

DISTRICT PLAN PROPOSED PLAN CHANGE 15

APPENDIX 1B

AMENDMENTS TO PLAN CHANGE 15 MASSEY NORTH EMPLOYMENT SPECIAL AREA TEXT ARISING FROM PANEL RECOMMENDATIONS 28 MAY 2007

Amend the Policy Section of the Plan by:-

Amend Section 3.9 “Special Areas” of Chapter 3 “the City’s Environment” by adding the following:

Massey North Employment Special Area – This is an area of employment land that is located to the north of the Massey North Town Centre Special Area.

(a) Inserting a new Policy 11.45, as follows

Policy 11.45

The Massey North Employment Special Area shall be developed to achieve an integrated business and employment area, providing for a broad range of mutually compatible business activities and employment opportunities that are integrated with private and public transport. This will be achieved by:

- ensuring that development primarily provides for Group 1 Business Sectors, with preference for those Group 1 Business Sectors that have higher employment densities;
- ensuring that Group 2 Business Sectors are located in the Massey North Town Centre Special Area rather than the Massey North Employment Special Area; [250/169, 258/203, 250/170, 257/210, 258/202]
- ensuring that development gives effect to the overall Massey North Urban Concept Plan framework including road location;
- ensuring that the subdivision or development of this employment land is undertaken in a coherent, integrated and compact fashion;
- ensuring that land use is sequenced and aligned with the delivery of transport services and infrastructure and land use patterns are aligned to achieve sustainability, efficiency and liveability; [108/99, 250/159, 250/164, 250/175, 259/9]
- provide flexibility in parking standards to enable the most efficient use of the scarce land resource, and to encourage use of public transport or shared parking; [250/164, 250/175, 258/202, 585/1 and consequential to 257/220]
- ensuring that activities and buildings are designed and located so that they address the street and public spaces, thereby contributing to amenity values and in particular pedestrian accessibility and safety;
- ensuring that activities and buildings are sited and designed in a manner which promotes informal surveillance of streets and public spaces;
- preventing residential activities from locating within this area;
- preventing retail activities from establishing within this area other than minor convenience retail that serves the local employee community, subsidiary manufacturing retail, yard based retail, service stations and automotive and marine products parts and accessories;
- ensuring the efficient and effective use of a finite physical resource in particular those associated with employment land;

- ensuring that there are no more than minor adverse effects on natural resources, including water quality and native vegetation;
- recognising that while landscape character may change, ensuring that change is managed to provide environments which are visually compatible with the surrounding future environs;
- ensuring adequate provision is made for roading, stormwater and wastewater drainage and all other infrastructure;
- ensure that development is consistent with the Integrated Catchment Management Plan - Totara Creek, Auckland Regional Council permit No. 26185; [250/165]
- ensuring that ecological and pedestrian linkages are provided for, including enhancement of the riparian margins;
- requiring development contributions;
- ensuring that development in close proximity to existing infrastructure is designed and constructed so that the operation of that existing regionally significant infrastructure is not compromised to any significant extent; [185/36 Infrastructure / Rural]
- ensuring that vehicle access to State Highway 16 occurs only at the Strategic Access Points shown on the Massey North Urban Concept Plan, unless it can be conclusively demonstrated that alternative access points would result in a better outcome for all of the following:
 - the efficiency of the road and state highway network,
 - public transport,
 - pedestrian activity,
 - urban amenity. [257/303]

Having regard to the above, requiring that development proceeds in a manner that recognises the need for a comprehensive approach to development within the Massey North Employment Special Area, including the achievement of a reasonable excellent standard of industrial urban design. [140/4]

Activities that do not achieve the above requirements shall be avoided in the Massey North Employment Special Area.

Explanation

The Massey North Employment Special Area has been identified as a strategically important location for the development of employment activities. These will incorporate a wide range of mutually compatible employment activities and facilities, developed in close proximity to public and private transport corridors.

The land is currently fragmented into land parcels. Maintaining the current Countryside Environment identification within this area could lead to inappropriate development of these land parcels. Accordingly, further fragmentation of the existing land parcels in this area would be inappropriate in the short term. Activities such as parks, filming and existing residential and rural activities have been provided for as these will not significantly impact on the potential future development of the area.

The supply of suitable employment land throughout the city is considered to be an important factor in enabling the community to live close to where they work to minimise travel demand. People may need or choose to travel further to obtain a job, however it is important to provide opportunities for local employment for less mobile people, to reduce regional connection and for ongoing population growth.

In addition, employment activities can, if not appropriately managed, give rise to adverse effects on the visual and other amenities within and adjoining the areas of business activity. These effects include building height, form and design, aural effects, hours of operation and traffic generation.

The District Plan seeks ensure that this area of land is retained as an employment land resource while ensuring that potential effects on the environment from the development of this resource is avoided, remedied or mitigated.

The District Plan seeks to allow flexibility to development provided that such development recognises the focus upon the provision of a supply of employment land that will increase business activity within the city.

The Massey North Employment Special Area also aims to achieve a reasonable standard of architectural, urban design and landscape development, as the interfaces between the private and public realm are seen as important.

The Massey North Employment Special Area emphasises on the provision of public transport facilities that are integrated with the employment node. This is considered to be consistent with the policies of the District Plan and achieves the outcomes that are sought through the Local Government (Auckland) Amendment Act 2004.

Existing commercial centres represent an agglomeration of significant resources and have an associated value and range of benefits to the community; this presents challenges for the identification of appropriate mechanisms to ensure that such resources are sustainably managed for existing and future communities.

Core retail activities are generally [257/255] discouraged from locating within the Massey North Employment Special Area. The exception to this is the provision for retail which supports the local employee community, such as lunch bars. Subsidiary manufacturing retail and yard based retail are provided for as these are not considered to be appropriate activities within a town centre. Such activities still require a resource consent to avoid, remedy or mitigate any adverse effects that may arise. ~~Other retail activities are considered to be high traffic generating activities and thus are considered to be more suited to locations which provide multi-visit rather than single purpose vehicle trips and greater use of public transport.~~[110/113, 111/110]

The sensitive environmental issues relating to the upper Waitemata Harbour means that a higher quality of development in terms of environmental standards will be required, particularly in terms of the management of earthworks and the design of infrastructure, particularly stormwater and wastewater. The potential impact of future development on the water quality of the upper Waitemata Harbour makes it important that the actual or potential adverse effects of development within the Massey North Employment Special Area are comprehensively managed.

Future development of land over which high voltage transmission lines or under which high voltage transmission cables pass, must be managed to ensure it does not adversely affect the lines or cables. This includes management of issues such as encroachment (resulting in reverse sensitivity issues), adverse effects such as dust from earthworks and operations, and compliance with mandatory separation distances from existing lines. [185/37 Infrastructure / Rural]

Development contributions will be necessary to fund the significant infrastructural costs associated with the establishment of the area. One of the keys to accessing this employment node is the establishment of the proposed Northside Drive. The construction of roading will be levied through the LTCCP. Reserve contributions will be levied via the District Plan.

Overall, this policy recognises that development will occur on the Massey North Employment Special Area, however this development needs to be managed to ensure a comprehensive, well-designed employment centre is created. (Note: see also Section 6.2.15 of the Explanation of the Strategic Direction for further detail on how development will be managed).

Methods

District Plan Rules:

Special Area Rules

Working Environment Rules

City Wide Rules

Inserting a new part within Policy Section 6.2.6, as follows:-

Massey North Employment Special Area

The Massey North Employment Special Area enables the development of a significant employment node located in close proximity to the transportation corridor and the Massey North Town Centre. This will facilitate accessibility including public transportation. This special area is intended to address the issue of

the lack of employment land within Waitakere City. In 2004, approximately 63% of the workforce of Waitakere City worked outside of the City. It is considered appropriate to provide additional employment land to enable existing and future population growth to work in the city and to also address the city's historic employment shortfall.

The provision of additional employment land will reduce regional commuter traffic congestion as well as the deposition and discharge of contaminants from vehicles into the water and air.

It is important that the development of this area is managed in an appropriate manner to ensure that any actual or potential adverse effects on the amenity and character of this area are avoided, remedied or mitigated. The District Plan includes controls to ensure that the outcomes sought for this area are achieved. This includes controls on noise and pollutant emission and restrictions on residential and retail activities. The District Plan requirements will ensure this area is maintained as an employment land resource.

Introduce a new Rule 27 to the Special Area Rules of the District Plan, as follows:-

RULE 27	MASSEY NORTH EMPLOYMENT SPECIAL AREA
<p><u>RULES</u></p> <p><u>27.0 General</u></p> <p>(a) <u>The following rules shall apply to Any Activity on land situated in the Massey North Employment Special Area.</u></p> <p>(b) <u>Where there is any conflict between the following rules and other rules in the Plan, the following rules shall prevail.</u></p> <p>(c) <u>All of the following rules shall apply, where relevant, to Any Activity.</u></p> <p>(d) <u>The “Concept Plan” referred to in these rules is the Concept Plan for the Massey North Employment Special Area, dated 31-March 2005 20 June 2007. [minor]</u></p> <p><u>27.1 Permitted Activities</u></p> <p><u>The following are Permitted Activities:-</u></p> <p>(a) <u>Filming Activities not involving the erection of new buildings or the external alteration of existing buildings or requiring the development of new infrastructure to service the activity.</u></p> <p>(b) Any residential activity in an existing building (erected for residential purposes prior to 31 March 2005) provided that there is no structural change affecting the external appearance of those existing buildings, or any need for new infrastructure to service the residential activity after that date. [257/304]</p> <p>(c) <u>Grazing</u></p> <p>(d) <u>Horticulture</u></p> <p><u>27.2 Limited Discretionary Activities</u></p> <p><u>The following are Limited Discretionary Activities:-</u></p> <p>(a) <u>Any Activity which is a Permitted Activity, or a Controlled Activity, or a Limited Discretionary Activity in the Working Environment, except Rule 5 Retailing and Rule 7 Residential Activities. [257/302, 261/2]</u></p>	<p><u>ASSESSMENT CRITERIA</u></p> <p><u>(Note: these assessment criteria are additional to the relevant assessment criteria in the Working Environment Rules and Subdivision Rule 5 Working and Community Environment).</u></p> <p><u>General Criteria</u></p> <p>27(a) <u>The extent to which any proposed development and buildings are consistent with the Massey North Urban Concept Plan.</u></p> <p>27(b) <u>The extent to which the site is of adequate size to accommodate the proposed activity together with associated carparking, landscape treatment, road frontage and any other adjacent facilities.</u></p> <p>27(c) <u>The extent to which the development has regard to and incorporates natural features.</u></p> <p>27(d) <u>The extent to which development meets the following design criteria:</u></p> <p>(i) <u>New development has appropriate detail to enhance the character of the streetscape.</u></p> <p>(ii) <u>Any large building facades which are highly visible from the road and motorway should be adequately detailed for visual interest.</u></p> <p>27(e) <u>The extent to which landscape treatment will ensure that potential adverse effects of development are avoided, remedied or mitigated and that a high standard of amenity is achieved.</u></p> <p>27(f) <u>The extent to which the selection of planting types are related to outdoor space, relationship to the road and ongoing maintenance requirements.</u></p> <p>27(g) <u>The extent to which lighting design will assist in creating and enhancing a consistent and safe character.</u></p> <p>27(h) <u>The extent to which the natural landscape qualities of the land adjacent to the riparian margins are protected.</u></p> <p>27(i) <u>The extent to which activities, buildings, driveways, carparking and other development are of a size, location, scale and design that complements the character</u></p>

(b) Any Retail Activity meeting the following standards:

- (i) convenience shops with an aggregated retail floorspace not exceeding 100m² in retail floorspace provided there are no other convenience shops within a 500m radius of the centre of the site subject to any proposal; [300/74]
- (ii) retail sales subsidiary to a manufacturing activity on the same site occupying not more than 15% of the gross floor area of that part of the building which is occupied by the activity, or 100m² retail floorspace whichever is the lesser;
- (iii) retail sales involving:
- yard based activities and/or
 - service stations and/or
 - automotive and marine products, parts and accessories provided that in terms of (iii) retail activities shall be limited to the area identified on the Massey North Urban Concept Plan as Industry / Yard Based Retail. [250/169, 258/203]

(c) Any subdivision which is a Controlled Activity or Limited Discretionary Activity under Rule 5 Subdivision, provided that any subdivision and development makes provision for any Strategic Road, Strategic Access Point or Strategic Road Frontage to Open Space identified in the Massey North Urban Concept Plan. [259/9]

Assessment of Limited Discretionary Activity applications will be limited to matters of:

- road location, as generally indicated on the Massey North Urban Concept Plan;
- road design and construction, including access to proposed Northside Drive;
- infrastructure location, capacity and design;
- provision for public open space, and retaining and enhancement of natural features, having regard to the Massey North Urban Concept Plan;
- integration of any subdivision or development with adjoining land and roads;
- bulk, scale, design and location of sites, buildings, carparking and driveways;
- screening and landscape treatment;
- aural and visual amenity between the Massey North Employment Special Area and adjoining land;
- protection and enhancement of natural

of, buildings and development on adjoining land as intended by the relevant Human Environment or Massey North Urban Concept Plan of adjoining land, having regard to the existing and potential use(s) of that adjoining land. [30076]

27(j) The extent to which development provides for adequate landscaping and planting of the 10 metre yards specified in rule 27.3. [257/302, 261/1 and 261/2]

27(k) The extent to which areas of open space, planting and landscape treatment are used to mitigate the visual effects of buildings and development.

27(l) The extent to which landscape treatment and development complements and enhances the natural landscape character of adjoining land.

Subdivision Criteria

(Note – see also the assessment criteria in Subdivision Rule 5 – Working and Community Environment).

27(m) Whether the design and layout of any subdivision protects land alongside open space areas from inappropriate development.

27(n) The extent to which site sizes will enable activities with high employment density and discourage activities with low employment density. [250/169, 258/203]

Transportation Criteria

27(o) The extent to which carparking accommodates expected peak demand of an activity, having regard to the existing provision of:

- (i) parking areas in the vicinity of the site;
- (ii) the capacity of roads giving access to the site;
- (iii) public transport, cycle and pedestrian alternatives;
- (iv) the safety of road users including cyclists and pedestrians;
- (v) neighbourhood character;
- (vi) the complementarity of parking demand for different activities at different times of the day.

[258/202, 329/4, 585/1. See also submission 257/220 in the transport report]

<p>landscape qualities;</p> <ul style="list-style-type: none"> • the co-location and sharing of facilities; • the location, <i>design</i> and safety of <i>signs</i>. <p><i>Limited Discretionary Activity</i> applications will be assessed with regard to the provision to be made for transport systems and the integration of those systems with land use, health and safety, consistency with Policy 11.45, [254/17] and matters within Assessment Criteria 27(a) – 27(ahi).</p> <p>27.3 Performance standards relating to Permitted Activities, Controlled Activities and Limited Discretionary Activities</p> <p>(a) <u>Maximum Building Height:</u></p> <p>15.40 metres.[300/75]</p> <p>(b) <u>Yards:</u></p> <p>(i) 10 metre building, outdoor storage area and parking area [262/2] setback along State Highway 16.</p> <p>(ii) 10 metre building, outdoor storage area and parking area, setback along the entire northern boundary of the Massey North Employment Special Area. [257/302].</p> <p>(c) Activity Thresholds</p> <p>Activities listed in Division I – Transport and Storage in Australian and New Zealand Standard Industrial Classification (New Zealand Use Version), 1996, Version 4.1; shall not exceed:</p> <p>(i) 2 hectares of land area per business, and</p> <p>(ii) 20 hectares of land area in total. [[250/169, 258/203].</p> <p>27.4 Discretionary Activities</p> <p>The following are <i>Discretionary Activities</i>:-</p> <p>(a) <u>Any Activity</u> which is a <i>Discretionary Activity</i> in the <i>Working Environment</i>, except Rule 5 <i>Retailing Activities</i> and Rule 7 <i>Residential Activities</i>.</p> <p>(b) <u>Development</u> on any <i>site</i> not meeting the standards of Rule 27.3.</p> <p><u>Discretionary Activity</u> applications will be assessed having regard to the provision to be</p>	<p>27(p) <u>The extent to which <i>carparking</i> is provided which:</u></p> <p>(i) <u>Provides sufficient <i>car parks</i> of possible uses of the <i>site</i>.</u></p> <p>(ii) <u>Provides <i>car parking</i> areas which are secure, well lit and conveniently accessible.</u></p> <p>(iii) <u>Provides for <i>on-site</i> loading facilities for service vehicles, delivery vehicles, rubbish collection vehicles and their compliance with rules for vehicle maneuvering.</u></p> <p>27(q) <u>The extent to which <i>development</i> promotes a safe environment for pedestrians, cyclists, including adequate lighting and appropriate location and <i>design</i> of entrances, windows and <i>driveways</i>.</u></p> <p>27(r) <u>The extent to which traffic generation creates adverse effects on:</u></p> <p>(i) <u>The capacity of <i>roads</i> giving access to the <i>site</i>.</u></p> <p>(ii) <u>The safety of <i>road</i> users including cyclists and pedestrians.</u></p> <p>(iii) <u>neighbourhood character.</u></p> <p>27(s) <u>The extent to which provision has been made for public transport facilities, including bus stops. This includes facilities identified in the <i>Massey North Urban Concept Plan.</i> [250/164, 250/175]</u></p> <p>27(t) <u>The extent to which <i>development</i> has been designed and sequenced [108/99, 250/159, 250,175] to integrate land uses with transport systems, including provision for public transport. An integrated transport assessment methodology must be used for major trip generating activities. [258/222 Transport] within the precinct and between precincts. <u>Development must be consistent with key transport infrastructure elements identified in the <i>Massey North Urban Concept Plan.</i> [250/159, 250/164, 250/175, 257/239, 257/249, 259/9, 300/51, 300/83, 585/1] (Note, it is expected that in the development of comprehensive development plans, there will be consultation with the Auckland Regional Council, the Auckland Regional Land Transport Authority and Transit New Zealand is recommended in relation to transport systems. [257/290, 300/52, 329/4, 585/1]</u></u></p> <p>27(u) <u>The extent to which the <i>design</i> and <i>construction</i> of roading is capable of providing access and connectivity to the</u></p>
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made for transport systems and the integration of those systems with land use, health and safety and matters within Assessment Criteria 27(a) – 27(ah), consistency with Policy 11.45 [254/17] and any other relevant matters under section 104 of the Act.

27.5 Non-Complying Activities

(a) Any vehicle access to Hobsonville Rd and State Highway 16, other than through the access points identified in the Massey North Urban Concept Plan. [257/303]

(b) Any Activity which is not a Permitted Activity or a Limited Discretionary Activity or a Discretionary Activity under the above rules shall be deemed to contravene a rule in the Plan and shall be a Non-Complying Activity. (Note: this includes any residential activity or retail activity not provided for under Rule 27.2 or Rule 27.4 [257/305]).

27.6 Prohibited Activities.

Any Residential Activity. [250/166]

27.7 Other Rules Applying

The following rules of the Plan shall also apply to Any Activity within the Massey North Employment Special Area:-

- All relevant City-wide Rules.
- All relevant Natural Area Rules.
- All relevant Working Environment Rules shall apply provided that:
 - within 100 metres of a Countryside Living Environment or adjoining Special Area Environment Rule 6 – Air Discharges and Rule 8 – Noise the Lincoln Working Environment rules shall apply, and beyond 100 metres, Rule 6 - Air discharges and Rule 8 - Noise shall apply.
- Subdivision Rule 5 – Working Environment and Community Environment.

NOTES

1. If an activity is not controlled or restricted in any way by any part of the Plan it is permitted, but may require consents under other legislation/ plans.
2. Activities must comply with all other relevant rules of the Plan or be the subject of a resource consent. Check all other rules in this Human Environment, the Working Environment and also the Natural Area Rules, the City-Wide Rules and, where relevant, the Subdivision Rules.
3. Words in italics are defined - see the Definitions part of the City-Wide Rules.
4. Words in bold are explained - see the Explanations part of the Introduction to the Rules.
5. The Council may have a guideline to help interpret this rule - check at the Council Offices.

wider movement network.

27(v) The extent to which the secondary roading network provides a highly inter-connected roading system, avoiding no exit streets.

~~27(u) The extent to which stormwater management features such as rain gardens, swales and permeable paving are incorporated into roading design. [250/156, 257/211, 257/212,300/54]~~

Infrastructure Criteria

27(w) The extent to which infrastructure for stormwater, wastewater and water supply are designed to ensure techniques are used to minimise water use and generation.

27(x) The extent to which the infrastructure provided to serve any new development achieves sustainable outcomes with a particular emphasis on the efficient use and natural treatment of water systems.

27(y) The extent to which the infrastructure provided to serve any new development is of a recognised public standard (such as compliance with the Waitakere City Code of Practice).

27(z) The extent to which recognition has been given to the NOSGA Local Water Agenda Plan when designing infrastructure.

27(aa) The extent to which provision for stormwater disposal management and land use meets the Totara Catchment Management Plan requirements of the in a way that best complements the Employment Special Area, such as incorporating stormwater ponds into open space and pedestrian linkage opportunities Integrated Catchment Management Plan - Totara Creek. Development shall not cause a non-compliance with the conditions of consent for network discharge consent for Auckland Regional Council permit 26185. This includes provision of low impact design methods for stormwater management. [250/156, 257/211, 257/212,300/54]

~~27(aa) The extent to which all relevant assessment criteria under the "Other Rules Applying" and Rule 12 (Infrastructure) of the Working Environment and Subdivision Rule 5 – Working and Community Environment are addressed in any resource consent.~~

<p>6. <u>For resource consents see the Information Requirements in the City-Wide Rules.</u></p>	<p style="text-align: right;">[257/211]</p> <p>27(ab) <u>The extent to which <i>development</i> retains and enhances riparian margins and provides protection through a range of <i>building setbacks</i> and replanting measures.</u></p> <p>27(ac) <u>The extent to which <i>development</i> incorporates <i>on-site</i> stormwater mitigation techniques that limit stormwater runoff in the <i>Massey North Urban Concept Plan</i> to pre-development levels (in terms of quality and quantity), including stormwater from <i>buildings, driveways, roads</i> and other facilities.</u></p> <p>27(ad) <u>The extent to which the lots to be created are of a size and dimension that can meet (at later <i>building</i> and <i>development</i> stage), provision for stormwater mitigation <i>on-site</i>.</u></p> <p>27(ae) <u>The extent to which the <i>design</i> of <i>development</i> defines the 100 year flood plain, and limits <i>development</i> within that floodplain to <i>infrastructure</i>, including <i>roads, water supply, wastewater, stormwater facilities</i> and reserves.</u></p> <p>27(af) <u>The extent to which stormwater retention and treatment facilities are to be designed to retain in stream ecological values and added additional habitat (e.g. wetlands) where possible.</u></p> <p>27(ag) <u>The extent to which the precinct <i>development</i> addresses the following matters associated with existing high voltage transmission lines or cables:-</u></p> <ul style="list-style-type: none"> (i) <u>adverse visual effects of the existing high voltage transmission lines, through <i>building</i> orientation and the location of <i>development</i>;</u> (ii) <u>continued access to lines and cables for maintenance, inspections and upgrading;</u> (iii) <u>minimising the risk of injury and/or property damage from lines and cables;</u> (iv) <u>the nature and location of proposed <i>vegetation</i>;</u> (v) <u>the proposed location of other <i>infrastructure</i>.</u> [185/38 Infrastructure] <p>27(ag) The extent to which earthworks and other site works are undertaken in such a way as to avoid adverse effects on watercourse, areas of ecological values and neighbouring properties arising from changes in landform and the generation</p>
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~~of sediments. [257/211]~~

Other Criteria

~~27(a) The extent to which all relevant assessment criteria under the "Other Rules Applying" are addressed in any resource consent. [257/211]~~

27(a) The extent to which more than minor adverse effects can be adequately avoided, remedied, mitigated or offset through provision of works and services on or off the site and/or through payment on or off site and/or through payment or provision of a financial contribution, including an upgrading contribution.

Note: See also Policies: 1.1, 1.5, 1.7, 1.8, 1.9, 1.10, 1.11, 1.12, 1.13, 1.14, 2.1, 2.12, 2.13, 2.15, 3.3, 3.4, 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 8.1, 8.2, 8.3, 8.4, 8.5, 8.7, 8.9, 10.1, 10.2, 10.3, 10.4, 10.5, 10.6, 10.7, 10.8, 10.9, 10.10, 10.11, 10.12, 10.13, 10.14, 10.16, 10.17, 10.18, 10.19, 10.20, 10.22, 10.23, 10.27, 11.1, 11.2, 11.3, 11.5, 11.6, 11.7, 11.8, 11.10, 11.11, 11.12, 11.13, 11.14, 11.18, 11.23, 11.27, 11.28, 11.32, 11.33, 11.44, 11.45, 12.1, 12.2, 12.3, 12.4, 12.5, 12.6, 12.7, 12.8.
(Policy Section of the Waitakere District Plan)

RESOURCE CONSENT CONDITIONS

In granting a resource consent Council may impose conditions. Conditions may include any one or more of the following matters:

- Addressing matters referred to in Rule 27 and associated assessment criteria.
- Requiring alterations to design and/or location, for all development including roads.
- Requiring the provision of a landscape treatment plan and implementation of that plan within a given time.
- Limiting the bulk and scale of activities and other development.
- The imposition of a bond to ensure satisfaction of conditions of consent.
- Requiring financial contributions in accordance with the Plan.
- Requiring on-site or off-site works and services to avoid, remedy, mitigate or offset adverse effects.
- Such other matters provided for in section 108 of the Act.
- Where a subdivision is sought, such other matters provided for in s220 of the Act.

Provided that, in the case of Limited Discretionary Activities conditions may only be imposed in respect of the matters specified above to which the Council has restricted the exercise of its discretion.

1. **Insert new definitions in the City-Wide Rules – Definitions, as follows:-**

Massey North Employment Special Area means land shown on the *Human Environments Maps as Massey North Employment Special Area* and to which the *Massey North Employment Special Area* rules apply.

Massey North Urban Concept Plan means the concept plan appearing in Appendix XX to Rule 26 – *Massey North Town Centre Special Area* and Rule 27 - *Massey North Employment Special Area*.

2. **Include the words “Massey North Employment Special Area” in the following Rules:**

• **Working Environment Rule 6 – Air Discharges as follows:**

After the words “*Lincoln Working Environment*” in rule 6.2 add the words “or the Massey North Employment Special Area”

• **Working Environment Rule 8 – Noise as follows:**

After the words “*Lincoln Working Environment*” in rule 8.1 (c) add the words “or the Massey North Employment Special Area”

• **Hazardous Facilities Rule 1 – Consent Status Matrix Table**

Add Massey North Employment Special Area into working section of table.

3. **Include the words “Countryside Environment” in the following rule:-**

• **Working Environment Rule 2 – Height in Relation to Boundary as follows:**

After the words “or the *College Special Area*” in rule 2.1 add the words “or the Countryside Environment”

• **Working Environment Rule 3 – Building Development and Location as follows:**

After the words “or an *Open Space Environment*” in rule 3.1 at the first point add the words “or the Countryside Environment”

After the words “of a *Living Environment*” in rule 3.1 at the second point add the words “or the Countryside Environment”

After the words “or the *College Special Area*” in rule 3.1 at the fourth point add the words “or the Countryside Environment”

After the words “or an *Open Space Environment*” in rule 3.1 at the fifth point add the words “or the Countryside Environment”

4. **Amend the Plan Maps by:**

- (a) Re-identifying the area shown on the Human Environments Map from Countryside Environment to Massey North Employment Special Area as indicated on Maps A7, C7 and C8.
- (b) Re-identifying the riparian margins shown on the Natural Environments Map from General Natural Area to a combination of general natural area, restoration natural area and riparian margins as indicated on Maps A7, C7 and C8.