

Attachment 997

New Precinct_South

Drury South

Drury South Industrial Precinct

The objectives and policies of the underlying Light Industry, Heavy Industry and Public Open Space - Informal Recreation zones apply in the following precinct and sub-precincts unless otherwise specified. Refer to planning maps for the location and extent of the precinct and sub-precincts.

Precinct Description

The Drury South Industrial precinct applies to approximately 361ha of land, bounded by State Highway 1 in the west, the Drury Quarry and the Hunua foothills in the east, the rural areas of Fitzgerald Road in the north and Ararimu Road in the south as shown on Precinct Plan 1. The transportation network development requirements of the precinct are shown on Precinct Plan 2. The precinct is characterised by a flat to subdued contour and is traversed by the Hingaia Stream and its tributaries including the Maketu Streams. Land which surrounds and defines the precinct has more pronounced topographical contours. The precinct lies between the Drury and Ramarama interchanges on State Highway 1 and local traffic patterns are dominated by truck traffic accessing the Drury Quarry.

The zones underlying the precinct are Light Industry, Heavy Industry and Public Open Space - Informal Recreation. The purpose of the precinct is to provide for land extensive industrial activity as well as provide for areas of stormwater management, existing and proposed network utility infrastructure, public open space and proposed roads, while recognising the ecological, cultural, landscape and other environmental constraints of the locality.

The precinct is divided into the following sub-precincts as shown in the Drury South Industrial precinct plan in Precinct Plan 1:

- Sub-precinct A (approximately 96 ha)
- Sub-precinct B (approximately 72ha)
- Sub-precinct C (approximately 22ha)
- Sub-precinct D (approximately 95ha)
- Sub-precinct E (approximately 42ha).

Sub-precinct A has an underlying zoning of Light Industry. Activities within the sub-precinct are subject to additional development controls. Sub-precinct B has an underlying zoning of Light Industry and the Transpower switchyard is located within this sub-precinct. Activities in the sub-precinct are subject to additional landscaping and building layout design controls. Sub-precinct C has an underlying zoning of Light Industry. The sub-precinct provides for offices, commercial services and small-scale retail activities (such as food) and activities to support the industrial activities in the majority of the precinct. Sub-precinct D has an underlying zoning of Public Open Place - Informal Recreation. Sub-precinct E has an underlying zoning of Heavy Industry. Activities within the sub-precinct are subject to additional development controls.

Objectives

The objectives for the precinct are as listed in the Light Industry zone (sub-precincts A-C), the Public Open Space - Informal Recreation zone (sub-precinct D), and Heavy Industry zone (sub-precinct E) except as specified below:

1. Development maintains and enhances the stream ecology and the natural vegetation and habitat values of the Hingaia and Maketu Streams.
2. The cultural heritage values of the precinct are maintained and enhanced.

3. Landscape and visual amenity values within the precinct are maintained and enhanced (particularly when viewed from State Highway 1).
4. The air quality, acoustic and other amenity values of surrounding areas are protected.
5. The establishment of a convenient and well designed industrial area with good quality streetscapes and a commercial service precinct is facilitated.
6. The timely and co-ordinated provision of robust and sustainable road, stormwater, water, wastewater, energy and communications infrastructure networks are provided.
7. Adverse effects on road or other infrastructure networks outside the precinct are avoided or mitigated.
8. Development and subsequent land use within the precinct avoids reverse sensitivity effects on the operations of the Drury Quarry, activities within the Heavy Industry zone or the surrounding rural area..
9. Development and land use within the precinct avoids adverse effects on significant existing high voltage electricity, natural gas and communications infrastructure.
10. Subdivision and development in the precinct area avoids the adverse effects of stormwater runoff on surface and groundwater quality and on flood risks upstream and downstream of the precinct.
11. Visual and physical links to the surrounding area are protected.
12. Landscaping themes are complementary, consistent and coherent throughout the precinct.
13. Activities sensitive to traffic noise are controlled on the strategic freight network (Spine Road and New Quarry Access Road) serving the Drury Quarry.

Policies

The policies for the precinct are as listed in the Light Industry zone (sub-precincts A-C), Public Open Space - Informal Recreation zone (sub-precinct D) and Heavy Industry zone (sub-precinct E) except as specified below:

1. Protect and enhance the significant streams and vegetation within sub-precinct D.
2. Enhance the biodiversity of ecological resources and linkages and restore degraded ecosystems while reducing stream bank erosion through riparian planting along retained watercourses in sub-precincts B and D.
3. Reflect the cultural heritage values of the Hingaia and Maketu streams as cultural linkages between historical hill top pa and coastal areas in the development of sub-precinct D.
4. Maintain a sense of openness and naturalness on land adjacent to State Highway 1.
5. Maintain visual and physical links to the surrounding area within the precinct.
6. Utilise complementary, consistent and coherent landscaping themes throughout the precinct.
7. Design and construct attractive wetland areas for stormwater treatment and detention that also provide reserve and visual amenity opportunities.
8. Provide public open space buffer areas between the land to be developed for business activities and surrounding rural land.
9. Ensure buildings in sub-precinct C address and engage the street and public realm and exhibit a high standard of amenity and pedestrian safety and convenience.
10. Locate higher employee generating activities in sub-precinct C close to potential public transport routes.
11. Provide high quality public open spaces in sub-precinct D that result in opportunities for passive surveillance.
12. Provide adequate stormwater, water, wastewater, communications and energy networks in a timely and co-ordinated manner to service industrial activity within the precinct.
13. Co-ordinate road network (including the state highway) improvements both within and outside the precinct with development within the precinct.
14. Make adequate provision within sub-precinct D to detain the 100 year Average Recurrence Interval (ARI) event without adverse effect on the extent of flooding of upstream and downstream areas.
15. Undertake earthworks to form the modified floodplain in a manner which ensures flood effects on downstream or upstream areas are not exacerbated.
16. Avoid locating buildings within the 100 year ARI modified floodplain.

17. Avoid locating infrastructure within the 100 year modified ARI floodplain unless it can be designed to be resilient to flood related damage and does not exacerbate flood risks for upstream or downstream activities.
18. Identify overland flowpaths in a stormwater management plan or discharge consent and ensure that they remain unobstructed and able to convey surface water runoff safely into the reticulated stormwater network.
19. Avoid or mitigate adverse effects on surface or groundwater quality from stormwater runoff within the precinct through on-site stormwater management and containment and the provision of catchment based stormwater treatment ponds.
20. Mitigate any diversion or piping of existing degraded or modified watercourses by the ecological enhancement and landscape planting of existing natural and diverted watercourses within and immediately adjacent to the precinct.
21. Avoid the establishment of sensitive residential land uses within the precinct.
22. Avoid locating potentially sensitive commercial services within 500 metres of the Quarry zone boundary or within 100 metres of the Heavy Industry zone or any Rural zone boundary.
23. Control activities potentially sensitive to traffic noise on the strategic freight network (Spine Road and New Quarry Access Road) serving the Drury Quarry.

Drury South Industrial Precinct - Rules

1. Activity Tables

Except as specified below, the activities in the underlying Light Industry (sub-precincts A-C), Public Open Space - Informal Recreation (sub-precinct D), and Heavy Industry (sub-precinct E) zones apply.

Activity Table 1 - Drury South Industrial Precinct – Sub-Precincts A – C and E	
Activity	Activity Status
Development	
Subdivision or any development of land which precedes a subdivision being undertaken which complies with Development Control 2.2 below. (Note that for the purposes of this rule “development” means the carrying out of any work on the land including any earthworks or site preparation activities and the construction or alteration of any building)	RD
Subdivision or any development of land which precedes a subdivision being undertaken which does not comply with Development Control 2.2 below	NC
The creation of vehicle access to any site with frontage to or from the Spine Road shown on Precinct Plan 2 which also has frontage to another road shown on that Plan	RD

Activity Table 2 - Drury South Industrial Precinct – Sub-Precinct A (Light Industry)	
Activity	Activity Status
Commerce	

Commercial Services	NC
Dairies	NC
Drive-through facilities	NC
Entertainment facilities	NC
Food and beverage	NC
Large format retail	Pr
Offices that are accessory to an industrial activity on the site and the office GFA does not exceed 30 per cent of all buildings on the site	P
Offices that are accessory to an industrial activity on the site and the GFA exceeds 30 per cent of all buildings on the site	NC

Activity Table 3 - Drury South Industrial Precinct – Sub-Precinct B (Light Industry - Motorway Edge)	
Activity	Activity Status
Commerce	
Commercial Services	NC
Dairies	NC
Drive-through facilities	NC
Entertainment facilities	NC
Food and beverage	NC
Large format retail	Pr
Offices that are accessory to an industrial activity on the site and the GFA does not exceed 30 per cent of all buildings on the site	P
Offices that are accessory to an industrial activity on the site and the GFA exceeds 30 per cent of all buildings on the site	NC
Development	
New buildings (excluding buildings for Network Utilities) or additions to buildings not otherwise provided for as permitted activities	C
Additions to buildings that are less than -10 per cent of the existing GFA of the building; or -250m ² whichever is the lesser	P

Internal alterations to buildings	P
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Activity Table 4 - Drury South Industrial Precinct – Sub-Precinct C (Light Industry - Commercial Services)	
Activity	Activity Status
Commerce	
Commercial Services	P
Dairies up to 200m ² GFA	P
Drive-through facilities	P
Food and beverage up to 200m ² GFA	P
Large format retail	Pr
Offices	P
Community	
Childcare centres	P
Education facilities for industrial training purposes only	P
Healthcare facilities	P
Development	
New buildings (excluding buildings for Network Utilities) or additions to buildings not otherwise provided for as permitted activities	C
Additions to buildings that are less than -10 per cent of the existing GFA of the building; or -250m ² whichever is the lesser	P
Internal alterations to buildings	P

Activity Table 5 - Drury South Industrial Precinct – Sub-Precinct D (Public Open Space Informal Recreation / Stormwater Management)	
Activity	Activity Status
Community	
Any activity listed as a permitted activity in the Informal Recreation zone	P
Stormwater Management Devices	P

Activity Table 6 - Drury South Industrial Precinct – Sub-Precinct E (Heavy Industry)	
Activity	Activity Status
Commerce	
Dairies	NC
Food and beverage	NC

2. Land use controls

2.1 Dairies in sub-precinct C

1. Dairies must not exceed 200m² gross floor area.
2. Dairies must be located more than 100 metres from the nearest rural zone boundary.
3. Development that does not comply with clauses 1 and 2 above is a non-complying activity.

2.2 Food and beverage in sub-precinct C

1. Food and beverage must not exceed 200m² gross floor area.
2. Food and beverage must be located more than 100 metres from the nearest rural zone boundary.
3. Development that does not comply with clauses 1 and 2 above is a non-complying activity.

2.3 Childcare centres in sub-precinct C

1. Childcare centres must be located more than 500 metres from the nearest heavy industry zone boundary
2. Childcare centres must be located more than 100 metres from the nearest rural zone boundary.
3. Development that does not comply with clauses 1 and 2 above is a non-complying activity.

2.4 Healthcare facilities in sub-precinct C

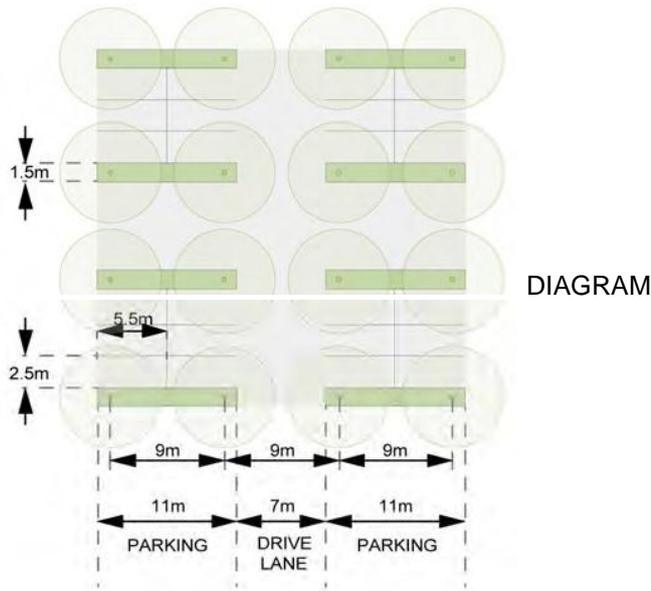
1. Healthcare facilities must be located more than 500 metres from the nearest heavy industry zone boundary
2. Healthcare facilities must be located more than 100 metres from the nearest rural zone boundary.
3. Development that does not comply with clauses 1 and 2 above is a non-complying activity.

3. Development Controls

3.1 Sub-precincts A-E

The development controls are those listed in the Light Industry zone (in respect of sub-precincts A-C), the Public Open Space Informal Recreation zone (in respect of sub-precinct D) and the Heavy Industry zone (in respect of sub-precinct E) with the addition of the following controls:

- a. All new roads shall be designed and constructed to comply with the provisions of New Zealand Standard NZS6806:2010 "Acoustics – Road Traffic Noise – New and Altered Roads".
- b. The upward waste light ratio from any luminaire must not be more than 3 per cent. The upward waste light ratio is defined as: "*The ratio of the light flux emitted above the horizontal by a luminaire to the total light flux emitted, expressed as a percentage, evaluated for the upcast angle*".
- c. The front yard landscaping of sites used for an industrial purpose shall comprise a 3 metre wide continuous (except for those areas used for vehicle and pedestrian access) planting of multi-row *Phormium tenax* (flax) planted at 1.5 metre centres in staggered rows on a grid. This planting requirement shall not apply to sites within sub-precincts B or C. Any required security fence shall be setback a minimum of 3 metres from the front boundary and such fencing (whether in front yards or on rear or side boundaries) shall be 2 metre maximum height and shall not incorporate barbed or razor wire or an angled top. Fence posts and wire mesh are to be black coloured.
- d. All side boundaries of sites in the Light Industry zone and all side and rear boundaries of sites in the Heavy Industry zone shall be planted with a row of either *Leyland Cypress*, *Casuarina* (sheoak) or *Macrocarpa* at 3 metre centres located 1.5 metres in from the side or rear boundary and buildings shall be setback from the relevant boundary by a minimum of 3.5 metres. This requirement shall not apply to sites within sub – precincts B, C or D. Where sites with side or rear boundaries abut State Highway 1 within sub-precinct B all such boundaries shall be planted with a double row of *Leyland Cypress* with 2 metres between rows and trees within each row planted at 3 metre centres. Tree rows are to be staggered and the first row is to be located 1.5 metres in from the side or rear boundary and buildings shall be setback from the relevant boundary by a minimum of 5.5 metres accordingly. Any noise attenuation wall or fence designed to deflect noise arising from State Highway 1 shall be fully screened by planting in views from the motorway.
- e. Within sub-precinct B no less than 30 per cent of the net site area of each site is to be in permeable landscape area (including any on site stormwater treatment). Where on site car parking adopts a layout fully conforming with the fully planted permeable carpark design layout detailed in Diagram 1 below, the permeable landscape area may be reduced to no less than 20 per cent of the site area.



- f. Within the sub-precinct C the ground floor of all buildings shall have a minimum floor to ceiling height of 4.5 metres to allow long term adaptive reuse of light industrial buildings for commercial services activities.

3.2 Subdivision or Development Preceding Subdivision in Sub-precincts A-E

The subdivision controls are those listed in the Auckland wide subdivision rules for the Light Industry zone (in respect of sub-precincts A-D) and the Heavy Industry zone (in respect of sub-precinct E) with the addition of the following controls:

- a. Proposed roads (including pedestrian and bicycle routes identified on the Precinct Plan 1, shall be constructed and vested in council upon subdivision or development of the relevant area at no cost to the council. Proposed roads shall be located generally in the position indicated on precinct plan 1 but precise location will be subject to detailed engineering and subdivision design.
- b. The land identified as part of sub-precinct D on the Precinct Plan 1 shall be developed and vested in council upon subdivision or development of the relevant area at no cost to the council. In recognition of this no financial or development contributions for public open space or stormwater management will be levied by the council. Proposed reserves and stormwater management areas shall be located generally in the position indicated on the structure plan but precise location will be subject to detailed engineering and subdivision design. Vegetated buffers not less than 40 metres in total width are to be provided along stream corridors within stormwater management areas and shall include a minimum of 10 metres of native riparian planting either side of the stream edge. Off-site stormwater management services including wetlands and the primary and secondary stormwater conveyance system is to be vested at no cost to the council in accordance with a network discharge consent or other relevant discharge consent or a stormwater management plan approved by the council.

Once detailed design has occurred and cadastral boundaries of public open space and stormwater management areas have been set through the subdivision consent process, the sub-precinct D and underlying Public Open Space Informal Recreation zone boundary will be deemed to have been adjusted accordingly.

- c. Reticulated water services shall be supplied to the precinct and all new water infrastructure shall be fully funded (including consenting costs) by the developer(s) of the land within the precinct. Such services shall be provided to the relevant part of the precinct in advance of or concurrent with resource consent for subdivision and development provided that any necessary resource consents or designations for the reticulated water services have been granted.
- d. Wastewater services are to be provided to the precinct either by (in no particular order):
 - i. the construction of a connection to Watercare's existing wastewater network and any necessary upgrading of that network that is required to service the Precinct; and/or
 - ii. the construction of a Wastewater Treatment Plant to service the Precinct, or a larger catchment if required.

In either case wastewater services are to be provided in a manner approved by Watercare and constructed to Watercare's design and operational standards. The developer(s) shall fully fund (including consenting costs) all new wastewater infrastructure required to service the Precinct. Wastewater services shall be provided to the relevant part of the Precinct in advance of or concurrent with a resource consent for subdivision and development provided that any necessary resource consents or designations for the reticulated water services have been granted. In the event that a new regional wastewater treatment plant becomes available to service the precinct, and subject to approval from Watercare, the precinct could be connected to that plant.]

(Note that for the purposes of the rules a - d above references to "Watercare" means Watercare Services Limited and references to "development" means the carrying out of any work on the land including any earthworks or site preparation activities and the construction or alteration of any building

4. Assessment

4.1 Controlled Activities

4.1.1 Matters of Control

- a. In sub-precinct B (Light Industry Motorway Edge) the council will reserve its control to the matters below for activities listed as controlled in the sub-precinct B activity table:
 - i. retention of existing vegetation
 - ii. planting
 - iii. building design and appearance
 - iv. parking area design
 - v. storage and waste management location and design
 - vi. vehicular access
- b. In the case of sub-precinct C (Light Industry Commercial Services) the council will reserve its control to the matters below for activities listed as controlled in the sub-precinct C activity table:

- i. building design
- ii. parking area design
- iii. signs
- iv. service area location
- v. vehicular access
- vi. mitigation of traffic noise

4.1.2 Assessment Criteria

In the case of sub-precinct B (Light Industry Motorway Edge) the council will consider the relevant assessment criteria below:

1. Retention of existing vegetation
 - a. Where possible layouts should retain and protect existing mature trees, particularly those of indigenous species, where these contribute to the site character and amenity.
2. Planting
 - a. Planting should be designed to have a large scale landscape effect and combine native as well as appropriate exotic species to provide seasonal change and quality amenity.
 - b. Where public open space land adjoins the motorway boundary planting that creates a continuous visual barrier to eastward views from the State Highway 1 corridor should be avoided, however landscape design should emphasise the current sequence of intermittent views to the Hunua Ranges from the State Highway 1 corridor and the pattern of variable depth of such views.
 - c. Where industrial sites adjoin the motorway boundary, a detailed rule applies requiring a double row of *Leyland Cypress* to create the appearance of a rural shelterbelt providing a continuous visual barrier defining the curve in the motorway alignment.
3. Building design and appearance
 - a. Buildings should be located with design consideration for their visibility and reduced visual impact as viewed from the State Highway 1 corridor and the desirability of maintaining a sense of openness as seen from the motorway.
 - b. The visual mass of larger buildings should be minimised by employing the following methods:
 - i. utilising subdued, recessive colours
 - ii. providing variation in materials and finish for facades viewed from the motorway
 - iii. creating variation of roof profiles with consideration given to the overall roofscape viewed from the motorway
 - iv. all rooftop servicing and plant should be designed as an integral part of the roofscape with particular consideration given to the view from the motorway.
4. Parking area design
 - a. Parking areas should be designed to incorporate trees to break up the scale of hard surface areas.
 - b. Adoption of the Fully Planted Permeable Carpark Design Layout (refer Diagram 1 above) style of parking is advocated within sub-precinct B.
5. Storage and waste management location and design
 - a. Storage and waste management activities should be located and/or designed to be screened from view of State Highway 1.

6. Vehicular access

- a. Proposed vehicle access to sites should minimise any conflict with safety and efficiency of the strategic freight network consisting of the Spine Road and New Quarry Access Road shown on the Precinct Plan 2.

In the case of sub-precinct C (Light Industry Commercial Services) the council will consider the relevant assessment criteria below:

1. Building design

- a. Buildings on corner lots should be designed to provide for a quality architectural response to the corner. Appropriate design responses would be provision of additional height at the corner, windows and activities addressing both street frontages and avoiding blank walls to one or both sides of the corner. Service activities such as loading docks or storage yards should not be located on corners or any site frontage.
- b. Built development should front the street with a quality recognisable pedestrian entry to the street.

2. Parking area design

- a. Parking should be provided on the road network adjacent to sub-precinct C areas with on-site parking layouts designed in accordance with the typical layout identified in Appendix 11.6.4
- b. Signage
 - a. Signage for each sub-precinct C development should be coordinated including the physical location of signs, their type-face, style and content with a maximum of two signs per business, one located to address the street frontage and one to identify the building entry. A third sign is permissible where the service access is separate from building entry or there are multiple entries.

3. Service area location

- a. Service areas should be located so as to avoid observation from a public road with access either from a service lane, incorporation within the main building or full screening of service/storage and dock areas.

4. Vehicular access

- a. Proposed vehicle access to sites should minimise any conflict with safety and efficiency of the strategic freight network consisting of the Spine Road and New Quarry Access Road shown on Precinct Plan 2.

5. Mitigation of traffic noise

- a. Premises offering food and beverages, health professional rooms and childcare centres (being permitted activities which may be sensitive to heavy commercial vehicle traffic noise) should be designed to mitigate traffic noise effects. Mitigation measures may include acoustic treatment of buildings and arranging site layout so noise sensitive activities are screened from the heavy traffic noise.

4.2 Restricted discretionary activities

The matters for discretion and assessment criteria for restricted discretionary activities listed in the activity tables for the Light Industry zone (in respect of sub-precincts A-D) and the Heavy Industry zone (in respect of sub-precinct E) are set out in the Business zone rules (Chapter I Rule 3).

4.2.1 Matters of discretion

The following matters for discretion and assessment criteria only apply to the subdivision (or any development of land which precedes a subdivision) being undertaken within the Drury South Industrial precinct in compliance with Development Control 2.2 above.

For any subdivision (or any development of land which precedes a subdivision) that is a discretionary activity within the Drury South Industrial precinct the council will restrict its discretion to the following matters:

1. The relevant council and Auckland Transport development code or codes of practice;
2. Geotechnical and seismic;
3. Servicing and development sequencing;
4. Design and layout;
5. Earthworks;
6. Transportation network development requirements;
7. Ecology;
8. Counties Power 110 Kv sub-transmission lines
9. Stormwater management.

Except as provided for by sections 95A(4), 95B(3) or 95C(4) of the Resource Management Act 1991 applications for subdivision or development of land as a restricted discretionary activity will be considered without notification. The need to obtain approval from affected persons will be limited to the New Zealand Transport Agency and Auckland Transport in respect of the transportation network development requirements. Where written approval is not obtained from those parties the application will be notified to those parties only under Section 95B of the Resource Management Act 1991.

4.2.2 Assessment Criteria

For any subdivision (or any development of land which precedes a subdivision) that is a restricted discretionary activity within the Drury South Industrial precinct the council will consider the relevant assessment criteria below:

1. The subdivision or development should be in accordance with the relevant Auckland Transport development codes or codes of practice.
2. The subdivided lots or the land on which the development is to be undertaken should be geotechnically suitable for the development of a permitted activity or an activity for which resource consent has been obtained. This may include an assessment of the following:
 - a. Any proposed fill materials
 - b. Stability in areas of deep cut particularly adjacent to the boundaries of the Precinct
 - c. Settlement and stability issues associated with the Hingaia and Maketu streams
 - d. Time dependent settlement
 - e. Ground seismicity and buffer zone
 - f. Liquefaction

- g. Any new information available on ground shaking and liquefaction
3. Subdivision and development should occur in a logical and sequential manner in relation to:
- a. The implementation of improvements and/or upgrades to the roading network
 - b. The establishment of the stormwater management areas within sub-precinct D identified on Precinct Plan 1 and catchment wide stormwater management devices as identified in the relevant discharge consent and/or stormwater management plan required by the special information requirements below
 - c. The provision for overland flowpaths identified in an approved discharge consent and/or stormwater management plan required by the special information requirements below
 - d. The provision of wastewater facilities, water supply, electricity, gas and telecommunications, including the protection and /or relocation of any existing local electricity, gas and communications assets
4. Subdivision design and layout should give effect to the objectives and policies identified for the Drury South Industrial precinct and the subdivision design assessment criteria set out in Appendix 11.6.4.
5. The earthworks required by the subdivision or development should:
- a. Avoid or mitigate adverse effects on land stability, existing underground infrastructure facilities (such as the Vector gas pipeline and Telecom telecommunications cables), and groundwater quantity and quality.
 - b. Avoid or mitigate adverse effects on the visual quality of the landscape or natural landforms, watercourses, habitats or vegetation.
 - c. Avoid or mitigate adverse effects on traffic management within the area or create damage, danger, or nuisance to surrounding residents or the Ramarama School
 - d. Consider opportunities to recharge the aquifer using treated stormwater where permeable soils are available.
 - e. Ensure that the creation of level development platforms are contoured to integrate with the surrounding street environment and open space corridors.
 - f. Screen retaining walls from public view.
 - g. Provide and maintain continuity of overland flow paths both within the site, as well as upstream and downstream; and where overland flow paths are diverted and/or altered show how:
 - i. potential effects on other properties from the diversion or alteration is avoided or mitigated
 - ii. effects from scouring and erosion are mitigated
 - iii. further changes to the overland flow path will be limited, when appropriate through an easement in favour of Council.
 - h. If located in the 100 year ARI modified flood plain, including earthworks for the formation of stormwater management devices such as wetlands and/or for necessary infrastructure (including associated landscaping and accessways), whether:
 - i. the design of the device, including associated earthworks, landscaping and accessways avoids impeding flood flows or otherwise exacerbating flood risk upstream or downstream of the site and how such effects can be avoided
 - ii. the design of the device or mitigation works is resilient to damage from the full range of flood events

- iii. access to the device for maintenance is provided and maintenance plans address potential effects that may result from the proposed access route.

- 6. The following transportation network requirements should be met and the council may refuse consent or apply conditions to the consent to ensure the requirements are achieved:
 - a. The subdivision or development should result in the central 'Spine Road' being progressively constructed southwards from the Quarry Road bridge over State Highway 1
 - b. The following road projects indicatively shown on Precinct Plan 2 should be completed before any buildings within the precinct are occupied:
 - i. the realignment of existing Quarry Road onto the alignment of the 'Spine Road' from the State Highway 1 over-bridge to the southern extent of the first stage of subdivision
 - ii. the upgrading of the existing Quarry Road/Great South Road intersection
 - iii. the provision of traffic signals or an alternative upgrade which achieves equivalent transport performance at the existing Great South Road/State Highway 22 (Karakā Road) intersection
 - iv. under the scenario where development of the Precinct proceeds in advance of the Mill Road Corridor Project, the upgrading of the right turn bay on Waihoehoe Road at the Waihoehoe Road/Fitzgerald Road intersection
 - c. A new dedicated pedestrian path and cycleway should be constructed between the existing Drury township and the precinct before development and occupation of more than 25 hectares of Industrial zoned land within the precinct occurs
 - d. Ramarama Road, at the northern boundary of the precinct, should be closed to all vehicular traffic by the time 58 hectares of the developable area in the Ramarama Road Transport Area defined on Precinct Plan 2 has been subdivided or developed
 - e. The Link Road from the Spine Road to Fitzgerald Road shown on Precinct Plan 2 should be provided and shoulder widening, intersection treatments and localised widening works within the existing road reserve on Fitzgerald Road between the Link Road and Waihoehoe Road should be undertaken before Ramarama Road is closed at the northern boundary of the Precinct
 - f. The 'Avenue' Road and the portion of the Spine Road shown on Precinct Plan 2 should be provided as the adjacent sub-precinct C is developed
 - g. Ramarama Road, at the southern boundary of the precinct, should be closed to all vehicular traffic by the time 89 hectares of Industrial zoned land within the precinct has been subdivided or developed
 - h. The southern portion of the Spine Road that connects to Ararimu Road should be constructed before:
 - i. Ramarama Road is closed at the southern boundary of the Precinct; or
 - ii. any development of the Precinct south of the New Quarry Access Road shown on Precinct Plan 2 occurs
 - i. Whether State Highway 1 Ramarama Interchange is capable of accommodating the traffic from the subdivided and developed portion of the

precinct including the predicted traffic from the land which is the subject of the application. To enable assessment of this criterion, applications for subdivision or development must include a traffic assessment of the effects of the subdivision or development on the interchange prepared by a qualified and experienced traffic engineer.

Advice note: This criterion will be considered to be met where such an assessment includes a review undertaken by or on behalf of NZTA which confirms that there is sufficient capacity or planned capacity at this interchange to accommodate the predicted increase in traffic.

7. In respect of those new areas of planting in stormwater management and wetland areas in precinct D:
 - a. Plants should be eco-sourced as close as possible to the developed area
 - b. The mechanisms proposed to ensure the weed and pest management programme and the herpetofaunal mitigation/rehabilitation plan are implemented
 - c. In respect of the southern boundary of the Precinct an ecological corridor of 30 metres in width should be planted with suitable tree species at the time of subdivision of the adjoining industrial zoned land. This planted corridor is intended to provide a link between the southern buffer in the Precinct and bush areas in the Quarry Zone.

8. Whether the existing 110kV Counties Power electricity lines are provided for in the existing positions in any subdivision or whether the existing lines can be relocated in agreement with Counties Power.

9. A stormwater management plan and works proposed as part of the subdivision or development should:
 - a. Comply with any approved discharge consent
 - b. Be effective in avoiding, remedying or mitigating the potential adverse effects of stormwater discharge on water quality and flood hazards. In the case of stormwater management facilities within private land this assessment will include how the operation and maintenance of such facilities is to be secured by way of appropriate covenants or consent notices
 - c. Effectively contain all the natural and diverted streams and their margins, wetlands, and other off-site stormwater management devices
 - d. Provide for overland flowpaths
 - e. Require a bond or other security to be provided to ensure that the stormwater management works will be completed, with such bond to be released when the works are completed and the stormwater management areas and their devices are vested in council.

4.2.3 Matters of discretion

The following matters for discretion and assessment criteria only apply where any site with frontage to the Spine Road shown on Precinct Plan 2 also has frontage to another road shown on that Plan.

For any development of such a site the council will restrict its discretion to the following matters:

1. Effect of the location and design of the access on the safe and efficient operation of the adjacent transport network;
2. Adequacy of access arrangements

4.2.4 Assessment Criteria

For any development of such a site the council will consider the relevant assessment criteria below:

1. Any adverse effect from the location and design of the access on the safe and efficient operation of the adjacent transport network, including public transport, cyclists and general traffic, having regard to:
 - (i) The number of other access points to or from the Spine Road in the vicinity of the proposed access;
 - (ii) Whether conflicts will be reduced by the presence of a raised central median which prevents right turning in the vicinity of the site;
 - (iii) Visibility and safe sight distances particularly the extent to which vehicles entering/exiting the site can see, and be seen by, pedestrians, cyclists and other vehicles on the footpath and road carriageway;
 - (iv) Existing and future traffic conditions including speed, volume, type, current accident rate, and the need for safe manoeuvring in all weathers;
 - (v) Existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in the District Plan; and
 - (vi) Existing community or public infrastructure located in the adjoining road, such as bus stops, bus lanes and cycleways.
2. Whether the access arrangements are practicable and adequate having regard to site limitations and layout, and arrangement of buildings and activities, users and operational requirements, and having regard to whether the site can reasonably be served by shared or amalgamated access with another site or sites on the Spine Road where the sites in question are held in the same ownership.

4.3 Special information requirements

4.3.1 Earthworks plans

Any application for subdivision or development shall be accompanied by detailed earthworks plans. Such plans must:

- a. Describe the nature and scale of the proposed earthworks, such as the extent of cut and/or fill, sources of fill and how the cut and fill is to be transported
- b. Describe the construction management and communication methods to be followed to minimise nuisances and disruption to surrounding residents and Ramarama School (in particular, dust, traffic and noise impacts) during the construction period
- c. Provide detailed design of the modified flood plain.

4.3.2 Ecological management plans

In respect of any new areas of planting in precinct D the following must be provided:

- a. A weed and pest management programme for any new areas of planting within the stormwater management areas and wetland areas and remaining indigenous forest fragments in precinct D.
- b. A herpetofaunal mitigation/rehabilitation plan which targets only potentially suitable lizard habitat for relocation searches.

4.3.3 Stormwater management report and plans

Any application for subdivision or development preceding subdivision shall be accompanied by detailed stormwater management report and plans. Such report and plans must:

- a. Describe how the plans comply with the conditions of any relevant discharge consent
- b. Identify overland flow paths
- c. Describe the nature and extent of any off-site stormwater management devices and how these devices are to be delivered if they are on land outside the application site
- d. If stormwater management devices are to be located within the modified 100 year ARI floodplain, describe how these devices are to be designed to be resilient to flood-related damage while not exacerbating flood risks for upstream or downstream activities
- e. Where streams are to be diverted and/or recreated as identified on the precinct plan, describe how this is to be achieved in a way that ensures that they function in a manner similar to natural stream systems. Detailed landscape treatment plans will be required to demonstrate:
 - i. the proposed long section and cross sections
 - ii. how the new stream banks are to be stabilised
 - iii. how pool – riffles - run sequences are to be formed
 - iv. how stormwater outlets are controlled.

Precinct Plan

