

Attachment 1 Decisions Version of PC90 Provisions

Amendments Made in the Updated Decision 9 October 2024

1. What was MDRS Standard IXX.6(4) "Activity (A2) in Activity Table IXX.4.1 must comply with permitted activity Standards IXX.6.6 to IXX.6.13" has been deleted;
2. Notification rule IXX.5.3(b) has been amended to correctly apply to the subdivision of four or more units complying with the MDRS.
3. IXX.4.1(A7), IXX.6.3(2), IXX.9.1(1) and IXX.9.2(1) have been amended so that the cross-references are correctly to IXX.6.3 (Road noise attenuation);
4. IXX.8.2(1)(c)(iii) and IXX.9.2(4)(c)(ii) have had the cross-reference provision numbers corrected.

Amend the Auckland Unitary Plan (Operative in Part) as follows:

1) Rezone the Plan Change area as shown below:



2) **Insert a new Highbrook Precinct into Chapter I Precincts (South) as set as out below:**

IXX Highbrook Precinct

IXX.1 Precinct Description

Highbrook Precinct is located beside the Highbrook industrial area. The Precinct is bounded by Tāmaki River, Ōtara Creek, Highbrook Drive and State Highway 1.

Highbrook Precinct has frontage to Tāmaki River, an important awa that leads out to the Hauraki Gulf (Tikapa Moana) and Waitemata Harbour. These waterways were crucial for iwi and hapū both as a traditional food source, and a historical means of transport with coastal and island settlements, boundary markers, navigation points and waka portage routes. Mana Whenua have a spiritual connection with Tāmaki River, and have on-going guardianship (kaitiakitanga) responsibilities. The remnants of the Pukewairiki Tuff Ring, a regionally important and one of the oldest volcanoes in the Auckland volcanic field, is located to the north-east of the Highbrook Precinct.

The Highbrook Precinct is part of the site which contained the former Ōtāhuhu Power Station. The Tāmaki River and Ōtara Creek environments adjoining the Precinct, contain remnant infrastructure which previously supported the operation of the Ōtāhuhu Power Station.

The Highbrook Precinct is zoned Residential - Terrace Housing and Apartment Buildings Zone. It adjoins the Business – Light Industry Zone located east of Highbrook Drive and applied to the wider Highbrook industrial area.

The purpose of the Precinct is to enable the establishment of high-density residential development in proximity to an important employment hub in Highbrook. The Precinct benefits from visual amenity, landscape and unique urban setting provided by the Tāmaki River environments. Development within the Precinct will integrate with the existing urban environment.

The Precinct seeks to manage adverse effects on the efficient operation of the surrounding road network, in particular on Highbrook Drive and the Highbrook Drive / State Highway 1 roundabout. An Integrated Transport Assessment has confirmed that the development of 200 dwellings (or dwelling unit equivalents) total traffic movements of 130 vehicles per hour, generated by any land use within the Highbrook Precinct, is acceptable within the Precinct, with supporting non-residential land uses (such as a diary, café or shared office spaces).

A revised Integrated Transport Assessment Report (including appropriate forecast transport modelling, and latest Precinct land use assumptions with sensitivity tests of these) is to be prepared to support any resource consent application for development exceeding total traffic movements of 130 vehicles per hour 200 dwellings (or dwelling unit equivalents).

The Highbrook Precinct incorporates the Medium Density Residential Standards (MDRS) set out in Schedule 3A of the Resource Management Act 1991. The MDRS provide for the use or construction of up to 3 dwellings as a permitted activity, complying with identified Standards.

IXX.2 Objectives

- (1) Land within the Highbrook Precinct is used efficiently to provide high-density urban living adjacent to the Highbrook industrial area and the Tāmaki River environments.
- (2) Activities sensitive to noise are protected from adverse health and amenity effects arising from road traffic noise associated with the operation of State Highway 1 and Highbrook Drive.
- (3) Subdivision, use and development within the Highbrook Precinct ensures that adverse effects on the safety, capacity and efficiency of the operation of the ~~local~~ surrounding transport network is avoided, remedied or mitigated.
- (4) Pedestrians and cyclists moving to and from the Highbrook Precinct are provided with safe and convenient pedestrian and cycling connections along Highbrook Drive and the surrounding pedestrian and cycling network.
- (5) A well-functioning urban environment that enables all people and communities to provide for their social, economic and cultural wellbeing, and for their health and safety, now and into the future.
- (6) A relevant residential zone provides for a variety of housing types and sizes that respond to –
 - (a) housing needs and demands; and
 - (b) the neighbourhood's planned urban built character, including 3–storey buildings.

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

IXX.3 Policies

- (1) Require buildings that contain activities sensitive to noise to be designed and constructed with acoustic attenuation measures to provide for people's health and residential amenity to achieve specified minimum indoor design noise levels.
- (2) Limit the total traffic movements from the Highbrook Precinct to 130 vehicles per hour ~~number of dwellings within the Highbrook Precinct to 200 dwellings (or dwelling unit equivalents)~~ to ensure that vehicle trip generation from development within the precinct remains within anticipated levels.
- (3) Require an Integrated Transport Assessment ~~Report~~ to support a resource consent application for development exceeding the total traffic movements of 130 vehicles per hour from the Highbrook Precinct 200 dwellings (or dwelling unit equivalents) to ensure that the quantum of development generates appropriate travel demand, and implements the required infrastructure upgrading to ensure that any adverse effects on the safety, capacity and efficiency of the operation of the local transport network is avoided, remedied or mitigated.

- (4) Require subdivision and development within the Highbrook Precinct to facilitate a transport network that supports safe pedestrian, and cycle facilities, public transport use and promotes alternative transport choice by requiring:
- (a) the preparation of a Highbrook Precinct Transportation Plan Transport Assessment which must be updated as development proceeds.
 - (b) the upgrading of the shared pedestrian / cycle facilities along the areas shown in Precinct Plan 1.
 - (c) the construction of a shared pedestrian / cycle facility providing a connection between the Access shown in Precinct Plan 1 and the intersection of Gridco Road and Hellabys Road.
 - ~~(e)~~(d) construction of a bus stops either side of Highbrook Drive outside along the Precinct frontage with Highbrook Drive.
 - ~~(e)~~(e) installation of a pedestrian barrier along the area shown in Precinct Plan 1 to improve pedestrian safety.
 - ~~(e)~~(f) the implementation of a shuttle bus service within the Precinct to provide connections to nearby public transport hubs and town centres and other identified key destinations.
- (5) Enable a variety of housing types with a mix of densities within the zone, including 3-storey attached and detached dwellings, and low-rise apartments.
- (6) Apply the Medium Density Residential Standards (MDRS) across all relevant residential zones in the District Plan except in circumstances where a qualifying matter is relevant (including matters of significance such as historic heritage and the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, wahi tapu, and other taonga).
- (7) Encourage development to achieve attractive and safe streets and public open spaces, including by providing for passive surveillance.
- (8) Enable housing to be designed to meet the day-to-day needs of residents.
- (9) Provide for developments not meeting permitted activity status, while encouraging high-quality developments.

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

IXX.4 Activity table

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

Activity Table IXX.4.1 specifies the activity status of land use and development activities pursuant to section 9(3) and section 11 of the Resource Management Act 1991.

A blank table cell with no activity status specified means that the zone, Auckland-wide and overlay provisions apply.

Note:

All applications for subdivision consent are subject to section 106 of the RMA.

Table IXX.4.1 Activity table

Activity		Activity status
Use		
(A1)	<u>Up to three dwellings per site each of which complies with Standards IXX.6.5 to IXX.6.13 inclusive</u>	P
(A2)	<u>Four or more dwellings per site</u>	
(A3)	<u>The conversion of a principal dwelling into a maximum of three dwellings complying with Standards IXX.6.5 to IXX.6.13 inclusive</u>	P
Development		
(A4)	<u>Accessory buildings associated with a development of dwellings each of which complies with Standards IXX.6.5 to IXX.6.13 inclusive</u>	P
(A5)	<u>Internal and external alterations to buildings for a development of dwellings all of which complies with Standards IXX.6.5 to IXX.6.13 inclusive</u>	P
(A6)	<u>Additions to an existing dwelling which complies with Standards IXX.6.5 to IXX.6.13 inclusive</u>	P
{A1} (A7)	Activities that do not comply with Standard IXX.6.3 Road noise attenuation	RD
{A2} (A8)	Activities that do not comply with the following Standards: (i) Standard IXX.6.1 Maximum number of dwellings <u>Total traffic generated</u> (ii) <u>Standard IXX.6.2 Transport infrastructure development standards</u> (iii) Standard IXX.6.2 Highbrook Precinct Transportation Plan (iii) Standard IXX.6.3 Upgrading of shared cycle/pedestrian path	D

	(iv) Standard IXX.6.4 Construction of a bus stop	
Subdivision		
(A9)	<u>Subdivision of land for up to three dwellings complying with Standards IXX.6.5 to IXX.6.13 inclusive and IXX.7</u>	<u>C</u>
(A10)	<u>Any subdivision listed above not meeting Standard IXX.7 for controlled subdivision activities</u>	

IXX.5 Notification

- (1) Unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991, public notification of an application for resource consent is precluded if the application is for the construction and use of one, two or three dwellings that do not comply with Standards IXX.6.5 to IXX.6.13.
- (2) Unless the Council decides that special circumstances exist under section 95A(9), public and limited notification of an application for resource consent is precluded if the application is for the construction and use of 4 or more dwellings that comply with Standards IXX.6.6 to IXX.6.13.
- (3) Unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991, public and limited notification of an application for a controlled subdivision resource consent is precluded if the subdivision is associated with an application for the construction and use of:
 - (a) one, two or three dwellings that do not comply with one or more of the Standards listed in IXX.6.6 to IXX.6.13; or
 - (b) four or more dwellings that comply with all the Standards listed in IXX.6.6 to IXX.6.13.
- (4) Any application for a resource consent which is listed in IXX.4.1(A1), IXX4.1(A2) or IXX4.1(A3) above which also requires resource consent under other rules in the Plan will be subject to the normal tests for notification under the relevant sections of the RMA.
- (5) Any application for resource consent for not meeting the Standard IXX.6.1 Total traffic generated must be publicly notified.
- ~~(2)~~(6) When deciding who is an affected person in relation to any activity for the purpose of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

IXX.6 Standards

The overlay, Auckland-wide and zone standards apply in this precinct in addition to the following standards.

(1) Unless specified in Standard IXX.6(3) below, all relevant overlay, Auckland-wide and zone standards apply to all activities in the IXX Highbrook Precinct, except the following standard.

(a) H6.6.9(1) Coastal protection yard

(2) The following zone standards do not apply to activities (A1) and (A3) to (A6) listed in Activity Table IXX.4.1 above:

- H6.6.5 Building height
- H6.6.6 Height in relation to boundary
- H6.6.7 Alternative Height in relation to boundary
- H6.6.8 Height in relation to boundary adjoining lower intensity zone
- H6.6.9 Yards
- H6.6.10 Maximum impervious area
- H6.6.11 Building coverage
- H6.6.12 Landscaped area
- H6.6.13 Outlook space
- H6.6.15 Outlook living space

(3) The activities listed as a permitted activity in Activity Table IXX.4.1 must comply with permitted activity Standards IXX.6.5 to IXX.6.13.

(4) The activities listed as a controlled activity in Activity Table IXX.4.1 must comply with IXX.7 Standards for controlled subdivision activities and the General Standards E38.6.2 to E38.6.6 inclusive.

IXX.6.1 ~~Maximum number of dwellings~~ Total traffic generated

(1) ~~The maximum number of dwellings (or dwelling unit equivalents) in the Highbrook Precinct must not exceed 200.~~

(2) ~~In Standard IXX.6.1(1), dwelling unit equivalents must be calculated as follows:~~

Type	Equivalent dwellings unit value
Retirement village unit	0.64

Supported residential care	0.46
Visitor accommodation room	1.3

- (1) Total traffic generated by any land use entering or exiting the Highbrook Precinct shall not cumulatively exceed 130 vehicles per hour (vph) (in any hour).

Note: each entry or exit movement is equivalent to 1 vph.

14.1.1. Highbrook Precinct Transportation Plan

- (1) ~~As part of the first stage of development (excluding bulk earthworks), a Transportation Plan must be prepared by a suitably qualified transportation professional to outline:~~
- ~~(a) how the future residents will access the wider area, including pedestrian linkages, cycle linkages, and public transport modes.~~
 - ~~(b) how the provision of a private shuttle bus within the Precinct will be implemented to enable connections to key public transport nodes, town centres or key destinations.~~

IXX.6.2 Transport infrastructure development upgrade standards

- (1) Occupation of residential activity within the Precinct must not occur in advance of the following:
- (a) Provision of a Transport Assessment in accordance with Special Information Requirement IXX.10.
 - (b) Provision of new bus stops along the Precinct frontage with Highbrook Drive, on either side of Highbrook Drive. The location and design of the bus stop is to be confirmed in consultation with Auckland Transport.
 - (c) Provision of a private shuttle bus to provide access between the Precinct and key transport nodes, town centres or key destinations as identified in the Transport Assessment.
 - (d) Upgrades to the area identified as shared pathway to be upgraded on Precinct Plan 1 to Auckland Transport Design Standards.
 - (e) Provision of a separated shared pathway between the Precinct and the intersection of Gridco Road and Hellabys Road to Auckland Transport Design Standards.
 - (f) Installation of a pedestrian barrier within the area shown on Precinct Plan 1

~~14.1.2. Upgrading of shared cycle / pedestrian path and pedestrian barrier~~

~~(1) As part of the first stage of development (excluding bulk earthworks), the following transport infrastructure upgrades must be completed to Auckland Transport Design Standards:~~

- ~~(a) the area identified as shared pathway to be upgraded on Precinct Plan 1.~~
- ~~(b) the installation of a pedestrian barrier within the area shown on Precinct Plan 1~~

14.1.3. Construction of a bus stop

~~(1) As part of the first stage of development (excluding bulk earthworks), a bus stop must be constructed along the Precinct frontage with Highbrook Drive. The location and design of the bus stop is to be confirmed in consultation with Auckland Transport.~~

IXX.6.53 Road noise attenuation

- (1) Any new building or alterations to existing buildings containing an activity sensitive to noise must be designed, constructed and maintained to not exceed 40 dB LAeq (24 hour) for all noise sensitive spaces.
- (2) If windows must be closed to achieve the design noise levels in IXX.6.3(1), the building must be designed, constructed and maintained with a mechanical ventilation system for noise sensitive spaces, to achieve the following requirements:

- (a) an internal temperature no greater than 25 degrees celsius based on external design conditions of dry bulb 25.1 degrees celsius and wet bulb 20.1 degrees Celsius; or

Note:

Mechanical cooling must be provided for all habitable rooms (excluding bedrooms) provided that at least one mechanical cooling system must service every level of a dwelling that contains a habitable room (including bedrooms)

- (b) a high volume of outdoor air supply to all habitable rooms with an indoor air supply rate of no less than:
 - six air changes per hour (ACH) for rooms with less than 30 percent of the façade area glazed; or
 - 15 air changes per hour (ACH) for rooms with greater than 30 percent of the façade area glazed; or
 - three air changes per hour for rooms with facades only facing south (between 120 degrees and 240 degrees) or where the glazing in the façade is not subject to any direct sunlight.

- (c) For all other noise sensitive spaces provide mechanical cooling to achieve an internal temperature no greater than 25 degrees celsius based on external design conditions of dry bulb 25.1 degrees celsius and wet bulb 20.1 degrees celsius; and
 - (d) provide relief for equivalent volumes of spill air; and
 - (e) be individually controlled across the range of airflows and temperatures by the building occupants in the case of each system; and
 - (f) Have a mechanical ventilation and/or cooling system that generates a noise level no greater than LAeq 35 dB when measured 1m from the diffuser at the minimum air flows required to achieve the design temperatures and air flows in Standard 2(a) and (b) above.
- (3) A report must be submitted by a suitably qualified and experienced person to the council demonstrating that compliance with IXX.6.3(1) and (2) can be achieved prior to the construction or alteration to any building containing an activity sensitive to noise.

IXX.6.64. Coastal Protection Yard

Purpose:

- To ensure that buildings are adequately set back from the Tāmaki River.
- To provide protection from natural hazards.
- To provide space for public access to the Tāmaki River environments.

(1) A building or parts of a building must be set back from the relevant boundary by a minimum depth listed in Table IXX.6.4.1 Yards below:

Table IXX.6.64.1 Yards

<u>Yard</u>	<u>Minimum depth</u>
<u>Coastal protection yard*</u>	<u>20m</u>

* Qualifying Matter under Section 77I(a) of the RMA

Note: the following standards IXX.6.5 – IXX.6.13 apply only to activities (A1) and (A3) – (A6) in the IXX.4.1 Activity table. For all other activities refer to the zone standards.

IXX.6.5. Number of dwellings per site

(1) There must be no more than three dwellings per site.

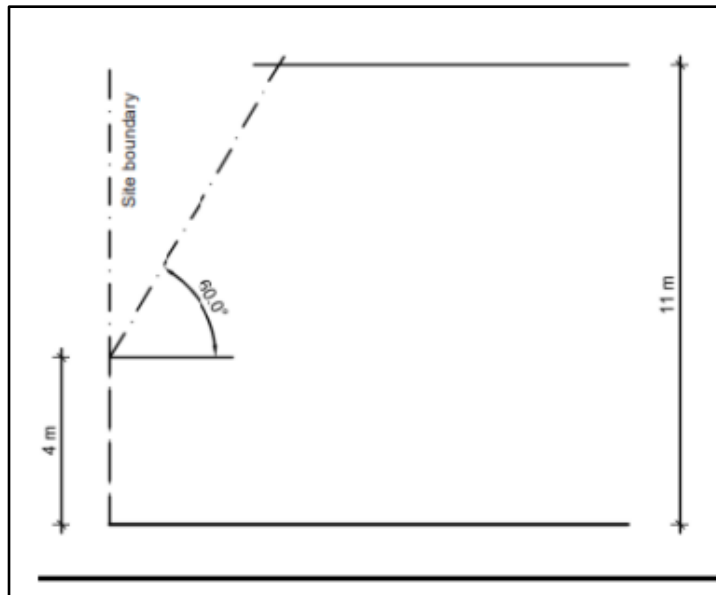
IXX.6.6. Building Height

- (1) Buildings must not exceed 16m in height

IXX.6.7. Height in Relation to Boundary

- (1) Buildings must not project beyond a 60-degree recession plane measured from a point 4m vertically above ground level along all boundaries, as shown in Figure IXX.6.7.1. Where the boundary forms part of a legal right of way, entrance strip, access site, or pedestrian access way, the height in relation to boundary applies from the farthest boundary of that legal right of way, entrance strip, access site, or pedestrian access way.

Figure IXX.6.7.1 Height in relation to boundary



- (2) Rule IXX.6.7(1) does not apply to –
- (a) a boundary with a road:
 - (b) existing or proposed internal boundaries:
 - (c) site boundaries where there is an existing common wall between 2 buildings on adjacent sites or where a common wall is proposed.

IXX.6.8. Yards

- (1) Buildings must be set back from the relevant boundary by the minimum depth listed below:
- (a) Front yards: 1.5m.
 - (b) Side yard: 1m
 - (c) Rear yard: 1m (excluded on corner sites)

- (2) This standard does not apply to site boundaries where there is an existing common wall between two buildings on adjacent sites or where a common wall is proposed.

IXX.6.9. Building Coverage

- (1) the maximum building coverage must not exceed 50% of the net site area.

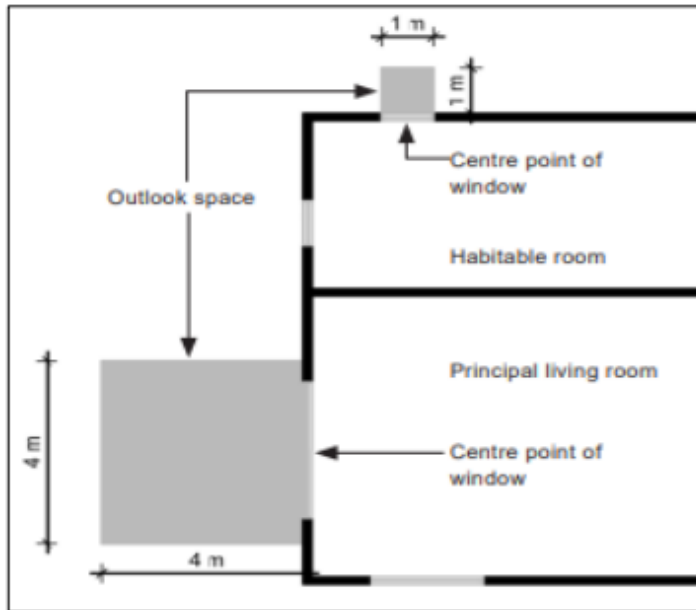
IXX.6.10. Outdoor Living Space

- (1) a dwelling at ground floor level must have an outdoor living space that is at least 20m² and that comprises ground floor, balcony, patio, or roof terrace space that, -
- (a) where located at ground level, has no dimension less than 3 metres; and
 - (b) where provided in the form of a balcony, patio, or roof terrace, is at least 8m² and has a minimum dimension of 1.8 metres; and
 - (c) is accessible from the dwelling; and
 - (d) may be -
 - (i) grouped cumulatively by area in 1 communally accessible location; or
 - (ii) located directly adjacent to the unit; and
 - (d) is free of buildings, parking spaces, and servicing and manoeuvring areas.
- (2) a dwelling located above ground floor level must have an outdoor living space in the form of a balcony, patio, or roof terrace that -
- (a) is at least 8m² and has a minimum dimension of 1.8 metres; and
 - (b) is accessible from the dwelling; and
 - (c) may be -
 - (i) grouped cumulatively by area in 1 communally accessible location, in which case it may be located at ground level; or
 - (ii) located directly adjacent to the unit.

IXX.6.11. Outlook Space

- (1) An outlook space must be provided for each dwelling as specified in this standard.
- (2) An outlook space must be provided from habitable room windows as shown in Figure IXX.6.11.1.

Figure IXX.6.11.1 Outlook space



- (3) The minimum dimensions for a required outlook space are as follows:
- (a) a principal living room must have an outlook space with a minimum dimension of 4 metres in depth and 4 metres in width; and
 - (b) all other habitable rooms must have an outlook space with a minimum dimension of 1 metre in depth and 1 metre in width.
- (4) The width of the outlook space is measured from the centre point of the largest window on the building face to which it applies.
- (5) Outlook spaces may be over driveways and footpaths within the site or over a public street or other public open space.
- (6) Outlook spaces may overlap where they are on the same wall plane in the case of a multi-storey building.
- (7) Outlook spaces may be under or over a balcony.
- (8) Outlook spaces required from different rooms within the same building may overlap.
- (9) Outlook spaces must –
- (a) be clear and unobstructed by buildings; and
 - (b) not extend over an outlook space or outdoor living space required by another dwelling.

IXX.6.12. Windows to Street

- (1) Any dwelling facing the street must have a minimum of 20 per cent of the street-facing façade in glazing. This can be in the form of windows or doors.

IXX.6.13. Landscape Area

- (1) A dwelling at ground floor level must have a landscaped area of a minimum of 20 per cent of a developed site with grass or plants, and can include the canopy of trees regardless of the ground treatment below them.
- (2) The landscaped area may be located on any part of the development site, and does not need to be associated with each dwelling.

IXX.7 Standards for controlled subdivision activities

- (1) Any allotment with no existing dwelling, where the subdivision application is accompanied by a land use application that will be determined concurrently if the applicant for the resource consent can demonstrate that –
- (a) It is practicable to construct on every allotment within the proposed subdivision, as a permitted activity, a dwelling; and
 - (b) Each dwelling complies with the Standards listed in IXX.6.5 – IXX.6.13;
 - (c) No vacant allotments are created.
- (2) Any allotment with an existing dwelling must demonstrate that —
- (a) The subdivision does not increase the degree of any non-compliance with Standards IXX.6.5 - IXX.6.13, or land use consent has been granted; and
 - (b) No vacant allotments are created.

IXX.8 Assessment – controlled activities

There are no controlled activities in this precinct.

IXX.8.1. Matters of control

Subdivision under Rule IXX.4.1(A9)

The Council will reserve control over all of the following matters when assessing a controlled activity resource consent application:

- (a) compliance with an approved resource consent or consistency with a concurrent land use consent application or certificate of compliance;
- (b) compliance with the relevant overlay, Auckland-wide, precinct and zone rules;

(c) the effects of infrastructure provision.

IXX.8.2 Assessment criteria

Subdivision under Rule IXX.4.1(A9)

(1) The Council will consider the relevant assessment criteria for controlled subdivision from the list below:

- (a) compliance with an approved resource consent or consistency with a concurrent land use consent application or certificate of compliance:
 - (i) refer to Policy E38.3(6);
- (b) compliance with the relevant overlay, Auckland-wide, precinct and zone rules:
 - (i) refer to Policy E38.3(1) and (6);
- (c) whether there is appropriate provision made for infrastructure including:
 - (i) whether provision is made for infrastructure including creation of common areas over parts of the parent site that require access by more than one site within the subdivision; and
 - (ii) whether appropriate management of effects of stormwater has been provided;
 - (iii) refer to Policies E38.3(1), (6), (19) to (23).

IXX.9 Assessment – restricted discretionary activities

IXX.9.1 Matters of discretion

The Council will restrict its discretion to all of the following matters when assessing a restricted discretionary activity, in addition to the matters specified for the relevant restricted discretionary activities in the overlay, Auckland-wide and zone provisions.

- (1) Non-compliance with Standard IXX.6.3 – Road noise attenuation
 - (a) the effects on people’s health and residential amenity
 - (b) the location of the building
 - (c) topographical or building design features that will mitigate noise effects.
- (2) New buildings and additions to buildings
 - (a) site layout and configuration
 - (b) landscaping
 - (c) outdoor living space

(d) pedestrian and dog access to Ōtara Weir

2) Transport infrastructure requirements

- (a) monitoring of trip generation
- (b) the effects on the transport network.
- (c) the provision of a Highbrook Precinct Transportation Plan
- (d) provision of new bus stops
- (e) provision of a private shuttle bus
- (f) upgrades to the area identified as shared pathway to be upgraded on Precinct Plan 1
- (g) provision of a separated shared pathway between the Precinct and the intersection of Gridco Road and Hellabys Road to Auckland Transport Design Standards
- (h) installation of a pedestrian barrier within the area shown on Precinct Plan 1

(3) Non-compliance with Standards IXX.6.4 and IXX.6.6 to IXX.6.13

- (a) any policy which is relevant to the standard
- (b) the purpose of the standard
- (c) the effects of the infringement of the standard
- (d) the effects on the urban built character of the zone
- (e) the effects on the amenity of the neighbouring sites
- (f) the characteristics of the development
- (g) where more than one standard will be infringed, the effects of all infringements

IXX.9.2 Assessment criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the restricted discretionary activities in the overlay, Auckland-wide and zone provisions.

(1) Non-compliance with Standard IXX.6.3 – Road noise attenuation:

- (a) Whether the building accommodating activities sensitive to noise is located or designed to achieve protection from adverse health and amenity effects.
- (b) The extent to which alternative mitigation measures to manage the effects of non-compliance on the health and amenity of the occupants.

(2) ~~Transport matters~~ transport infrastructure requirements

- (a) The extent to which the results of monitoring demonstrate compliance with Standard IXX.6.1(1).

(b) The extent to which new bus stops are provided each side of Highbrook Drive.

(c)(a) Prior to the occupation of the first dwelling, the The extent to which the provision and operation of a private shuttle bus between the Highbrook Precinct and the nearby public transport hubs, town centres or key destinations is implemented, including consideration of the following matters:

- Is privately funded, operated, managed and, where not provided directly by the developer, is secured through an appropriate legal mechanism such as (but not limited to) a Body Corporate or Residents' association to ensure an effective level of service.
- Achieves the intended purpose of encouraging behaviour change from private vehicles and towards public transport.
- Takes into consideration of other public transport options and alternative transport modes made available in the surrounding area.
- ~~Takes into consideration the Highbrook Precinct Transportation Plan.~~

(d) The extent to which the shuttle bus service will provide adequately for;

(i) access to key destinations based on the needs of the residents of and visitors to the Highbrook Precinct.

(ii) an adequate frequency of service during morning and afternoon peaks, interpeak, weekdays and weekends.

(e) The extent to which a shared pedestrian / cycle facility is available between the Access shown in Precinct Plan 1 and the intersection of Gridco Road and Hellabys Road.

(f) The adequacy of upgrades undertaken to the area identified as shared pathway to be upgraded on Precinct Plan 1.

(g) The adequacy of a pedestrian barrier to be installed within the area shown on Precinct Plan 1.

(3) New buildings and additions to buildings

(a) Site layout and configuration

(i) The extent to which the site layout, configuration and design integrates the development within the context of the open space environment adjoining the

Tāmaki River (shown as Indicative Open Space / Esplanade Reserve Area in Highbrook Precinct Plan 1).

(ii) The extent to which the site layout, configuration and design enables safe public access to and along the Indicative Open Space / Esplanade Reserve Area shown in Precinct Plan 1.

(iii) The extent to which a landmark building is designed to create an entry statement into the Highbrook business area, and sited near the Highbrook Drive and the Highbrook Drive / State Highway 1 roundabout.

(b) Landscaping

(i) The extent to which landscaping, including trees and shrubs, is optimised to create high quality soft landscape buffer interface between buildings and the boundaries with Highbrook Drive and State Highway 1.

(c) Outdoor living space

(i) The extent to which subdivision design and layout, building placement, and landscaping ensures quality on-site amenity, including outdoor living spaces.

(d) Ōtara Weir

The extent to which access to the Ōtara Weir (located at the mouth of the Ōtara Creek) is restricted to protect the bird roosting site from pedestrians and dogs, while ensuring that continued access to the Weir is maintained for maintenance purposes (such as the use of a locked gate and signage).

(4) For buildings that do not comply with one or more of Standards IXX.6.4 and IXX.6.6 to IXX.6.13

(a) for all infringements to standards:

(i) refer to Policy IXX.3(9)

(b) for building height:

Visual dominance

(i) the extent to which buildings as viewed from the street or public places are designed to minimise visual dominance effects of any additional height, taking into account:

- the planned urban built character of the precinct; and
- the location, orientation and design of development,
- the effect of the proposed height on the surrounding and neighbouring development.

Character and Visual Amenity

- (ii) the extent to which the form and design of the building and any additional height responds to the planned form and existing character of the surrounding area, including natural landforms and features, and the coast
 - (iii) how buildings as viewed from the street or public places are designed to appear against the skyline, taking into account:
 - whether roof plan, services and equipment are hidden from views; and
 - whether the expression of the top of the building provides visual interest and variation.
- (c) for height in relation to boundary:

Sunlight access

- (i) whether sunlight access to the outdoor living space of an existing dwelling on a neighbouring site satisfies the following criteria:
 - Four hours of sunlight is retained between the hours of 9am – 4pm during the Equinox (22 September):
 - over 75% of the existing outdoor living space where the area of the space is greater than the minimum required by Standard IXX.6.10 or
 - over 100% of existing outdoor living space where the area of this space is equal to or less than the minimum required by Standard IXX.6.10.
- (ii) in circumstances where sunlight access to the outdoor living space of an existing dwelling on a neighbouring site is less than the outcome referenced in IXX.9.2(4)(c)(i):
 - the extent to which there is any reduction in sunlight access as a consequence of the proposed development, beyond that enabled through compliance with Standard H6.6.6 Height in relation to boundary control; and
 - the extent to which the building affects the area and duration of sunlight access to the outdoor living space of an existing dwelling on a neighbouring site, taking into account site orientation, topography, vegetation and existing or consented development.

Visual dominance

- (iii) the extent to which buildings as viewed from the side or rear boundaries of adjoining residential sites or developments are designed to reduce visual dominance effects, taking into account:
- the planned urban built character of the zone;
 - the location, orientation and design of development;
 - the physical characteristics of the site and the neighbouring site;
 - the design of side and rear walls, including appearance and dominance; and
 - providing adequate visual and/or physical break up of long continuous building forms.

Overlooking and privacy

- (iv) the extent to which direct overlooking of a neighbour's habitable room windows and outdoor living space is minimised to maintain a reasonable standard of privacy, including through the design and location of habitable room windows, balconies or terraces, setbacks, or screening.
- (d) for IXX.6.4 Coastal Protection Yard and IXX.6.8 yards:
- (i) refer to Policy IXX.3(7)
- (ii) the extent to which buildings set back from water bodies maintain and protect environmental, open space, amenity values of riparian margins of lakes, streams and coastal areas and water quality and provide protection from natural hazards.
- (e) for building coverage:
- (i) refer to Policy IXX.3(7)
- (ii) whether the non-compliance is appropriate to the context, taking into account:
- whether the balance of private open space and buildings is consistent with the existing and planned urban character anticipated for the precinct;
 - the degree to which the balance of private open space and buildings reduces onsite amenity for residents, including the useability of outdoor living areas and functionality of landscape areas;
 - the proportion of the building scale in relation to the proportion of the site.
- (f) for landscaped area:
- (i) refer to Policy IXX.3(7)
- (ii) refer to Policy H6.3(10); and

- (iii) the extent to which existing trees are retained.
- (g) for outlook space:
 - (i) refer to Policy IXX.3(7)
 - (ii) refer to Policy IXX.3(8)
 - (iii) The extent to which overlooking of a neighbour's habitable room windows and private and/or communal outdoor living space can be minimised through the location and design of habitable room windows, balconies or terraces and the appropriate use of building and glazing setbacks and/or screening which is integrated part of the overall building design.
- (h) for outdoor living space:
 - (i) refer to Policy IXX.3(8); and
 - (ii) the extent to which dwellings provide private open space and communal open space that is useable, accessible from each dwelling and attractive for occupants.
- (i) for windows facing the street:
 - (i) refer to Policy IXX.3(7)
 - (ii) the extent to which the glazing:
 - allows views to the street and/or accessways to ensure passive surveillance; and
 - provides a good standard of privacy for occupants.

IXX.10 Special information requirements

~~There are no special information requirements in this precinct.~~

Any application for residential activity must include a Transport Assessment prepared by suitably qualified transport planner or traffic engineer. The Transport Assessment should relate to the scale of residential activity proposed and include details of:

- (a) Monitoring to demonstrate current compliance with Standard IXX.6.1(1) including any ongoing requirements.
- (b) Predicted traffic generated by any proposed development that will generate vehicle trips, and the specific traffic generating characteristics of those activities;
- (c) A traffic generation analysis of the predicted cumulative traffic generation of all existing (where relevant) and proposed development within the precinct to demonstrate ongoing compliance with Standard IXX.6.1(1);
- (d) How future residents will access the wider area, including pedestrian linkages, cycle linkages, and public transport modes;

- (e) How the provision of a private shuttle bus within the Precinct will be or is being appropriately operated and managed to enable connections to key public transport nodes, town centres and other identified key destinations, including the frequency of the shuttle bus service during morning and afternoon peaks, interpeak, weekdays and weekends.

14.2. Precinct plans

14.2.1. Highbrook Precinct Plan 1



Delete Precinct Plan 1 below.

