

I615. Westgate Precinct

I615.1. Precinct Description

The Westgate Precinct is located approximately 18km west of the Auckland city centre.

There are seven Sub-precincts in the Westgate Precinct:

- Sub-precinct A is zoned Business - Metropolitan Centre Zone and Open Space – Civic Spaces Zone and contains the town square and the key retail streets that are the focal point for intensive retail, commercial and civic development and pedestrian activity within the precinct;
- Sub -precinct B is zoned Business - General Business Zone and provides a strategic road linkage to Sub-precinct A;
- Sub -precinct C is zoned Business - Mixed Use Zone;
- Sub -precinct D is zoned Residential - Terrace Housing and Apartment Buildings Zone;
- Sub -precinct E is zoned Business - Metropolitan Centre Zone and includes a key retail street with pedestrian linkages to Sub-precinct A; and
- Sub -precinct F is zoned open space and includes storm water management devices, strategic road linkages and pedestrian linkages.
- Sub-precinct G is zoned Business – Light Industry Zone.

The primary purpose of the precinct is to develop a new metropolitan centre in Sub-precinct A, integrated with the existing Westgate Centre in Sub-precinct E. The precinct will provide an integrated employment and business area, comprising a retail core in Sub-precincts A and E, surrounded by a mix of large format retail, compact mixed use, residential and open space activities in the adjoining sub-precincts. The precinct will include community and public transport facilities centred around the town square and a new library in Sub-precinct A.

The Westgate Precinct Plan (refer to precinct plan 1) shows the sub-precinct boundaries and the major roads pattern, indicative roads, indicative bus interchange, indicative park and ride and indicative open space. The Westgate Concept Plan – Conceptual Road Network (refer to Westgate Precinct: Precinct plan 2) provides further detail of the roading and transport network for all precincts including strategic access points.

In addition to these I615: Westgate Precinct provisions, as specified in A1.3 of the Plan, reference should also be had to the planning maps (GIS Viewer) which shows the extent of all designations, overlays and controls applying to land within Westgate Precinct.

I615.2. Objectives

- (1) The Westgate precinct is developed in a comprehensive and integrated way for urban activities in a manner that recognises the importance of Sub-precincts A and E as a metropolitan centre.
- (2) The key retail frontage in Sub-precinct A is the focal point of intensive retail, commercial and civic development and pedestrian activity, with the key retail

frontage and general commercial frontage in adjoining sub-precincts supporting this role.

- (3) High-quality urban design outcomes are achieved in the metropolitan centre and pedestrian linkages through, and between, sub-precincts are promoted.
- (4) Sub-precinct A is the compact, pedestrian orientated retail core of the precinct with a comprehensively planned mix of large and small scale retail activities integrated with other commercial and office activities, leisure, tourist, cultural, residential, community and civic services.
- (5) Development in Sub-precinct E is comprehensively planned to integrate with Sub-precinct A, while ensuring that the expansion or intensification of retail activities in the Sub-precinct does not detract from the function, amenity and vitality of the development of a compact, pedestrian oriented retail core in Sub-precinct A.
- (6) Development in Sub-precincts B and C is comprehensively planned to integrate with, and support, the metropolitan centre, while ensuring that retail activities within Sub-precincts B and C do not detract from the function, amenity and vitality of the metropolitan centre in Sub-precinct A.
- (7) Residential development in Sub-precincts B, C and D provide high-quality amenity for residents.
- (8) Sub-precinct F is public open space that provides for infrastructure that supports the operation of precincts A-E
- (9) Sub-precinct G indicates a road that provides an integrated and efficient roading network.
- (10) Adverse effects of stormwater runoff are remedied or mitigated.
- (11) Adverse effects on the surrounding road network are avoided.

The zone, Auckland-wide and overlay objectives apply in this precinct except as specified above.

I615.3. Policies

Development

- (1) Promote comprehensive and integrated development and redevelopment of the Sub-precincts in accordance with Precinct Plan 1 and 2.
- (2) Provide for the greatest intensity of retail and commercial development to occur in Sub-precinct A.
- (3) Enable redevelopment and intensification in Sub-precinct E where the outcome can be shown to contribute to the function, amenity and vitality of the metropolitan centre, and to enhance integration with Sub-precinct A.

- (4) Control the development of additional retail in Sub-precinct E until no less than 44,200m² gross floor area has been established in Sub-precinct A.
- (5) Require development and redevelopment of Sub-precincts B, C and E not to detract from the function, amenity and vitality of the development of a compact, pedestrian oriented retail core in Sub-precinct A.
- (6) Provide for compact mixed use environments by:
 - (a) managing development in Sub-precincts A, C and E to provide a range of commercial, retail and residential activities; and
 - (b) enabling residential and office activities above street level in the metropolitan centre.
- (7) Provide for the development of large format retail in Sub-precinct B between the Terrace Housing and Apartment Buildings Zone and the northern motorway to mitigate the adverse effects of the operation of the transport network on sensitive activities.
- (8) Enable a mix of compatible activities in Sub-precinct B including residential, office and small service activities.
- (9) Avoid the establishment of integrated retail development or large format retail in Sub-precinct C that will undermine the intensification outcomes sought within Sub-precinct A being achieved, except for:
 - (a) one supermarket located within the south-eastern street block adjoining Fred Taylor Drive; and
 - (b) provision for limited large format retail in that part of the Sub-precinct adjacent to Fred Taylor Drive north of the intersection with Don Buck Road.
- (10) Enable the establishment of a school within close proximity to the metropolitan centre core and new residential development in the north of the precinct.

Built form

- (11) Control development so that its scale and design contributes to the creation of high-quality amenity through pedestrian connections and public open space.
- (12) Require buildings within the key retail frontages in Sub-precincts A and E to be developed to retain a sense of enclosure and human scale.
- (13) Manage the adverse effects of large format retail by:
 - (a) requiring the height and form of new buildings to recognise the key retail frontage and general commercial frontage;
 - (b) ensuring new buildings achieve a quality built environment; and

- (c) managing compatibility issues between new buildings and adjoining sites and activities through controls on site layout and design.
- (14) Recognise the importance of the key retail streets in Sub-precincts A and E as primary places for public interaction by requiring buildings with frontages to these streets to:
- (a) avoid blank walls;
 - (b) provide easily accessible pedestrian entrances;
 - (c) provide minimum floor heights to maximise building adaptability to a range of uses;
 - (d) maximise glazing;
 - (e) erect frontages of sufficient height to frame the street;
 - (f) provide weather protection for pedestrians;
 - (g) locate vehicle crossings in Sub-precinct A in accordance with Westgate Precinct: Precinct plan 2;
 - (h) be designed according to perimeter block principles where car parking is provided behind buildings except for kerbside parking;
 - (i) avoid new vehicle crossings in Sub-precinct E; and
 - (j) provide for pedestrian linkages in accordance with Westgate Precinct: Precinct plan 2.

Pedestrian access, street quality and safety

- (15) Support the development of public open spaces, pedestrian and cycle linkages, including enhancement of the riparian margins, in accordance with Westgate Precinct: Precinct plan 1.
- (16) Promote the development of pedestrian linkages between Sub-precincts A and E to:
- (a) encourage pedestrian activity and movement between the Sub-precincts; and
 - (b) integrate the Westgate metropolitan centre, while ensuring vehicle movements are facilitated.

Infrastructure

- (17) Require development to be sequenced to align with the delivery of infrastructure.
- (18) Manage development so that it does not adversely affect the safe and efficient operation of the traffic network.

- (19) Require the intersections with Fred Taylor Drive to be consistent with Westgate Precinct: Precinct plan 2, unless it can be demonstrated that alternative access points would result in a better outcome for:
- (a) the efficiency of the traffic network;
 - (b) public transport;
 - (c) pedestrian activity;
 - (d) urban amenity; and
 - (e) an integrated metropolitan centre focused around the key retail frontage.
- (20) Require that the integration of Sub-precinct A and E is not compromised by heavy vehicle traffic travelling from Sub-Precinct G.
- (21) Promote the integration of public transport facilities within the metropolitan centre and wider precinct while supporting the compact intensive development urban growth of Sub-precinct A.
- (22) Provide for storm water mitigation and passive recreational opportunities by requiring developments to provide public open spaces, predominantly in Sub-precinct F, and riparian margins in accordance with the Westgate Precinct: Precinct plan 1.
- (23) Require development to be consistent with the Tōtara integrated catchment management plan.

The zone, Auckland-wide and overlay policies apply in this precinct except as specified above.

I615.4. Activity table

The provisions in the zone, Auckland-wide provisions and any relevant overlays apply in this precinct unless otherwise specified below.

[new text to be inserted]

Table I615.4.1 specifies the activity status of activities in the Westgate Precinct.

Table I615.4.1: Activity table Sub-precincts A, B, C, D, E

Activity		Activity status				
		Sub-precinct A	Sub-precinct B	Sub-precinct C	Sub-precinct D	Sub-precinct E
Use						
Commerce						
(A1)	Integrated retail development	P	NC	NC	NC	RD
(A2)	Marine retail	NC	P	D	NC	P

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(A3)	Motor vehicle sales	NC	P	D	NC	NC
(A4)	Retail greater than 450m ² gross floor area per tenancy	P	P	P	NC	P
(A5)	Retail in Sub-precinct E up to total gross floor area of 44,200m ²	NA	NA	NA	NA	P
(A6)	Retail in Sub-precinct E greater than total gross floor area of 44,200m ²	NA	NA	NA	NA	RD
(A7)	Service stations on arterial roads	NC	NC	P	D	NC
(A8)	Trade suppliers	NC	P	P	NC	P
Industry						
(A9)	Industrial activities	NC	NC	NC	NC	NC
(A10)	Light manufacturing and servicing	NC	P	P	NC	NC

Table I615.4.2 Development - Sub-precincts A, B, C, D, E and F

Activity		Activity status
Development		
(A11)	Buildings	RD
(A12)	Any vehicle access to Fred Taylor Drive, other than through the strategic access points identified in precinct plan 2, or left in left out access points on Fred Taylor Drive.	D
(A13)	Earthworks greater than 2500m ²	RD
(A14)	Public open spaces	RD
(A15)	Roads and pedestrian linkages	RD
(A16)	Vehicle access ways	RD
(A17)	Stormwater controls in accordance with the integrated catchment management plan and relevant network discharge consents	RD

I615.5. Notification

- (1) Any application for resource consent for an activity listed in Tables I615.4.1 and I615.4.2 Activity tables above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule [C1.13\(4\)](#).

I615.6. Standards

The zone, Auckland-wide and overlay standards apply in this precinct unless otherwise specified below.

[new text to be inserted]

All activities listed in Table I615.4.1 must comply with the following standards.

I615.6.1. Activity thresholds in Sub-precinct A

- (1) Retail and entertainment facilities must not exceed 40,000m² gross floor area, until a minimum 4000m² gross floor area of other activities listed as permitted in the activity table for this Sub-precinct (excluding retail and entertainment activities) is established.
- (2) For every additional 10,000m² gross floor area of retail and entertainment facilities, 4000m² gross floor area of other activities listed as permitted activities in the activity table for this Sub-precinct (excluding retail and entertainment activities) must be provided.
- (3) Individual retail units must not exceed 9000m² gross floor area.
- (4) Outdoor retail activities must not exceed 60 per cent of the total area used by that activity.
- (5) Retail which is a component of mixed use is to be included within the total retail area for the Sub-precinct.
- (6) Any activity that does not comply with I615.6.1(1),(2),(3),(4) or (5) is a non-complying activity.

I615.6.2. Activity thresholds Sub-precinct B

- (1) Retail and commercial services may be established in tenancies less than 400m² up to a total of 10 per cent of existing gross floor area of Sub-precinct B.
- (2) All other tenancies must have a minimum gross floor area of 400m².
- (3) Individual tenancies must not exceed 15,000m² gross floor area.
- (4) Any activity that does not comply with I615.6.2(1), (2) or (3) is a non-complying activity.

I615.6.3. Activity thresholds Sub-precinct C

- (1) Supermarkets:
 - (a) one only and must be located within the south-eastern street block adjoining Fred Taylor Drive; and
 - (b) the supermarket must not exceed 5500m² gross floor area.
- (2) Large format retail and trade suppliers may be located adjacent to Fred Taylor Drive north of the intersection with Don Buck Road. Large format retail and

trade suppliers within the Sub-precinct must not exceed 22,000m² total gross floor area.

- (3) All other retail activities in the Sub-precinct must not exceed 4000m² total gross floor area.
- (4) Individual retail units must not exceed 9000m² gross floor area.
- (5) Residential activities on the ground floor must not exceed 30 per cent gross floor area of the Sub-precinct.
- (6) Outdoor retail activities must not exceed 60 per cent of the total area used by that activity.
- (7) Development that does not comply with I615.6.3(1),(2),(3),(4),(5) or (6) is a non-complying activity.

PC 78 ([see Modifications](#))

I615.6.4. Activity thresholds Sub-precinct D

- (1) At least 60 dwellings must be provided per ha (net) in Sub-precinct D.
- (2) Development that does not comply with I615.6.4(1) is a non-complying activity.

I615.6.5. Activity thresholds Sub-precinct E

- (1) Until such time as buildings totalling no less than 44,200m² total gross floor area are constructed and operating in Sub-precinct A:
 - (a) retail development in Sub-precinct E must not exceed 44,200m² total gross floor area; and
 - (b) additional retail development up to 44,200 gross floor area in Sub-precinct E must comprise no more than 5000m² gross floor area of tenancies of 400m² gross floor area or less, of which no less than 750m² gross floor area must be located on the key retail frontage to a depth of 20m and the balance may comprise redevelopment of existing buildings.
- (2) Retail development exceeding the thresholds I615.6.5(1) is a restricted discretionary activity.
- (3) The thresholds in I615.6.5(1) will cease to apply to retail development in Sub-precinct E when buildings totalling no less than 44,200m² total gross floor area are constructed and operating in Sub-precinct A. For the purposes of this threshold, gross floor area does not include any park-and-ride, parking or public open spaces in Sub-precinct A.
- (4) Individual retail units must not exceed 9000m² in gross floor area.
- (5) Outdoor retail activities must not exceed 60 per cent of the total area used by that activity.
- (6) Retail which is a component of mixed use is to be included within the total retail area for the Sub-precinct.

- (7) Development that does not comply with I615.6.5(4),(5) or (6) is a non-complying activity.

I615.6.6. Building height

- (1) Buildings must not exceed the height and storey limits specified in Table I615.6.6.1.
- (2) Development that does not comply with I615.6.6(1) is a discretionary activity.

Table I615.6.6.1 Height

Zone	Maximum height	Maximum number of storeys
Business - Mixed Use Zone	32.5m	8 storeys
Business - General Business Zone	32.5m	8 storeys
Residential - Terrace Housing and Apartment Buildings Zone	32.5m	8 storeys

I615.7. Assessment – controlled activities

There are no controlled activities in this precinct.

I615.8. Assessment – restricted discretionary activities

I615.8.1. Matters of discretion

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

- (1) Any buildings or development:
- (a) the matters of discretion in [H13.8.1\(3\)](#) of the Business – Mixed Use Zone rules for new buildings and additions to buildings not otherwise provided for apply;
 - (b) building interface with the public realm;
 - (c) design, location and scale; and
 - (d) the location, bulk and scale of buildings relative to overall development, including the layout and design of roads, pedestrian linkages, open spaces, earthworks areas and land contours, and infrastructure location.
- (2) Subdivision:
- (a) design, location and scale; and

- (b) the proposed subdivision layout relative to the overall development, including the layout and design of roads, pedestrian linkages, open spaces, earthworks areas and land contours, and infrastructure location.
- (3) Retail in Sub-precinct E greater than total gross floor area of 44200m²
 - (a) design, location and scale; and
 - (b) development integration with Sub-precinct A.
- (4) Earthworks greater than 2500m²;
 - (c) the location and design earthworks and land contours relative to overall development, including the layout and design of roads, pedestrian linkages, open spaces, and infrastructure location.
- (5) Public open space:
 - (a) the location, physical extent and design of the open space relative to overall development, including the layout and design of roads, pedestrian linkages, open spaces, earthworks areas and land contours, and infrastructure location.
- (6) Stormwater management devices:
 - (a) the location, capacity and design of the stormwater management devices relative to overall development, including the layout and design of roads, pedestrian linkages, open spaces, earthworks areas and land contours, and infrastructure location.
 - (b) staging and funding of infrastructure and services
- (7) Vehicle access:
 - (a) the matters of discretion set out in [E27.8.1\(12\)](#) Auckland-wide Transport; and
 - (b) the location and design of the vehicle access relative to overall development, including the layout and design of roads, pedestrian linkages, open spaces, earthworks areas and land contours, and infrastructure location.
- (8) Roads and pedestrian linkages:
 - (a) the location, physical extent and design of the roads and pedestrian linkages relative to overall development, including the layout and design of open spaces, earthworks areas and land contours, and infrastructure location.
 - (b) integration of roads and pedestrian linkages with neighbouring areas, including integration of the transport network with the transport network of the wider area.

(c) staging of development and the associated lapse period for applicable resource consents

(d) staging and funding of infrastructure and services

(9) Subdivision in Sub-precinct G:

(a) the proposed subdivision layout relative to the overall development and adjacent precincts, including the layout and design of roads, pedestrian linkages, open spaces, earthworks areas and land contours, and infrastructure location.

I615.8.2. Assessment criteria

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

(1) Design location and scale:

(a) Whether the building design:

- (i) enables a community that models sustainability, particularly the principles of passive solar design and walkable neighbourhoods;
- (ii) achieves a character and appearance that will ensure a high standard of amenity values and avoid conflicts between activities within and between Sub-precincts;
- (iii) avoids monotonous built form when viewed from public open space through variation in building footprints, height and form;
- (iv) enhances and activates proposed open space areas within the site;
- (v) enhances the form and function of existing and proposed streets, and lanes (including through site links) within and outside of the site;
- (vi) maximises views, outlook and sunlight access for future site occupants; and
- (vii) incorporates existing views and natural features, including the natural landscape qualities of the environment adjacent to the riparian areas.

(b) Whether activities, buildings, driveways, carparking and other development is of a size, location, scale and design that will accommodate the proposed activity and complement the character of buildings and development of adjoining land, having regard to the existing and potential use(s) as identified in the Westgate Precinct: Precinct plans 1 and 2;

(c) Whether outdoor storage areas are located, designed or screened to avoid creating adverse visual and odour effects on pedestrian amenity, roads and adjoining sites;

- (d) Whether redevelopment of, or additions and alterations to, existing buildings complements the existing and proposed character of Sub-precincts A and E having regard to:
 - (i) the architectural elements of the building which contribute to its character, such as cladding and fenestration;
 - (ii) the visual appearance of the development from the road reserves; and
 - (iii) amenity values and neighbourhood character.
 - (e) Whether a resource consent for a building details the extent to which the proposed finished contour levels across the subject land area will avoid variations between the ground floor level of future buildings and adjoining existing and proposed public open space;
 - (f) Whether the proposed building or subdivision layout relative to the location of infrastructure servicing the area and open space results in an integrated network that is adequate to meet the needs of the overall development area; and
 - (g) Whether consideration has been given to the relationship of the matters requiring consent to activities authorised by other resource consents granted in respect of the precinct or sub-precinct
- (2) Integrated development:
- (a) Whether any proposed building or subdivision is consistent with the Westgate Precinct: Precinct plans 1 and 2;
 - (b) Whether the proposal for a building or subdivision consent demonstrates that it will not compromise the ability of the metropolitan centre to support an efficient public transport system;
 - (c) Whether areas of open space, planting and streetscape treatment are used to offset the visual impact of buildings and development;
 - (d) Whether the site is of an adequate size to accommodate the proposed activity and any proposed Sub-precinct A and E activities together with associated car parking, landscape treatment and any other facilities;
 - (e) Whether the proposed development makes the most efficient use of the land resource with the use of shared facilities between similar activities both on adjoining sites and in the vicinity;
 - (f) Whether an application for retail in Sub-precinct E exceeding the thresholds in I615.6.5 above provides details of how the proposal will:
 - (i) contribute to the amenity of the key retail frontage in Sub-precinct E and promote the development of pedestrian linkages between Sub-precinct A and E; and

- (ii) reinforce the development of a compact, pedestrian oriented retail core in Sub-precinct A.
 - (g) Whether the bulk and scale of individual retail activities provides retail diversity, and urban amenity.
 - (h) The extent to which an application for retail in Sub-precinct E exceeding the thresholds addresses any adverse effects identified in a peer reviewed analysis of adverse effects on retail diversity and urban amenity;
 - (i) The extent to which areas of public open space are to be developed to meet the demand of future occupants of the precinct and be of a high quality, providing for public use and accessibility, views, sunlight access and wind protection;
 - (j) The extent to which development defines the corner of the Rua Road and Fred Taylor Drive intersection including:
 - (i) building mass emphasising the corner;
 - (ii) the building is articulated to provide visual interest; and
 - (iii) the corner is designed with an active edge that appropriately contributes to pedestrian safety and amenity.
 - (k) Whether community facilities are located in a place that offers visual prominence and is easily accessible for pedestrians and public transport users;
 - (l) Whether the location of infrastructure servicing the area, and open space, results in an integrated network that is adequate to meet the needs of the overall development area; and
 - (m) The extent to which consideration has been given to the relationship of the matters requiring consent to activities authorised by other resource consents granted in respect of the precinct or sub-precinct.
- (3) Transport:
- (a) Where any building or subdivision requires a transport management plan whether that plan addresses the following:
 - (i) the location and design of roads and pedestrian connections in accordance with Westgate Precinct: Precinct plans 1 and 2;
 - (ii) roads and transport systems upgraded between and around Sub-precinct A and E, to enable efficient and safe transport movements having regard to traffic generation within the precinct as a whole. This includes any temporary measures or staging as development progresses;

- (iii) development integrated with a safe, convenient and attractive pedestrian access across Fred Taylor Drive, taking into account any staging of development;
 - (iv) the layout and design of streets and public lanes to be well-connected, attractive, efficient and safe transport routes, with appropriate provision for vehicle, cycle and pedestrian movements, carparking, infrastructure services street-tree planting, and landscape treatment in accordance with the requirements of Auckland Transport and any relevant code of practice or engineering standards;
 - (v) the roading network provides a highly inter-connected roading system to reduce trip distances and to improve local accessibility to community facilities, reserves, public transport facilities and the town centre core;
 - (vi) the provision of public transport facilities, including a public transport interchange, taxi stops and bus stops. The transport interchange to be visually prominent, safe and easily accessible for pedestrians and public transport users;
 - (vii) development designed and sequenced to integrate the land uses with transport systems including provision for public transport; within and between sub-precincts and the wider regional transport catchment, having regard to the particular characteristics of the proposal and its surrounding environment;
 - (viii) an integrated transport assessment methodology developed in consultation with Auckland Transport and the New Zealand Transport Agency is used for major trip generating activities;
 - (ix) traffic generation from proposed activities including assessment of adverse effects on:
 - 1. the capacity of roads giving access to the site;
 - 2. the safety of road users including cyclists and pedestrians; and
 - 3. neighbourhood character.
 - (x) the park-and-ride must be accessible for public transport users and deliver a safe and secure environment for users. Its location can change as the town develops further, including the option to deliver such use within a parking structure.
- (4) Infrastructure:
- (a) Where buildings or subdivision require an Infrastructure Management Plan, whether that Plan addresses the following:
 - (i) the extent to which stormwater, wastewater, water supply, electricity and telecommunication infrastructure will be provided to adequately

service the nature and staging of anticipated development within the subject land area;

- (ii) the extent to which proposed location of built form, public open space and stormwater management infrastructure provides for the establishment of future stormwater management features which incorporate low impact stormwater design principles and improved water quality systems;
- (iii) the design and location of street lighting to assist in creating and enhancing a consistent and safe character throughout the precinct with an integrated approach to Sub-precincts A and E as a whole;
- (iv) the design of streets and public lanes to conserve land and encourage walkability by using minimal dimensions for carriageways and integrating service lines beneath footpaths or parking bays;
- (v) infrastructure for stormwater, wastewater and water supply designed to ensure techniques are used to minimise water use stormwater runoff and wastewater generation;
- (vi) provision for stormwater management and land use meeting the requirements of the relevant network discharge consent;
- (vii) stormwater retention and treatment facilities designed to retain in-stream ecological values and add additional habitat (e.g. wetlands) where possible; and
- (viii) development retaining and enhancing riparian margins and providing protection. Any reduction in the riparian margins and indicative open space does not compromise the Totara Integrated Catchment Management Plan.

(5) Vehicle access:

- (a) the assessment criteria in clause [E27.8.2 \(11\)](#)- Auckland-wide Transport apply.

(6) Roads and pedestrian linkages:

- (a) whether roads and pedestrian linkages are located generally in the location identified in the precinct plan;
- (b) whether the location of the roads and pedestrian linkages relative to the location of infrastructure servicing the area and open space results in an integrated and efficient network that is adequate to meet the needs of the overall development area including connections to existing and future roads and pedestrian linkages; and
- (c) whether consideration has been given to the relationship of the matters requiring consent to activities authorised by other resource consents granted in respect of the precinct or sub-precinct.

- (7) Earthworks greater than 2500m²:
- (a) whether the earthworks, including bulk earthworks for the provision of infrastructure and the final contouring of land should be consistent with the scale of development;
 - (b) Whether the finished land contours and scale of the earthworks are commensurate with the amenity anticipated in the precinct;
 - (c) Whether consideration has been given to the relationship of the matters requiring consent to activities authorised by other resource consents granted in respect of the precinct or sub-precinct.
- (8) Public open space:
- (a) whether open space areas are located generally in the location identified in the precinct plan;
 - (b) whether the location, physical extent and design of the open space areas are likely to meet the needs, including future needs of the local community; and
 - (c) Whether consideration has been given to the relationship of the matters requiring consent to activities authorised by other resource consents granted in respect of the precinct or sub-precinct.
- (9) Stormwater management devices:
- (a) whether the location and design of the stormwater management devices is consistent with the integrated catchment management plan and relevant network discharge consents;
 - (b) Whether the location of the stormwater management devices relative to the location of infrastructure servicing the area and open space results in an integrated network that is adequate to meet the needs of the overall development area; and
 - (c) Whether consideration has been given to the relationship of the matters requiring consent to activities authorised by other resource consents granted in respect of the precinct or sub-precinct.
- (10) Subdivision in Sub-precinct G:
- (a) whether roads and pedestrian linkages are generally in the location identified in the precinct plan;
 - (b) whether the location of the roads and pedestrian linkages relative to the location of infrastructure servicing the area and open space results in an integrated and efficient network that meets the needs of the overall development area, including connections to existing and future roads and pedestrian linkages; and

- (c) whether consideration has been given to the relationship of the matters requiring consent to activities authorised by other resource consents granted in respect of the precinct or sub-precinct.

I615.9. Special information requirements

- (1) An application for subdivision and development must be accompanied by the following information as a minimum:

- (a) plans showing:

- (i) The overall context of the subject land area relative to existing development, public open space and any approved development. To the extent possible, the context must consist of a minimum of two full blocks surrounding all edges of the subject land area;
- (ii) the exact boundaries between the sub-precinct and adjoining sub-precincts and areas to be developed;
- (iii) the relationship of proposed site contours to existing and proposed streets, lanes, and existing and proposed public open space;
- (iv) building footprints relative to existing and proposed streets, lanes and public open space;
- (v) the location and layout of proposed public open space areas (within the control of the landowner or leaseholder), including the general location of soft and hard landscaping areas, such as pocket parks, plazas and linking spaces that meets the demand of future occupants of the site and complements the surrounding public open space network;
- (vi) the general location of vehicle access, car parking areas and loading areas; and
- (vii) the location and function of pedestrian, cycling and vehicle routes to and within the site, and their relationship to other surrounding pedestrian, cycling and vehicle routes. This must include representative street and lane cross sections showing the width of footpaths, cycle paths and traffic lanes.

- (b) plans showing the location and design of the following:

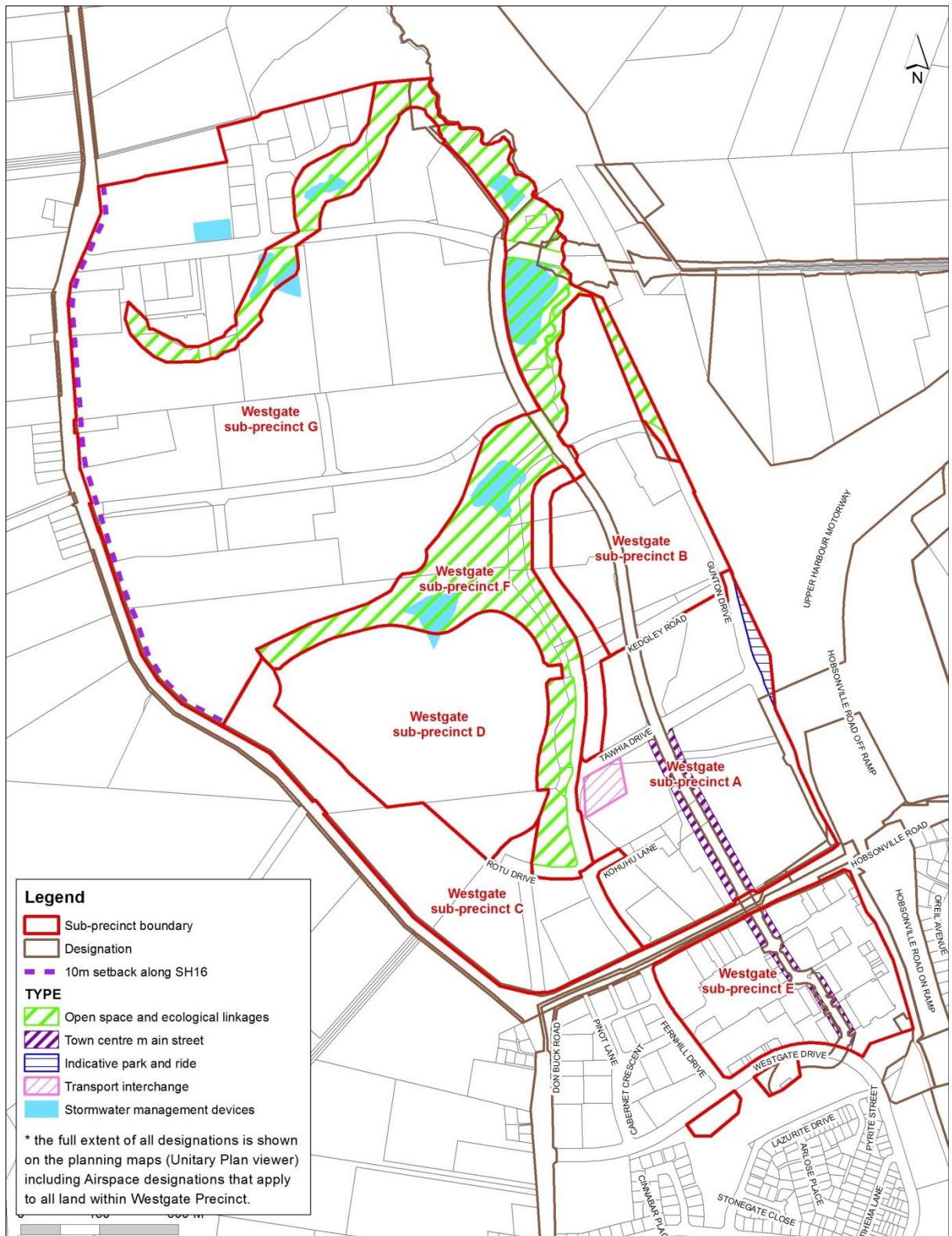
- (i) natural features such as native vegetation and riparian margins to be retained or enhanced;
- (ii) areas to be developed for stormwater treatment and detention purposes that are consistent with the relevant network discharge consent;
- (iii) proposed town square in Sub-precinct A;
- (iv) landscaping and street design for the Sub-precinct;
- (v) all bus stops;

- (vi) car parking, and, where relevant, loading or service bays for all proposed activities; and
 - (vii) main street vehicular and pedestrian connections to the existing Westgate Shopping Centre (Sub-precinct E).
- (c) proposed building profile and height as viewed from all existing and proposed street and lane frontages and existing and proposed public open spaces. Proposed building profiles should include two dimensional and three dimensional building block elevations and building cross sections showing:
- (i) overall building form and height (as opposed to detailed design);
 - (ii) indicative proposed floor to floor heights of each building storey;
 - (iii) areas at ground level adjoining public open space intended to be available for active uses; and
 - (iv) areas of walls likely to contain windows for principal living areas of accommodation units to demonstrate how the outlook space development control will be met.
- (d) the general location of activity types which have potential to influence the staging and design of development across the subject land area including accommodation and entertainment uses;
- (e) proposed staging of demolition, earthworks and building and works development, including the staging of proposed public open space;
- (f) an indicative layout of proposed sites including the design of a street grid block layout;
- (g) an assessment of how the precinct will be integrated visually, and by vehicular, public transport, pedestrian, bicycle and open space networks, with adjoining land and precincts and, where relevant, both the existing and re-aligned Fred Taylor Drive; generally in accordance with Westgate Precinct: Precinct Plan 1;
- (h) a transport management plan prepared including traffic modelling and any staging of development necessary to coordinate with delivery of transport networks, such as but not limited to, the realignment of Fred Taylor Drive;
- (i) an infrastructure management plan.
- (2) Applications for subdivision and development where the applicant does not own or have an interest in all the land within the precinct:
- (a) where the applicant does not own or have an interest in all the land within the Sub-precinct, then the consent is only required for the land within the precinct that the applicant owns or has an interest in;

- (b) for that part of the Sub-precinct that the applicant does not own or have an interest in, a general outline will be acceptable, provided the outline:
 - (i) includes information about any development proposals, including any other approved subdivision and development consents for the Sub-precinct to which the application relates;
 - (ii) addresses all relevant matters in I615.9.(1) with as much information as can reasonably be obtained having made reasonable enquiries
 - (iii) details to determine that adequate transport connections are made across the entire precinct, including connections to the surrounding road network;
 - (iv) the location and design of roads and pedestrian networks shown on the Precinct plan 1, where those roads and pedestrian networks relate to the precinct to which the applicant's proposed subdivision consent relates to;
- (c) any additional roads and/or pedestrian networks or any amendments to be made to the roading and pedestrian network proposed to Westgate Precinct: Precinct Plan 1 and 2.

I615.10. Precinct plans

I615.10.1. Westgate Precinct plan 1



I615.10.2. Westgate Precinct plan 2 - conceptual road network

