Precinct will apply.

##### I610.6.1. Infrastructure Upgrades and Timing of Development – Transport

- (1) The number of dwellings within the precinct may not exceed the following dwelling thresholds in Table I610.6.1.1 until such time that the identified infrastructure upgrades are constructed:

**Table I610.6.1.1 Threshold for Development - Transport**

Dwelling threshold	Infrastructure Work Required to Exceed the Dwelling Threshold
1	Provision of signals at Don Buck Road/Westgate Drive intersection



	Upgrade to Don Buck Road/Triangle Road intersection
1,800	<p>Widening of Don Buck Road between Fred Taylor Drive and Westgate Drive:</p> <p>a) 2 exit lanes from Fred Taylor / Don Buck intersection in southbound direction reducing to one lane; and</p> <p>b) 2 exit lanes from Fred Taylor / Don Buck / Westgate intersection in northbound direction reducing to one lane.</p> <p>Urbanisation of Fred Taylor Drive between Northside Drive and Don Buck Road (50km/hr speed limit, with pedestrian and cycle facilities along and across road)</p> <p>Link from Redhills Centre to Redhills Road</p>
3,600	<p>Upgrade Fred Taylor Drive/Don Buck Road intersection to signalised layout (with full pedestrian/cycle crossing facilities (either at 3600 households or when the link from Redhills is added to the intersection – whichever comes first))</p> <p>Widening of Don Buck Road between Fred Taylor Drive and Westgate Drive: 2 lanes from Fred Taylor Drive to Westgate Drive, and 2 lanes between Westgate Drive and Fred Taylor Drive increasing to 3 approach lanes at the intersection in northbound direction</p>
5,400	<p>North-western busway and bus station at Massey North</p> <p>Widening of full length of Fred Taylor Drive from Brigham Creek Road to Don Buck Road to two lanes in each direction with widening at intersections</p> <p>Widening of Don Buck Road from Royal Road to Redhills Road to two lanes in each direction</p> <p>Northside Drive East overbridge</p>

(1) Notwithstanding I610.6.1 1 above, the dwelling thresholds shall be confirmed as part of any Traffic Impact Assessment required for subdivision and/or development within the precinct.

#### **I610.6.2. Infrastructure Upgrades and Location of Development- Transport**

(1) The infrastructure upgrades in Table I610.6.2.1 must be constructed or be proposed to be constructed at the time the trigger is met:

Table I610.6.2.1 Trigger for Development – Transport

<b>Trigger</b>	<b>Infrastructure upgrade</b>
In advance of development accessing the Northside Drive intersection	Fourth arm at Fred Taylor Drive/Northside Drive signalised intersection





When fourth arm to Dunlop Road is provided	Signalise Fred Taylor Drive/Dunlop Road intersection
In advance of development in accessing Baker Lane area	Upgrade to Fred Taylor Drive/Baker Lane intersection
In advance of development in the area adjacent to <del>Kakano Road and</del> /Henwood Road extension / Fred Taylor Drive intersection. area.	Upgrade Fred Taylor Drive/Kakano Road/Indicative Henwood Road Alignmentsignalised intersection to incorporate fourth arm into signals

### 1610.6.3. Standards for residential zones

#### 1610.6.3.1. Maximum Height – Terraced Housing and Apartment Building zone

- (1) The maximum height for buildings in the Terrace Housing and Apartment Buildings zone adjoining Fred Taylor Drive shall be 20.5m and Standard H6.6.5 Building height does not apply.

#### 1610.6.3.2. Sites adjoining public open space

Purpose:

To provide privacy for dwellings while enabling opportunities for passive surveillance of the open space.

- (1) Where a site or dwelling adjoins open space shown on the Redhills Precinct: Precinct Plan 1 the following must apply:
- (a) fences or walls or a combination of these structures within the yard adjoining the open space must not exceed either:
- (i) 1.2m in height, measured from the ground level at the boundary; or
  - (ii) 1.8m in height provided that any fencing above 1.2m in height is at least 50% visually open.

#### 1610.6.3.3. On-site stormwater management – new impervious areas

- (1) All new dwellings and impervious surfaces within a site (lot) must be designed to achieve the following:
- (a) Stormwater runoff from impervious areas greater than 50m<sup>2</sup> must be directed to an on-site device designed and sized to accommodate stormwater runoff from the site and achieve retention (volume reduction) of 5mm runoff plus detention (temporary storage) of 18mm of runoff with a draw down period of 24 hours.
- (b) Stormwater device/s on private land must be operated and maintained by the site owner in perpetuity.
- (c) A proposal may use more than one device to achieve compliance with 1610.6.3.3.2(a).





- (d) Stormwater devices within the National Grid Yard must comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances NZECP34:2001, including their ongoing operation and maintenance.
- (e) The total volume required for each square metre of impervious area to achieve the retention and detention must be in accordance with Table I610.6.3.3.1.

**Table I610.6.3.3.1 Device volume sizing requirements**

m <sup>2</sup>	Retention (m <sup>3</sup> )	Detention (m <sup>3</sup> )	Combined total to be provided (m <sup>3</sup> )
1	0.005	0.018	0.023

- (f) The retention volume in Table I610.6.3.3.1 must be achieved as a minimum.
- (g) Where the total volume requirement in Table I610.6.2.3.1 is met then a greater retention volume and a corresponding decrease in detention volume can be provided.
- (h) An example of impervious surfaces for an individual lot together with the associated retention and detention volume is illustrated in Table I610.6.3.3.2 below:

**Table I610.6.3.3.2 Example of device sizing**

Area	m <sup>2</sup>	Retention (0.005m x m <sup>2</sup> )	Detention (0.018m x m <sup>2</sup> )	Total m <sup>3</sup>
Roof	150	0.75	2.70	3.45
Paved	50	0.25	0.90	1.15
Total	200	1.00	3.60	4.60

#### **I610.6.4. Subdivision Standards**

##### **I610.6.4.1. Riparian Margins**

- (1) Riparian margins identified on the Redhills Precinct: Precinct Plan 1 must be planted either side of the banks of a permanent or intermittent stream to a minimum width of 10m measured from the bank of the stream, or from the centreline of the stream where the bank cannot be physically identified by ground survey. This rule shall not apply to road crossings over streams.
- (2) Riparian margins identified on the Redhills Precinct: Precinct Plan 1 must be planted in accordance with a council approved landscape plan and shall use eco-sourced native vegetation, be consistent with local biodiversity and planted at a density of 10,000 plants per hectare.



(3) Pedestrian/cycle paths shall be located adjacent to, and not within the 10m planted strip.

(4) Riparian margins must be offered to Council for vesting.

#### **I610.6.4.2. Movement Network**

Purpose:

Provide a safe and legible street network within the Redhills Precinct

(1) All subdivision shall comply with the following standards:

(a) Roads shall be provided in general accordance with the indicative alignments in the Redhills Precinct: Precinct Plan 1.

(b) Fixed intersections identified in Policy I610.3(1)(d) shall be provided in the locations shown on the Redhills Precinct Plan 1.

~~(b)~~ (c) Pedestrian and cycle paths shall be provided along both sides of permanent streams and one side of intermittent streams.

~~(e)~~ (d) Roads shall be constructed to the standards contained within Table I610.6.4.2.1 below, except that:

(i) Where a road is located beneath the National Grid Corridor, the road will be constructed with a design specific to the accommodation of the National Grid Corridor. The design will be determined as part of the resource consent required within the National Grid Corridor.

(ii) An interim standard for arterial roads may be approved as part of a subdivision consent which could authorise only two traffic lanes to be constructed ~~in the interim~~, provided that a 30m road reserve is set aside to enable future widening of arterial roads identified on the Redhills Precinct: Precinct Plan 1. The interim road cross-section authorised by subdivision consent could include one of the following options.

1. Construct 16m formed road (allowing for a 30m wide formed road reserve) ~~(from the property boundary on southern side through to include central car parking / planted berm)~~ with two vehicle lanes on one side and 14m wide landscaped area on linear park within the balanced land along the northern side. For Baker Lane arterial road this can be configured as a 16m wide formed road (from the property boundary on the southern side that will include central car



parking / planted berm) with 14m wide landscaped area on the balance land along the northern side.

2. Construct 30m wide road with two vehicle lanes and 10m wide central grassed strip.
3. Construct 30m wide road with two vehicle lanes and two parking lanes.

(iii) The portion of the arterial roads through the Redhills Local Centre shall have a specific cross-section to be agreed at subdivision stage. The cross-section shall provide for key retail frontages and wider pedestrian areas to accommodate street furniture and may include additional parking.

**Table I610.6.4.2.1 Construction standards for road types within the Redhills Precinct**

Types of road	Road width	Carriage way	Cycle	Footpath	Vehicle access restriction
Arterial Roads (except within Local Centre zone)	30m	15.2-15.8m	1.8m each side excluding 0.6m buffer to carriageway and 1m separation to on-street parking where applicable	2m each side	VAR 2
Baker Lane Arterial Road	30m	4 lanes at 3.25m each and central median of up to 2.6m reduced at intersections	2.2m each side including mountable kerb and excluding 1m separation to on-street parking, where applicable	1.8m each side	VAR 2
Green Road	20.5m	5.8m	3.0-3.4m two-way (separated)	2.5-3.0m cycle side 1.8-2.2m other side	VAR 2 (cycle side only)
Central Collector Road	21.6m	6.6m (with parking bays) or 11.2m with	1.8m each side (separated) or only one side (buffered)	1.8m each side	VAR 1 (where cycle paths included)





Types of road	Road width	Carriage way	Cycle	Footpath	Vehicle access restriction
		informal parking			
Henwood Road Collector	20.12m	6.6m	1.8m each side	1.8m each side	VAR 1
Westgate Drive Collector Interim (narrow strip from Don Buck Road)	16.9m	6.4m	1.8m (buffered both sides)	2m each side	VAR 1 (where cycle paths included)
Other Collector Road	21.6m	6.6m (with parking bays) or 11.2m with informal parking	1.8m each side excluding 0.6m buffer to carriageway and 1m separation to on-street parking where applicable	1.8m each side	VAR 1 (only applies if cycle paths)
Local Road	14m-18.2m	5.8 (with parking bays) or 7.8m (with informal parking)	Not required	1.8m each side	Not required
Reserve Edge Road	14m	5.8 (with parking bays) or 7.8m (with informal parking)	Not required (shared within reserve)	1.8m on lot side	Not required

#### 1610.6.5. Wastewater and water supply standards

##### 1610.6.5.1. Infrastructure upgrades and timing of development

Purpose:

Ensure that rate of development is aligned with infrastructure upgrades.

(1) The number of dwellings within the precinct may not exceed 5,400 dwellings until such time that:

(a) The 'Northern Interceptor Stage 2' (public wastewater infrastructure) has been constructed and is operational; and,



- (b) The 'North Harbour Water Main 2' (public water supply) has been constructed and is operational.

#### **I610.7. Assessment – controlled activities**

There are no controlled activities in this precinct.

#### **I610.8. Assessment – restricted discretionary activities**

##### **I610.8.1. Matters of discretion**

The council will restrict its discretion to all the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities in the Auckland wide or zone provisions:

- (1) Offices greater than 500m<sup>2</sup> GFA per site in the Residential - Terrace Housing and Apartment Buildings Zone on Fred Taylor Drive from Dunlop Road to the Don Buck intersection roundabout:
  - (a) Intensity and scale.
  - (b) Centre vitality.
  - (c) Local housing.
  - (d) Design of parking, access and servicing.
- (2) Food and beverage activities up to 200m<sup>2</sup> GFA per site in the Residential - Terrace Housing and Apartment Buildings Zone on Fred Taylor Drive from Dunlop Road to the Don Buck intersection roundabout:
  - (a) Local Housing.
  - (b) Centre vitality.
  - (c) Design of parking, access and servicing.
- (3) Subdivision and development that does not comply with Standard I610.6.5.1 Infrastructure Upgrades and Timing of Development above, but proposes an alternative measure to achieve required public wastewater and/or water supply capacity:
  - (a) The availability of sufficient water and wastewater infrastructure to service proposed subdivision and/or development.
- (4) On-site Stormwater management - new impervious areas unable to comply with I610.6.3.3 On-site stormwater management – new impervious areas.
  - (a) The matters listed in E10.8.1.
- (5) Construction of a vehicle crossing where a Vehicle Access Restriction 1 applies as identified on the Redhills Precinct: Precinct Plan 1 and/or in Table I610.6.4.2.1 Construction standards for road types within the Redhills Precinct.



- (a) The Council will consider whether adverse effects on the transport network can be appropriately avoided or mitigated, with particular regard to the:
  - (i) total number, location and design of vehicle crossings serving lots fronting the road with the vehicle access restriction;
  - (ii) ability for vehicles to safely manoeuvre to and from the site;
  - (iii) safety of road users including pedestrians and cyclists;
  - (iv) amenity effects of on-site manoeuvring areas and any landscaping proposed;
  - (v) effects of any fencing along the front boundary on maintaining open sight lines between vehicles using the access and the adjacent cycleway;
  - (vi) matters listed in clause E27.8.1(12) in E27 Transport.
- (6) Subdivision listed as a restricted discretionary activity under Auckland-wide Rules E38 Subdivision – Urban.
  - (a) Consistency with the Redhills Precinct: Precinct Plan 1.
  - (b) Provision for key roads and the fixed intersections identified in Policy I610.3(1)(d) intersections and identified on the Redhills Precinct: Precinct Plan 1.
  - (c) Limitations on access for future lots adjoining restricted or limited access roads identified on the Redhills Precinct: Precinct Plan 1.
  - (d) Pedestrian and cycle connectivity.
  - (e) Design of arterial road cross-sections connecting the Redhills Local Centre.
  - (f) The interface of subdivision and development with arterial roads within the Redhills Local Centre.
  - (g) The interface of subdivision and development with open space areas, including riparian margins.
  - (h) Location and accessibility of parks.
  - (i) Stormwater management.
  - (j) The design and layout of subdivision within the National Grid Corridor.
- (7) Subdivision and development that does not comply with Standard 1610.6.1 Infrastructure Upgrades and Timing of Development - Transport or I610.6.2 Infrastructure Upgrades and Location of Development- Transport but proposes alternative measures to achieve required transport access, capacity and safety.





- (a) Effects on the transport network.
- (b) The likely trip generation of the subdivision and/or development and the effects of the quantum of that development on the safe and efficient functioning of the roading network.

#### **I610.8.2. Assessment criteria**

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

- (1) Offices greater than 500m<sup>2</sup> GFA per site in the Residential - Terrace Housing and Apartment Buildings Zone on Fred Taylor Drive from Dunlop Road to the Don Buck intersection roundabout.

- (a) Intensity and scale

- (i) Whether the intensity and scale of the activity, in particular, the number of people involved and traffic generated by the activity (including vehicle noise and lights), is compatible with the planning outcomes identified in the Unitary Plan for the surrounding area.

- (a) Centre vitality

- (i) Whether office activities:
    1. have an adverse effect upon the function, role and amenity of the Westgate / Massey North town centre beyond those effects ordinarily associated with trade effects on trade competitors, having regard to the activity's size, composition and characteristics and the Westgate / Massey North town centre's ongoing ability to provide for the future needs of communities;
    2. support the efficient and effective operation of public transport;
    3. enable the convenient access of communities to commercial services.

- (b) Local Housing

- (i) Whether the proposal results in the intensification of the site, and provides for or supports local high density housing.

- (c) Design of parking, access and servicing

- (i) Whether surface parking will be softened with landscaping, including tree planting.
  - (ii) Whether vehicle ramps will not be visible from the street, will be minimal in length and integrated into the design of the building.



- (iii) Whether vehicle crossings and accessways are designed to reduce vehicle speed, be visually attractive and clearly signal to both vehicles and pedestrians the presence of a crossing or accessway.
  - (iv) Whether a safe and convenient pedestrian environment with a good standard of amenity will be created within the site which:
    1. Provides direct and well defined routes.
    2. Links car parking areas to building access points.
    3. Incorporates pedestrian linkages to adjacent sites, streets and public open spaces (where appropriate).
  - (v) Whether pedestrian access between parking areas, building entrances/lobbies and the street provide universal access for people of all ages and physical abilities and provide a high level of pedestrian safety.
  - (vi) Whether ventilation and fumes from parking structures or other uses or activities will not be vented into the adjacent pedestrian environment at ground level.
  - (vii) Whether service lanes will be provided within urban blocks to allow access to the rear of buildings and to minimise gaps in the streetscape.
  - (viii) Whether suitable provisions are made for on-site rubbish storage and sorting of recyclable materials that is either inside the building or screened from the street or public open spaces and manages adverse effects on adjacent residentially zoned properties.
  - (ix) Whether it is appropriate, for a waste management plan to be provided either at the time of lodgement or by way of a consent condition and:
    1. Include details of the vehicles to be used for rubbish collection to ensure any rubbish truck can satisfactorily enter and exit the site; and,
    2. Provide clear management policies to cater for different waste management requirements of the tenancy.
- (2) Food and beverage activities up to 200m<sup>2</sup> GFA per site in the Residential - Terrace Housing and Apartment Buildings Zone on Fred Taylor Drive from Dunlop Road to the Don Buck intersection ~~roundabout~~.
- (a) Local Housing
    - (i) Whether the proposal results in the intensification of the site, and provides for or supports local high density housing.
  - (b) Centre vitality
    - (i) Whether food and beverage activities:



1. have an adverse effect upon the function, role and amenity of the Westgate / Massey North town centre beyond those effects ordinarily associated with trade effects on trade competitors, having regard to the activity's size, composition and characteristics and the Westgate / Massey North town centre's ongoing ability to provide for the future needs of communities;
2. support the efficient and effective operation of public transport;
3. enable the convenient access of communities to commercial services.

(c) Design of parking, access and servicing

- (i) Whether surface parking will be softened with landscaping, including tree planting.
- (ii) Whether vehicle ramps will not be visible from the street, will be minimal in length and integrated into the design of the building.
- (iii) Whether vehicle crossings and accessways are designed to reduce vehicle speed, be visually attractive and clearly signal to both vehicles and pedestrians the presence of a crossing or accessway.
- (iv) Whether a safe and convenient pedestrian environment with a good standard of amenity will be created within the site which:
  1. provides direct and well defined routes;
  2. links car parking areas to building access points; and
  3. incorporates pedestrian linkages to adjacent sites, streets and public open spaces (where appropriate).
- (v) Whether pedestrian access between parking areas, building entrances/lobbies and the street provide universal access for people of all ages and physical abilities and provide a high level of pedestrian safety.
- (vi) Whether ventilation and fumes from parking structures or other uses or activities will not be vented into the adjacent pedestrian environment at ground level.
- (vii) Whether service lanes will be provided within urban blocks to allow access to the rear of buildings and to minimise gaps in the streetscape.
- (viii) Whether suitable provisions will be made for on-site rubbish storage and sorting of recyclable materials that is either inside the building or screened from the street or public open spaces and manages adverse effects on adjacent residentially zoned properties.





(3) Subdivision and development that does not comply with Standard I610.6.5.1 Infrastructure Upgrades and Timing of Development above, but proposes an alternative measure to achieve required public wastewater and/or water supply capacity.

(a) The Council will consider the following assessment criteria.

- (i) Whether the location and capacity of infrastructure servicing will meet the needs of the numbers of dwellings that are to be served by that infrastructure.
- (ii) Whether the staging and design of development will align with the provision of infrastructure so that the capacity of the infrastructure is not exceeded.
- (iii) Whether temporary wastewater or water supply capacity can be provided which does not undermine the long term solution.
- (iv) Whether an alternative wastewater or water supply solution has been agreed with the infrastructure provider.
- (v) Whether funding or other such measures have been agreed between the applicant and the service providers to achieve the required wastewater or water supply capacity.

(4) On-site Stormwater management - new impervious areas unable to comply with I610.6.3.3 On-site stormwater management – new impervious areas.

(a) The criteria/policies listed in E10.8.2.

(5) Construction of a vehicle crossing where a Vehicle Access Restriction 1 applies as identified on the Redhills Precinct: Precinct Plan 1 and/or in Table I610.6.4.2.1 Construction standards for road types within the Redhills Precinct.

(a) The Council will restrict its discretion to the criteria set out in E27.8.2(12).

(6) Subdivision listed as a restricted discretionary activity under E38 Subdivision – Urban:

(a) Whether the structural elements of the Redhills Precinct: Precinct Plan 1 are incorporated into the subdivision design including:

~~(a) Whether the structural elements of the Redhills Precinct: Precinct plan 1~~

~~(b) are incorporated into the subdivision design including:~~

- (i) the pattern, hierarchy and function of roads;
- (ii) pedestrian and cycle linkages;
- (iii) linkages between the sub-precincts and to adjacent land;
- (iv) key fixed intersections identified in Policy I610.3(1)(d) and intersections identified on the Redhills Precinct: Precinct Plan 1.



- (v) riparian margins;
  - (vi) recreational and stormwater management open space areas; and
  - (vii) key retail frontages.
- (e) (b) Whether lots adjoining arterial roads or the separated cycle path on the Green Road are provided with a rear access or an alternative that limits the number of individual access points onto the arterial road. Pedestrian access should still be provided off the arterial / Green road.
- (d) (c) Whether lots adjoining collector roads with cycling are designed to minimise vehicle crossings that would conflict with cycle paths through methods such as utilising rear lanes, and/or combining vehicle crossings to minimise conflict points.
- (e)(d) Whether roads accessing Fred Taylor Drive are minimised and located with a minimum separation of 100m.
- (f)(e) Whether applications maximise reserve edge road frontage to recreation reserves and along the northern and western side of riparian margins.
- (g) (f) Whether applications maximise pedestrian and cycle connectivity along the Green Road.
- (h) (g) Whether roads are generally to be constructed / upgraded in accordance with the relevant road cross-sections or where a new cross-section is proposed, whether the road is designed to achieve the purpose of the road with respect to function and amenity.
- (i) (h) Whether it is necessary for applications to incorporate traffic calming measures designed in accordance with current industry best practice.
- (j) (i) Whether arterial roads connecting to or within the Redhills Local Centre are designed with traffic calming and provision for parking and amenity planting to create a low speed main street environment that is safe and attractive for public transport, pedestrians and cyclists.
- (k) (j) Whether subdivision within the Redhills Local Centre creates lots that facilitate an active frontage to the arterial roads and to the civic space.
- (k) (k) Whether subdivision that creates lots adjoining public open space (including recreation reserves and riparian/green corridors) is designed to encourage passive surveillance of reserve areas having regard to finished contours, retaining, fencing and landscaping.



- (m) (l) Whether parks will be accessible to pedestrians and cyclists and located to integrate with riparian margins and the Green Road where possible.
- (n) (m) Whether the approach to stormwater management for roads and future lots takes into account the recommendations of any relevant approved Stormwater Management Plan and provides sufficient space to achieve the hydrology mitigation requirements outlined in Standard I610.6.3.3 On-site stormwater management – new impervious areas.

Note: Consent Notices may be required on the titles of all new lots to ensure compliance with the onsite stormwater management requirements contained in Standard I610.6.3.3 On-site stormwater management – new impervious areas.

- (o) (n) For communal stormwater devices:
- (i) the extent to which groundwater levels and groundwater mounding prevent groundwater infiltration;
  - (ii) the extent to which the device can be accommodated within the stream corridors to allow efficient operation and maintenance, and appropriate amenity; and
  - (iii) whether the use of communal devices achieves the best practicable alternative to onsite management.
- (7) Subdivision and development that does not comply with Standard I610.6.1 Infrastructure Upgrades and Timing of Development - Transport above.
- (a) Whether additional subdivision and/or development has adverse effects on the efficiency of the operation and safety of the transport network.
  - (b) Whether or not there is a need for the infrastructure upgrade as a result of the additional subdivision and/or development.
  - (c) Whether other transport network upgrade works have been undertaken that mitigate the transport effects of the proposed subdivision and/or development.
- (8) Subdivision and development which does not comply with Standard I610.6.1 Infrastructure Upgrades and Timing of Development - Transport or Standard I610.6.2 Infrastructure Upgrades and Location of Development - Transport but proposes alternative measures to achieve required transport access, capacity and safety, shall:
- (a) demonstrate that all necessary infrastructure services external to the precinct are available, including bulk water, wastewater and road infrastructure, and can be connected in a timely and co-ordinated manner to service the precinct;





- (b) demonstrate that sufficient evidence of capacity in the wastewater, water and roading networks exists;
- (c) ensure that networks to the subdivision area can be supplied with (and connected to public system for) water and wastewater services and roading external to the precinct;
- (d) demonstrate the extent to which any staging of subdivision will be required due to the co-ordination of the provision of infrastructure; and
- (e) where public infrastructure is required to be extended, undertake the preparation of an infrastructure funding agreement or other such measure that must be agreed with all relevant service providers to ensure that the infrastructure required to service the subdivision can be funded and provided in a timely manner.

**I610.9. Special information requirements**

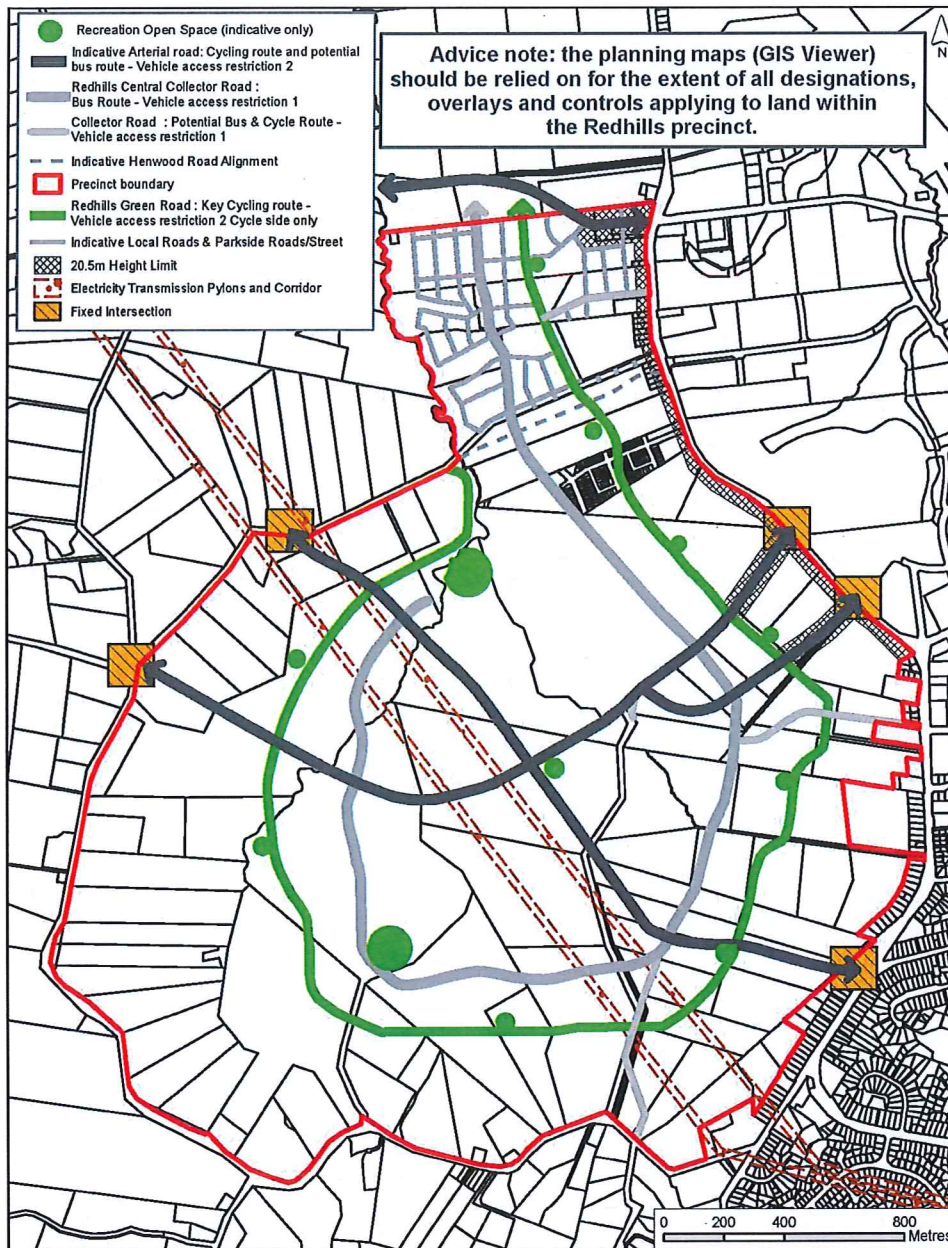
- (1) An application for land modification, development and subdivision which adjoins a permanent or intermittent stream must be accompanied by a riparian planting plan.
- (2) All applications for subdivision and/or development for fifteen or more lots/dwellings must submit a Traffic Impact Assessment that confirms whether or not the infrastructure works identified in Table I610.6.1.1 and Table I610.6.2.1 will be triggered by the subdivision and/or development.



## ANNEXURE B

Replace Precinct Plan with the following:

### 1610.9.1. Redhills Precinct: Precinct Plan 1



Redhills Precinct : Precinct plan 1 - Consent Order Version  
20 March 2019

Auckland Council  
Kaitiaki Take Kōwhiri

