

5.62 Huapai Triangle - OPERATIVE

Precinct Description

The Huapai Triangle precinct contains 65.37 hectares and is located east of Station road, north of Nobilo road, west of Huapai Stream and south of the main trunk railway line at Huapai. The land slopes gently towards the north-east with north-east trending rolling ridges and gullies extending over much of the land. The precinct is within easy walking distance of Huapai School, Huapai domain, the Huapai station, the main trunk railway line, State Highway 16, the Huapai town centre, and the employment areas at Access road. The precinct allows urban expansion in a logical location and supports Huapai/Kumeu's role as a compact centre.

Development layout within the precinct is to be consistent with the Huapai Triangle precinct plan and sub-precinct spatial plans to ensure that subdivision and development is co-ordinated and integrates with surrounding land. The precinct plan takes into account the topography and natural values of the land, and sets out the primary roading configuration within the precinct and connections with the existing traffic network; stormwater management systems, parks and open spaces, walkways and cycleways; intended linkages with other land; the location of a small neighbourhood centre; and sub-precincts based on the existing ownership structure within the precinct. Sub-precinct spatial plans will provide neighbouring landowners and the council with assurance as to the future roading network, infrastructure and connectivity between the neighbouring sub-precincts.

The Mixed Housing Suburban zone, with appropriate modifications for the Huapai Triangle precinct, is applied to the majority of the precinct to enable the development of a new neighbourhood. The Green Corridor zone, with appropriate modifications for the Huapai Triangle precinct, is applied to the majority of the precinct to enable the development of a new neighbourhood. The Green Corridor zone, with appropriate modifications is applied to the northern and eastern periphery of the precinct containing stormwater management areas, susceptible to flooding, green linkages, and potential car parking close to Huapai station for future rail passenger services. The Neighbourhood Centre zone provisions are applied to the central neighbourhood centre.

Residential densities are intended to provide for a mix of choice and opportunity to cater to residential demands and affordability, to reflect the capacity of existing services, and to complement and support the existing social infrastructure of Huapai/Kumeu, including the school, town centre, parks, and the potential future expansion of bus and train services. The provisions enable development to a suburban medium density of 300-400m² properties, with opportunities for further intensity in some parts of the precinct.

A maximum total of 1200 dwellings applies across the precinct, based on infrastructural capacities and traffic limitations, with a maximum number of dwellings for each sub-precinct.

Objectives

Huapai Triangle precinct - Mixed Housing Suburban zone

The objectives of the Huapai Triangle precinct are as listed in the Mixed Housing Suburban zone and the relevant Auckland-wide objectives, except as specified below.

1. Efficient greenfields development that is co-ordinated by way of a precinct plan and sub-precinct spatial plans that provide for a range of housing types and densities, to achieve an integrated, connected, high quality suburban neighbourhood.
2. An attractive built environment that provides for and positively responds to streets and open spaces, and contributes to public safety.
3. Adequate parks and open spaces to meet the recreation and amenity needs of residents, and a network of pedestrian and cycle connections that are safe and convenient and which, along with the street network, allow easy connections within the precinct and with surrounding social infrastructure.
4. An appropriate total number of dwellings within the precinct in line with servicing capacities and residential amenities, and managed distribution of higher density dwellings across the precinct with emphasis on increased density adjacent to the two parks, stormwater corridor and Neighbourhood Centre zone.
5. Development implements a comprehensive stormwater management network that provides for the green

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linkages shown on the Huapai Triangle Stormwater Management precinct plan. The stormwater management network should be developed to integrate with the surrounding development and provide for other values such as movement, amenity, open space and ecological values.

6. Adverse effects of stormwater runoff on communities and freshwater systems are avoided to the extent practical or otherwise mitigated using water sensitive design principles.
7. A safe and efficient street network within the precinct that provides for all transport modes while also integrating with likely future development in surrounding areas.
8. Transport infrastructure necessary to mitigate the effects of development in the precinct is provided either before or concurrent with development.
9. Adequate linkages to public infrastructure systems and appropriate distribution of infrastructure through the precinct.

Huapai Triangle precinct - Green Infrastructure Corridor zone

The objectives of the Huapai Triangle precinct are as listed for the Green Infrastructure Corridor zone except as specified below:

10. To enable limited development within the green infrastructure corridor area within sub-precinct E only.

Huapai Triangle precinct - Neighbourhood Centre zone

The objectives of the Huapai Triangle precinct are as listed for the Neighbourhood Centre except as specified below:

11. A small neighbourhood centre in a convenient location to provide for the day to day needs of the residential neighbourhood, and to complement the existing Huapai town centre.
12. Increased housing supply, variety and choice by creating a well-designed residential development comprising a range of housing densities, typologies, and affordable price options.
13. The proportion of new dwellings that are affordable to households is increased in the application location.

Policies

Huapai Triangle precinct - Mixed Housing Suburban zone

The policies of the Huapai Triangle precinct are as listed in the Mixed Housing Suburban zone and the relevant Auckland-wide policies, except as specified below.

Precinct plan and integration

1. Ensure that development gives effect to the Huapai Triangle precinct plan, by:
 - a. requiring that development proposals are generally consistent with the precinct plan features;
 - b. discouraging any development proposal that does not provide for the precinct plan features;
 - c. requiring the development of the whole sub-precinct, or that subdivision applications for part of a sub-precinct are accompanied by a sub-precinct spatial plan with logical staging;
 - d. requiring development plans to demonstrate the interrelationship and future integration with adjoining sub-precincts.

Built environment, density and diversity

2. Require development to provide for a high quality public realm that is co-ordinated throughout the precinct, including by way of consistent street cross-sections, landscaping, street lighting and paving.
3. Require development to deliver sites that are an appropriate size and shape for the medium density residential development intended by the zone, and to enable sites that are capable of higher density residential development in locations where they are proximate to open spaces, the neighbourhood centre, the Huapai town centre, or public transport opportunities.
4. Manage the total number of dwellings within the precinct and within sub-precincts, and manage the height, bulk, location, form and appearance of buildings and site landscaping and fencing, to maintain a mixed medium and higher residential density and character of generally one to four storeys.
5. Require development to be of a height and bulk that allows immediate neighbours to have a reasonable standard of sunlight access and privacy and avoids excessive dominance effects.

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6. Require dwellings to be designed to:
 - a. have usable and accessible outdoor living space;
 - b. provide privacy and outlook;
 - c. be of a size, have access to daylight and sunlight, and provide the on-site amenities necessary to meet the day to day needs of residents.
7. Require dwellings to be designed, with a particular emphasis on those parts of the dwelling visible from the street to:
 - a. create visual interest;
 - b. face the street and maximise passive surveillance of it;
 - c. minimise the dominance of garage doors visible from the street.
8. Limit the density and scale of development to provide high-quality amenity on site and for adjoining sites and the surrounding area.
9. Provide for a range of dwelling types and sizes to help meet the housing needs of households on low to moderate incomes, while maintaining a high quality of urban and building design.

Parks and open spaces

10. Require development to provide for the recreation and amenity needs of residents by providing public open spaces required by the precinct plan, enabling passive surveillance of public open spaces, ensuring all public open spaces are fronted with roads, and requiring pedestrian and/or cycle linkages (including within the street environment to connect with the public open spaces, the neighbourhood centre, Huapai domain, the Huapai station and town centre, and Huapai School.

Infrastructure and transport

11. Require development to be designed to provide a street ad block pattern that is generally consistent with the Road Hierarchy & Movement Plan and Road Type Cross Sections and which:
 - a. is easy and safe to use for pedestrians and cyclists;
 - b. is connected by a variety of routes within the immediate neighbourhood and between adjacent sub-precincts;
 - c. is safely and efficiently connected to State Highway 16, public transport routes, the Huapai domain and Huapai town centre, Huapai School and employment areas;
 - d. limits cul-de-sac roads to where site and topographical constraints, or sub-precinct boundaries, inhibit connections;
 - e. is public;
 - f. incorporates principles of crime prevention through environmental design.
12. Ensure that the following upgrades to the external transport network necessary to mitigate the effects of the development occur either before or in connection with development:
 - a. upgrade of the Station road/State Highway 16 intersection;
 - b. upgrade of the Access road/State Highway 16 intersection;
 - c. complete upgrade of Station road and partial upgrade of Nobilo road to urban standards;
 - d. construction of a grade-separated pedestrian and cycling bridge across the adjacent railway line to provide access to the local shopping centre and public transport routes on State Highway 16.
13. Require development to provide servicing:
 - a. in a coordinated and integrated manner;
 - b. so that the network is or can be expanded or extended to adjacent land where that land is or may be zoned for urban development;
 - c. on the basis that the reasonable costs of providing or upgrading local infrastructure are met by the

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- developer;
- d. so that power and telecommunications services are reticulated underground to each site wherever practicable.
14. Require all sites capable of containing a building to individually connect to the following reticulated networks:
 - a. wastewater;
 - b. potable water;
 - c. electricity
 15. Require development to be designed to manage stormwater in an integrated and cost-effective manner that prioritises water sensitive design and generally accords with the Stormwater Management Plan for the precinct, including methods to implement:
 - a. stormwater attenuation within the Green Infrastructure Corridor zone with the provision of vegetated swales sized to treat those areas that cannot practically provide SMAF or quality treatment for the Design Effluent Quality Requirements (DEQRs);
 - b. management of flows for up to 10 year ARI events in the piped drainage network. Gross Pollutant Traps will be used where appropriate. Management of flows above the 10 year ARI event and up to 100 year ARI events will be contained in overland flow paths within the road network and the vegetative swale;
 - c. devices designed to comply with the SMAF requirements of Table 2 in [Chapter H, Rule 4.14.2.4](#) of the Unitary Plan as notified within lots including storage tanks, rain gardens, permeable pavement and infiltration trenches.
 - d. devices within roads designed to comply with the SMAF requirements of Table 2 in [Chapter H, Rule 4.14.2.4](#) of the Unitary Plan as notified including rain gardens, tree pits and swales. The detention component may be met in communal devices including the vegetative swale.
 - e. the location, sizing, design, construction and zoning for stormwater infrastructure to be vested in council will be identified prior to subdivision and will generally be in accordance with council's requirements and the precinct plan.
 16. To correlate the rate of development within the precinct with the timing of upgrades to key infrastructure items serving the development.
 17. Protect the existing railway corridor and State Highway network from reverse sensitivity effects by providing suitable development setbacks including, where necessary, appropriate standards for building design in relation to noise and vibration attenuation.
 18. Provide suitable fencing adjoining the rail corridor to avoid conflict between urban land uses and the safe and efficient operation of the rail network.

Huapai Triangle precinct - Green Infrastructure Corridor zone

The policies of the Huapai Triangle precinct are as listed for the Green infrastructure Corridor zone except as specified below:

19. Enable outdoor recreation (including commercial outdoor recreation), walking and cycling linkages.
20. Enable private ownership within sub-precinct E while ensuring that any fencing, landscaping and other modifications do not adversely affect the stormwater management and floodplain role of this land or provision for public pedestrian/cycleway linkages.

Huapai Triangle precinct - Neighbourhood Centre zone

The policies of the Huapai Triangle precinct are as listed for the Neighbourhood Centre zone except as specified below:

21. Provide for a neighbourhood centre with small scale retail, business services, and food and beverage premises of a scale and in a location to meet the local convenience needs of residents and passers-by.
22. Limit the extent of retail, and avoid larger-scale commercial activity, to avoid any significant adverse effects on:

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- a. the small scale character of the neighbourhood centre,
- b. residential amenity in the vicinity,
- c. the vitality of the Huapai town centre, and
- d. the safe and efficient operation of the transport network

Affordable Housing

23. Require 7 percent of new dwellings to be relative affordable with the sale price based on the median house price in the Auckland region or, to be retained affordable with the sale price based on median household income in Auckland, in new medium to large scale residential subdivision or residential development.
24. Provide for affordable housing that is similar in external design to market rate housing within the development and that is located throughout the development.