

Urban Design Statement

Campana Road Structure Plan

Wiri, Auckland

Attention: Auckland Council Plans and Places

Date: 13 March 2024

To whom it may concern,

In support of the request for a private plan change to the Auckland Unitary Plan (Operative in Part) (**AUP(OP)**), I have prepared an urban design statement describing the design approach to the proposed structure plan that is being submitted as part of the plan change request.

Background

1. The proposed plan change encompasses five properties located to the east of Auckland International Airport across the Waokauri Creek. The land is currently used for agricultural and horticultural activities, but features a Future Urban Zone (FUZ) under the AUP(OP).
2. The area south of Puhinui Road is live-zoned as Light-Industrial and identified as the Puhinui Precinct under section I432 of the AUP(OP).

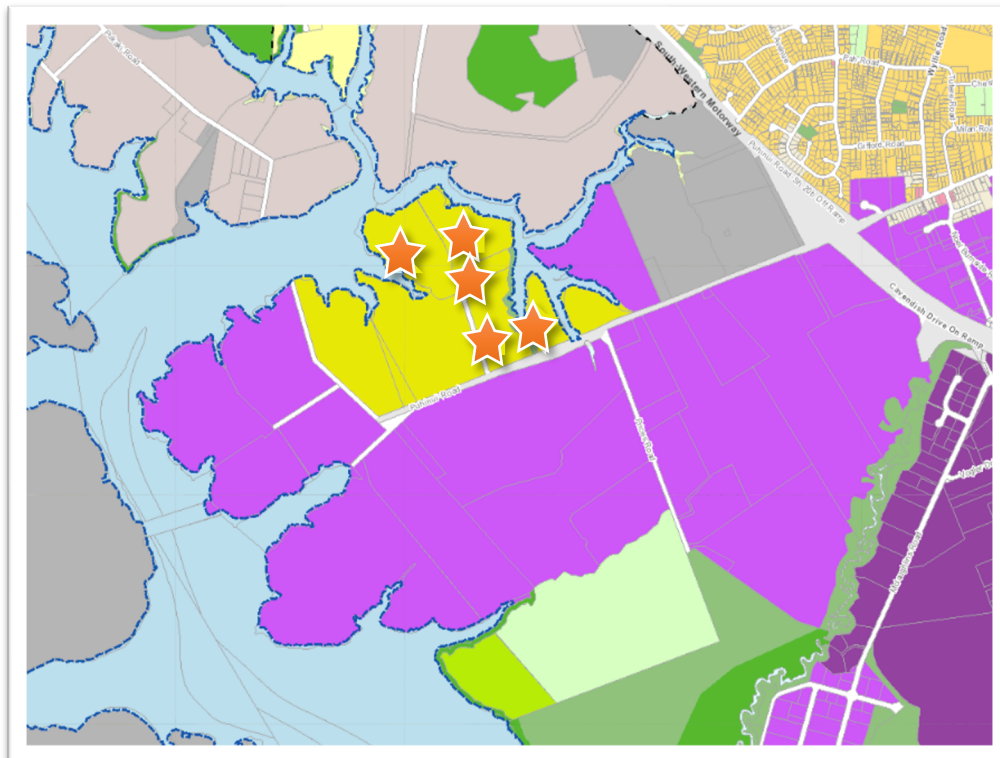


Figure 1: Current zoning under the AUP(OP) with Subject Sites identified (starred).



3. The proposed plan change seeks to extend the precinct plan area north and live-zone part of the future urban land identified below as Light Industrial Zone (**LIZ**). The balance lots (437, and 507-551 Puhinui Road) are not proposed to be included as no assessment of effects has been undertaken for these sites.
4. To help manage anticipated post-plan change outcomes, a suite of supporting provisions and structure plan have been prepared. These provisions will help ensure (among other things) development achieves good urban design outcomes that adverse effects on the environment can be mitigated.
5. The structure plan was developed by myself based on my own knowledge of the site, other recent developments of similar nature and scale, and best-practice urban design principles. It also assimilated input from traffic, infrastructure, archaeology, ecology and statutory planning professionals.
6. The structure plan was composed using the sub precincts (including relevant changes) sought for Chapter I432 – Puhinui Precinct. These are:

- a. **Sub-Precinct A:** *adjoins the coastal environment and is proposed to be used for open space and passive recreation purposes.*

This has been included to improve access to, and manage the effects on, the adjacent coastal environment.

- b. **Sub-Precinct E:** *for local convenience retail activities and amenities for the precinct, to support the surrounding light industry areas and the needs of visitors and employees. The sub-precinct will respond to the existing topography and landscape, appropriately enhancing natural elements and facilitating pedestrian linkages where practicable.*

This applies to a small portion of site which was considered too small to support Sub-Precinct C LIZ activities, but which featured attributes (including the opportunity for enhanced access to the coastal margin) which support visitor and employee convenience and amenity provision.

- c. **Sub-Precinct C:** *new sub precinct*

This sub-precinct encompasses most of the site. It allows for temporary storage and lockup facilities until infrastructure networks can support further LIZ development.

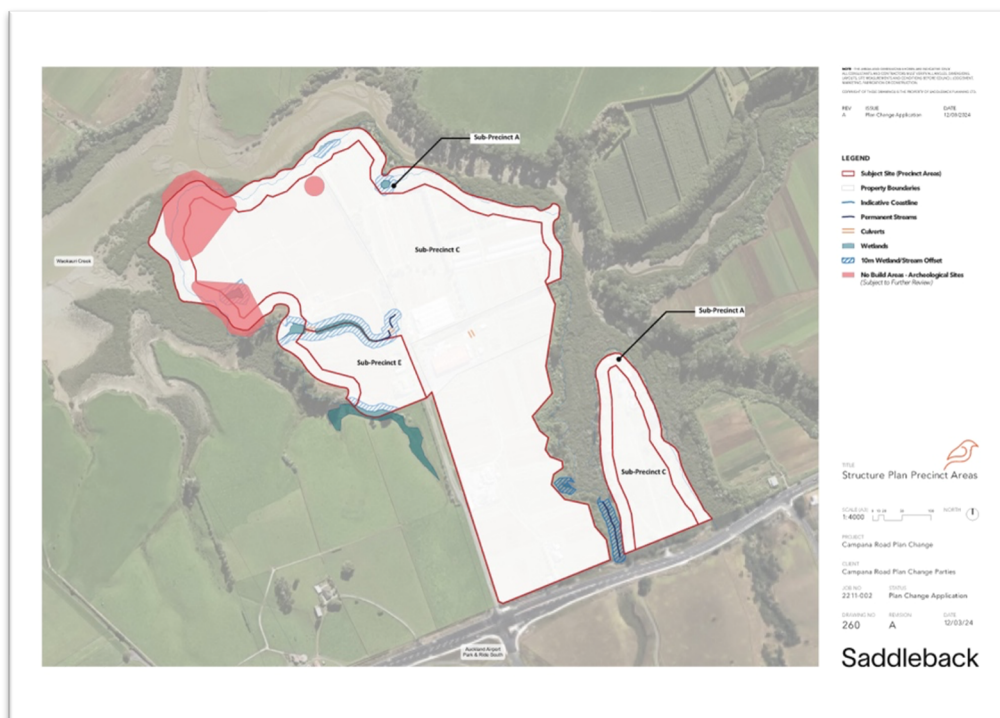


Figure 2: Sheet 260 - Structure Plan Precinct Areas.

7. Other key considerations in the formulation of this structure plan from an urban design perspective were:
 - a. The character of development that is likely under the proposed zoning. In this instance LIZ is likely to result in the development of warehousing activities across the site (as has been established in neighbouring areas).
 - b. How open space, and this linking together of disparate areas, can contribute to the amenity of the area and how informal recreation along the coastal margins can be supported.
 - c. The need to carefully treat the interface with the natural environment and heritage features, in particular the adjacent marine area, the natural features of the estuary, and any other prominent natural or archaeological features within the site.
 - d. The need to preserve the quality of outlook from Pūkaki Marae, where viewshafts extend over the subject site.
 - e. How infrastructure will be provided across the site, in particular stormwater infrastructure and traffic networks and how these can support the matters above.

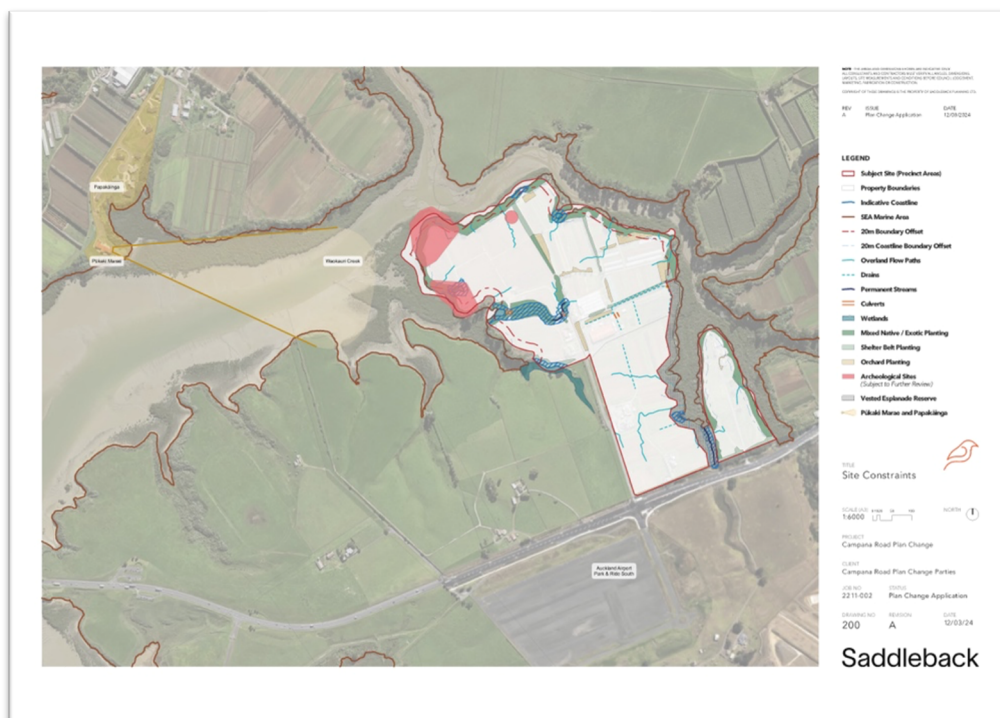


Figure 3: Sheet 200 - Site Constraints

8. With due consideration given to those matters outlined above, the structure plan supports good urban design outcomes across the site through:
 - a. The identification of significant site features within the supporting plan; and
 - b. Written provisions requiring development to interface properly with these features, as described below.

Natural Character and Heritage Features

9. The subject site extends north from Puhinui Road north and has a riparian edge to Waokauri Creek. Waokauri Creek is a Significant Ecological Area (Marine 2) under the AUP(OP). Beyond the Waokauri Creek to the north are the tuff craters of Te Pukaki Tapu o Pautukek and Nga Kapua Kohuora and Pūkaki Marae.
10. The areas around the site have a long history of settlement and hold significance for Te Ākātai Waiohū. These wider areas have been detailed in *Appendix N – Cultural Heritage Assessment and Cultural Maps*, and *Appendix G – Archaeological Assessment* for the subject sites.
11. To preserve the natural character of the coastal area and support the objectives of Te Ākātai Waiohū as mana whenua, significant natural features have been identified on the structure plan including the coastal margins, wetlands, permanent streams, and overland flow paths.



Figure 4: Appendix N - Cultural Heritage Analysis with subject sites (star).

12. The identification of Sub-Precinct A helps to ensure buildings are setback from the coastal edge and that native landscaping and public access can be implemented within the area.
13. Separately, an archaeological assessment of the subject sites was undertaken, with areas requiring detailed investigation identified and detailed on the proposed structure plan.
14. The clear spatial identification of these archaeological features along with precinct provisions 8, 9, 10, and 14 are considered appropriate to protect and enhance the natural and cultural heritage of the site and the adjacent coastal environment.

Built-Form Character

15. Under the LIZ, the site is anticipated to be used for warehousing and small-scale manufacturing activities, and the area will have a corresponding light-industrial character.
16. This anticipated character is consistent with development occurring in the wider Puhinui Precinct and will become an extension of the light-industrial development occurring across neighbouring sites and the wider Wiri area.
17. Notwithstanding, the character of the site differs from neighbouring areas at its riparian edges. These areas, proposed to be Sub-Precinct C, will provide a suitable landscaped buffer to help lessen the visual impacts from sites adjoining Waokauri Creek such as Pūkaki Marae and Ngā Kapua Kohuora.



18. As such, the character anticipated both within the site and around its edges, will be consistent with the neighbouring areas. As such, I do not consider further design controls beyond the existing standards and provisions within the relevant AUP(OP) documents to be necessary.

Open Space and Informal Recreation

19. The inclusion of Sub-Precinct A within the structure plan ensures that provision for *Open Space and Informal Recreation* can be provided to meet the reasonably foreseeable needs of the future users of the site.
20. The provision of on-site amenity will also be supported by the area identified as Sub-Precinct E. The central location of this area means that it will be easily accessible for workers and visitors, and will remain appropriate as the area develops over time.
21. Due to the size of the existing parcels, it is not possible to know whether esplanade strips/reserves will be created through further subdivision once the LIZ becomes operative – and therefore whether legal public access will be created along the full length of the coastal edge in the earlier stages of development.
22. Consequently, while difficult to enforce through this process, for the sake of reinforcing active travel connections across the coastal margins in future, a pedestrian pathway has been indicated on the structure plan. This is to ensure that the expectation of public access is identified early, and that the possibility of a public connection is retained, regardless of subdivision outcomes.

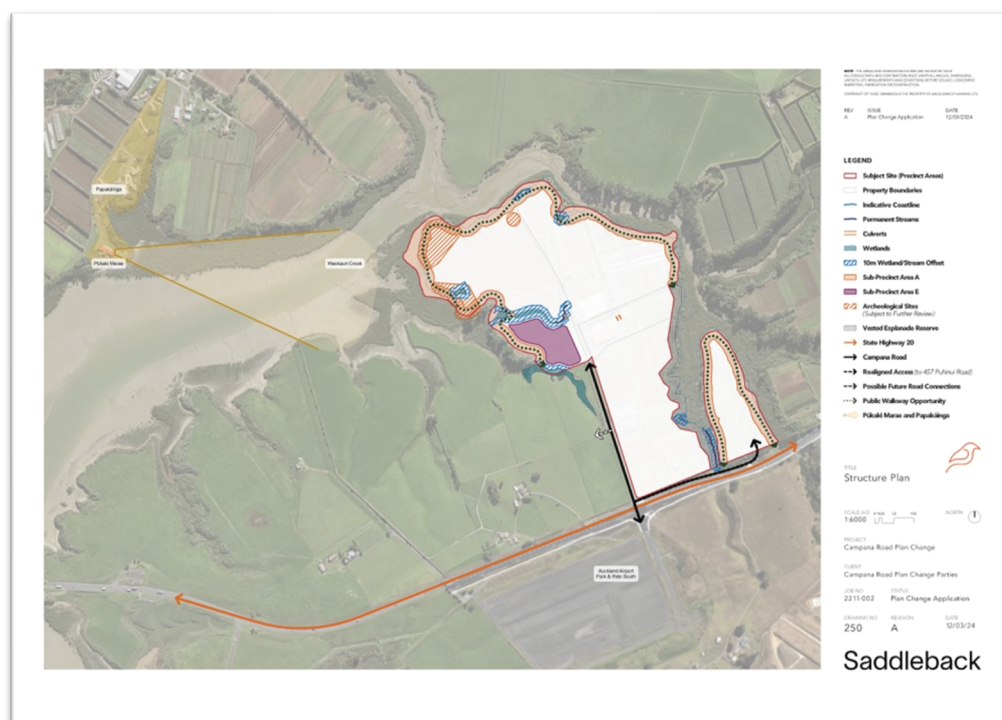


Figure 5: Sheet 250 - Structure Plan



Outlook from Pūkaki Marae

23. The requirement to preserve outlook from Pūkaki Marae has been identified clearly within the existing precinct provisions and reinforced through consultation with Te Ākitaia Waiohū.
24. Therefore, to ensure that outlook from the marae is preserved, provisions 16 and 17 have been proposed so that Te Ākitaia Waiohū can participate in the design and implementation of any necessary mitigation of building bulk or dominance.
25. Further, a non-statutory viewshaft has been identified (for reference only) on the structure plan to identify the sites most likely to require mitigation under the relevant provisions. The development sites are within Sub-Precincts C and E and are likely to be supported by planting within Sub-Precinct A, further contributing to the positive amenity and ecological outcomes sought.

Provision of Infrastructure

26. Due to the site's coastal location (natural peninsula) and proximity to Puhinui Road, the provision of infrastructure relatively simple to achieve. All lots, with the exception of 457 Puhinui Road, can be serviced through the upgrading of Campana Road which will act as a single spine serving the developments. 457 Puhinui Road can be serviced directly from trunk infrastructure along Puhinui Road.
27. These same site shaping factors also mean identifying a final transport framework within the site is not considered critical to the structure plan. It is considered sufficient to broadly indicate:
 - a. Where a future connection to the west from Campana Road might be located to serve the remaining FUZ land, and;
 - b. How 457 Puhinui Road might be serviced once Puhinui Road is upgraded with a Bus Rapid Transit service and associated road widening works (and the existing access removed).
28. Stormwater infrastructure has not been spatially identified as this component of development is best left to detailed design stages. Provisions 11-15 have been included to provide further assurances around flows and water quality beyond those general provision for these matters in the AUP(OP).
29. Provision 14 seeks to ensure that existing streams and overland flow paths are protected, restored, and enhanced. This will contribute positively to the overall amenity and character of the site.

Conclusion

30. The proposal as detailed above and in the supporting documents is consistent with the relevant policy mechanisms within the AUP.



31. The composition of a structure plan, including identification of plan sub-areas, and additional provisions has been informed by urban design best-practice in consultation with the relevant specialists and mana whenua – and will result in appropriate urban outcomes, while minimising the effects on adjoining sites.
32. I am therefore confident in providing a positive endorsement of this plan change application and support the site to be zoned light-industrial.

Kind regards,

Author

Cameron Rossouw

M. Arch (Prof) Urb Plan (Prof) (Hons), M. UrbDes

Urban Designer

Saddleback Planning Limited

Reviewer

Bruce Weir

B Plan, M. UrbDes (Hons)

Principal Urban Designer (Director)

Saddleback Planning Limited

16 September 2024

Information Requests : Urban Design & Open Space

Campana Road Plan Change

To whom it may concern,

The following is a response to urban design and open space requests for further information related to the proposed Campana Road Plan Change to the Puhinui Precinct of the Auckland Unitary Plan (Operative in Part).

For clarity, Sub-Precinct A (Open Space and Informal Recreation Zone) within the plan change area has now been redefined as sub-precinct C1. This is located around the coastal edge to the Waokauri Creek (a tributary to the Pūkaki Creek).

I have appended a graphic information packet to provide visual support.

Information Request UD 1 - Sub-Precinct A

Please demonstrate how Sub-Precinct A might function as open space, how it might link in with existing (and proposed) pedestrian /active transport connections beyond the site (in order to meet the objectives (1), (3) and (4) and policies (1), (3) and (4) within the Puhinui Precinct), and review the appropriate connections to an existing or potential wider network.

In the first instance, the purpose of sub-precinct C1 is to provide a landscape buffer between proposed light industrial development and the coastal margins. Its open space/amenity value is an added benefit. In light of this, it might function as an open space/amenity area for the benefit of the employees of future development within the plan change area, directly accessible from this development.

The use of sub-precinct C1 for wider public benefit would be contingent on linking it to other amenity areas and creating an integrated network of open space. As shown in plan below existing amenity spaces within the surrounding area (such as Colin Dale Park/Puhinui Reserve (A) and Aerovista Place Reserve (B)) are not within the precinct and have no clear means of connection to the site in question and Crater Hill (C) is in private ownership and is not generally accessible to the public. While the airport has an existing coastal yard to the west, a contiguous coastal pathway through AIAL's landholdings (D) would only occur if AIAL land were subdivided and an esplanade strip established. The record has established that AIAL is not in the habit of subdividing land.

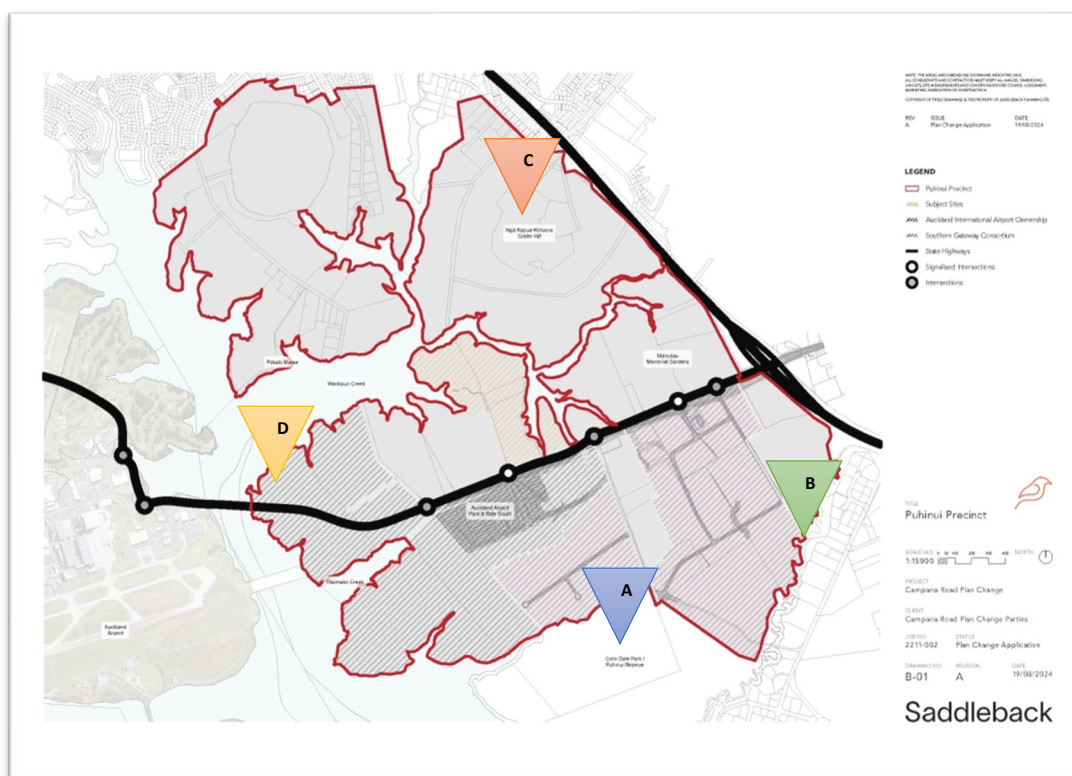


Figure 1: Puhinui Precinct (Sheet B-01) Labelled with Open Space Areas.

In light of the above, connecting the proposed open space to other amenity areas and making it generally accessible to the public will be heavily reliant on pathway linkages within road reserves.

The Campana Road Structure Plan and its indicative connections will ensure that there is a direct connection between the coastal margins of sub-precinct C1 and the existing and future active transport network running parallel to SH20B. As a result, safe public connection to the coastal edge of the Waikauri Creek tributary will be ensured via the proposed Campana Road Structure Plan and the indicative future connections which allow for direct access from the road reserve to sub-precinct C1, once the site is developed with light industrial activities.

Notwithstanding the above, should the airport and other landholders be amenable to creating a consolidated coastal connection along the creek in the future, sub-precinct C1 will be available to form part of this connection.

Information Request UD 2 - Movement Network

Please provide additional information on what may be the key internal routes for various different transport modes.

There is only one key vehicle route, that being Campana Road itself. Other vehicle routes are simply to provide internal block access. This includes the shorter slip-road east behind Precinct E to 457 Puhinui Road (within the existing SH20B road reserve). The road reserve of Campana Road is wide enough to accommodate a shared bicycle/pedestrian path should AT wish to provide this connection.



As detailed in the plan below (Sheet B-11), the important pedestrian linkages are:

- Those provided within the Campana Road corridor, and;
- Those which can be provided within the riparian margin in future.

The re-entrant gully/tributary to the Waokauri Creek to the west of Campana Road is particularly important to achieving a loop connection, however access is via the private land which is outside the scope of this Plan Change request. As an alternative, a loop connection can be achieved via the indicative northern extension of Campana Road.

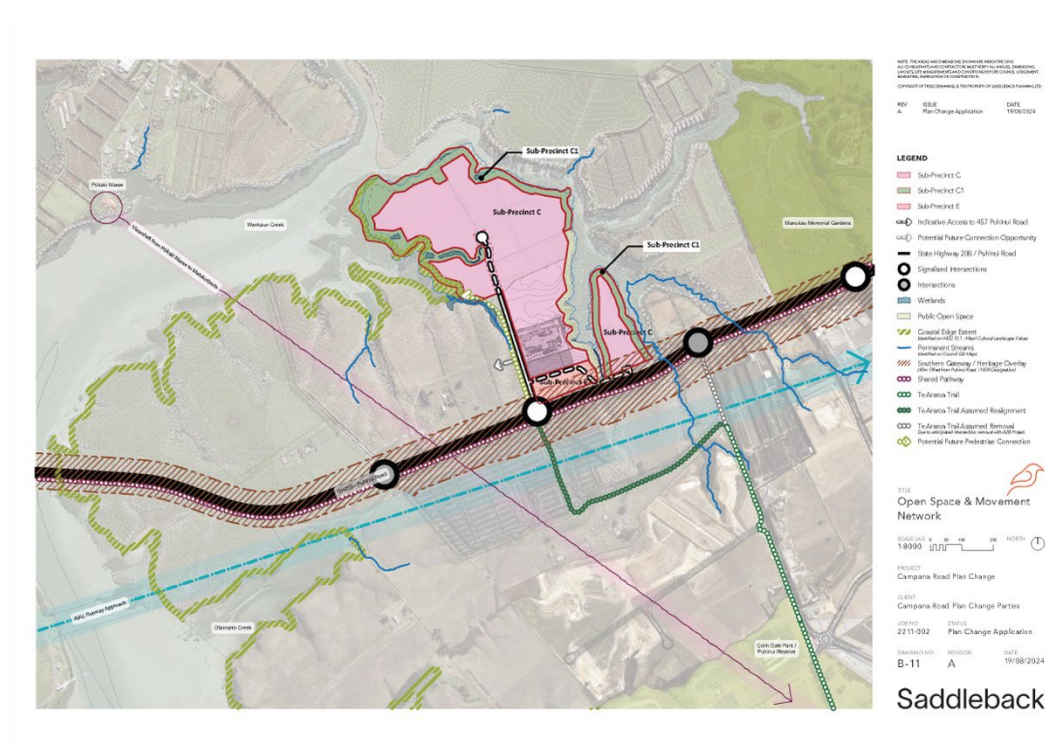


Figure 2: Open Space and Movement Network (Sheet B-11,).

Information Request UD 3 - Pūkaki Marae

Please review and provide comment on the potential / appropriateness of identifying viewshafts/no build areas within the precinct plan and provisions.

There is no specific viewshaft to, or over the plan change area in Council's guiding documents. I have visited the Marae site and the plan change area was not readily visible. Notwithstanding the above, a landscape assessment is currently being prepared by Rob Pryor of LA4 which will provide further clarity on this matter.

Information Request UD 4 - Building Design within the Coastal Environment/Waokauri Creek

Please consider inclusion of additional, bespoke assessment criteria for buildings in the locations identified.



Additional assessment criteria are not required. All buildings over 50m² have at least a Restricted Discretionary activity status and the Matters of Discretion (I432.8.1) provide sufficient leeway for Council planners to have a high degree of influence¹ of design outcomes, particularly with respect to Māori Cultural Landscape values. The Objectives (specifically (1) and (3)) and Policies for Sub-Precinct C1 (the coastal edge/ future riparian margin) provide a robust foundation to control built form within the coastal environment but without unduly constraining innovation and flair.

Notwithstanding my reasoning above, it would be drawing a very long bow, considering the policy framework in place, to predict that any but the smallest and most unobtrusive structures would be developed in sub-precinct C1.

Information Request UD 5 - Staging Plan
Please provide a draft staging plan.

No staging plan has been provided because:

- Light Industrial activity, particularly of the nature sought, requires large land holdings which largely align with existing land holdings; and
- Trunk infrastructure will be confined to the Campana Road Corridor which already exists.

Any change from either of these positions requires resources consent / subdivision and in which case phasing or staging of such works will be addressed.

Information Request OS1 – Precinct Plan Consistency
Please provide an explanation as to why a different approach has been adopted to the identification of open space than is apparent in other like areas of the precinct.

The Campana Plan Change Area (33.5 ha) occupies a very small part (4%) of the overall Puhinui Precinct (755 ha). Even within this, archaeological or culturally significant sites are relatively small, and as such would not typically be acknowledged at the overall precinct scale. Though, for completeness these have been shown within Sub-Precinct C1.

As detailed further below, the bounds of the Puhinui Precinct itself have some serious shortcomings by excluding major open space amenities areas (specifically Colin Dale Park, Puhinui Reserve and Aerovista Place Reserve) from what would typically be a logical, geographically-defined southern extent (i.e Puhinui Creek).

As a result, the approach employed for the Plan Change Area is similar to other Structure Plans employed on sites of similar scale.

¹ Pūkaki Creek became a Māori reservations under the Te Ture Whenua Māori Act 1993. This means Te Ākitai must have a direct and meaningful input into any proposal in the PCA coastal environment.



Information Request OS2 – Open Space movement network

Please review the open space movement network gaps identified and (if they are to be maintained as proposed) provide an explanation as to why further connections are not considered necessary.

As shown in Figure 2 - Open Space and Movement Networks, the Plan Change Area plays a relatively minor role in overall open space and recreational connectivity function– with most of the amenities of scale provided:

- North of the Waokauri Creek (being the Portage Road Reserve within Crater Hill), or
- Outside of the Puhinui Precinct to the south (being Colin Dale Park, Puhinui Reserve and Aerovista Place Reserve)

Connecting these disparate elements is principally a function of providing quality pedestrian and cycle path linkages east-west along SH20B and ultimately north/south along SH20 (linking to Aerovista Place Reserve) to avoid the costs associated with bridging Waokauri Creek. Therefore, the substantive responsibility of making an efficient and legible open space movement network function well lies with NZTA and Council. We have not been able to locate a cohesive open space strategy or plan for the Puhinui Precinct from either party.

In the Plan Change Area open space movement is provided by:

- Campana Road is the first instance, and then, in the longer term;
- Integrating coastal pathways to this.

Pedestrian access around the coastal edge, whilst highly desirable in the longer term, does not actually provide a significant open space benefit to the Precinct overall, but will provide amenity benefit once the land is redeveloped for higher, more urban intensive land use over time.

Information Request OS3 – Permitted Activities

Please review and provide an assessment as to whether allowing ongoing farming and browsing by animals will compromise open space values.

These provisions have been removed under sub-precinct C1.

Information Request OS4 – Archaeological Sites

Please clarify how it is intended the archaeological sites are proposed to be managed, including if they are to be identified or otherwise managed as open space.

Archaeological sites have been identified and stringent provision has been provided for their protection and management. This protection has now been extended throughout the plan change area via an earthworks consent trigger and related assessment criteria.

Information Request OS5 – Weed Management and Native Revegetation



Please clarify how weed management and native revegetation should be managed in areas that are or are likely to become open space.

There are adequate mechanisms in place including landscaping requirements at the time of development to ensure this is undertaken.

Author

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Bruce Weir

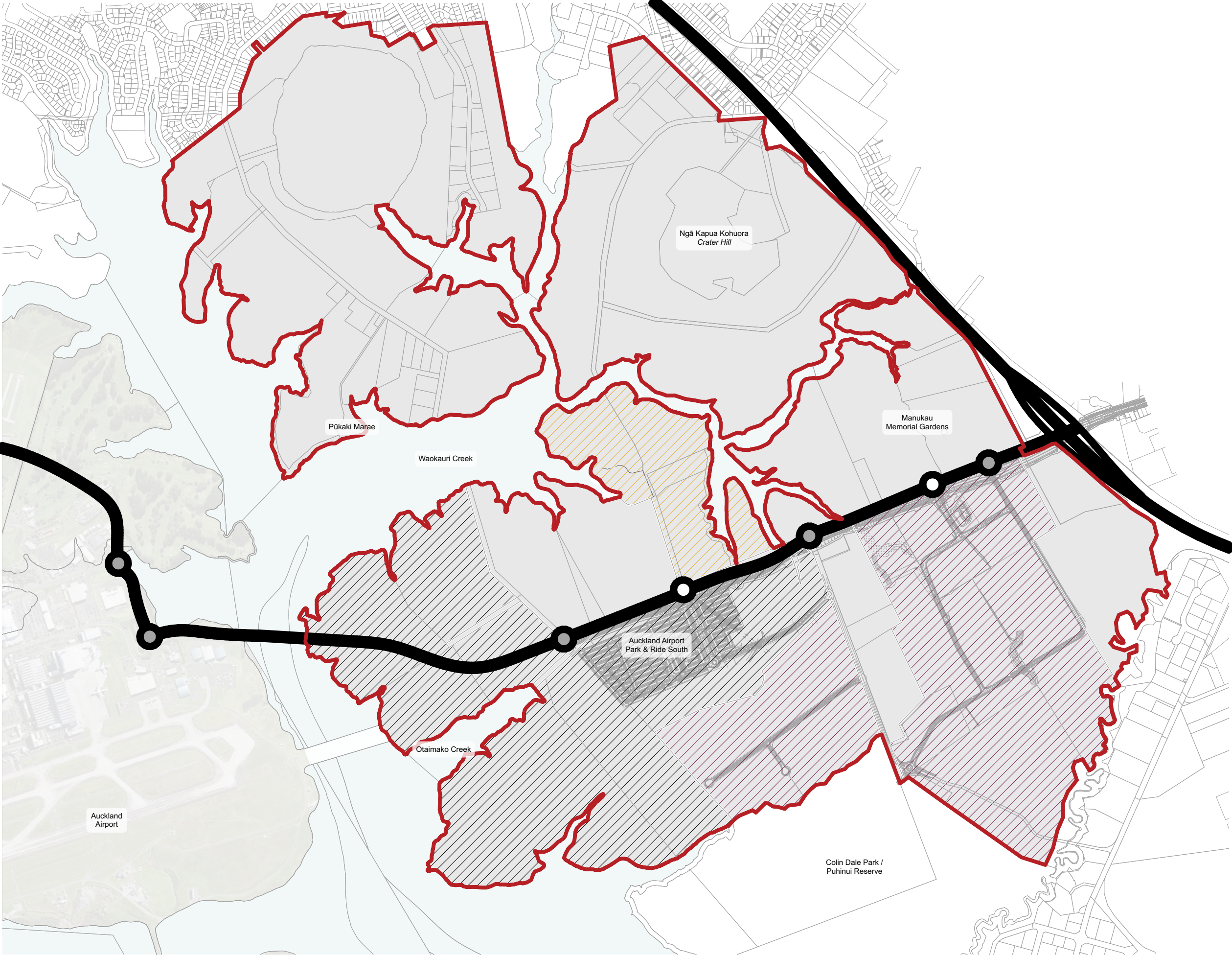
Principal Urban Designer
Saddleback

Reviewer

A handwritten signature in black ink, appearing to be 'JG' followed by a large loop.

Joe Gray

Principal Planner
Saddleback




NOTE: THE AREAS AND DIMENSIONS SHOWN ARE INDICATIVE ONLY. ALL CONSULTANTS AND CONTRACTORS MUST VERIFY ALL ANGLES, DIMENSIONS, LAYOUTS, SITE MEASUREMENTS AND CONDITIONS BEFORE COUNCIL LODGEMENT, MARKETING, FABRICATION OR CONSTRUCTION.

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REV	ISSUE	DATE
A	Plan Change Application	19/08/2024

- LEGEND**
- Puhinui Precinct
 - Subject Sites
 - Auckland International Airport Ownership
 - Southern Gateway Consortium
 - State Highways
 - Signalised Intersections
 - Intersections

TITLE
Puhinui Precinct



SCALE (A3) 0 50 100 200 300 400 NORTH



PROJECT
Campana Road Plan Change

CLIENT
Campana Road Plan Change Parties

JOB NO
2211-002

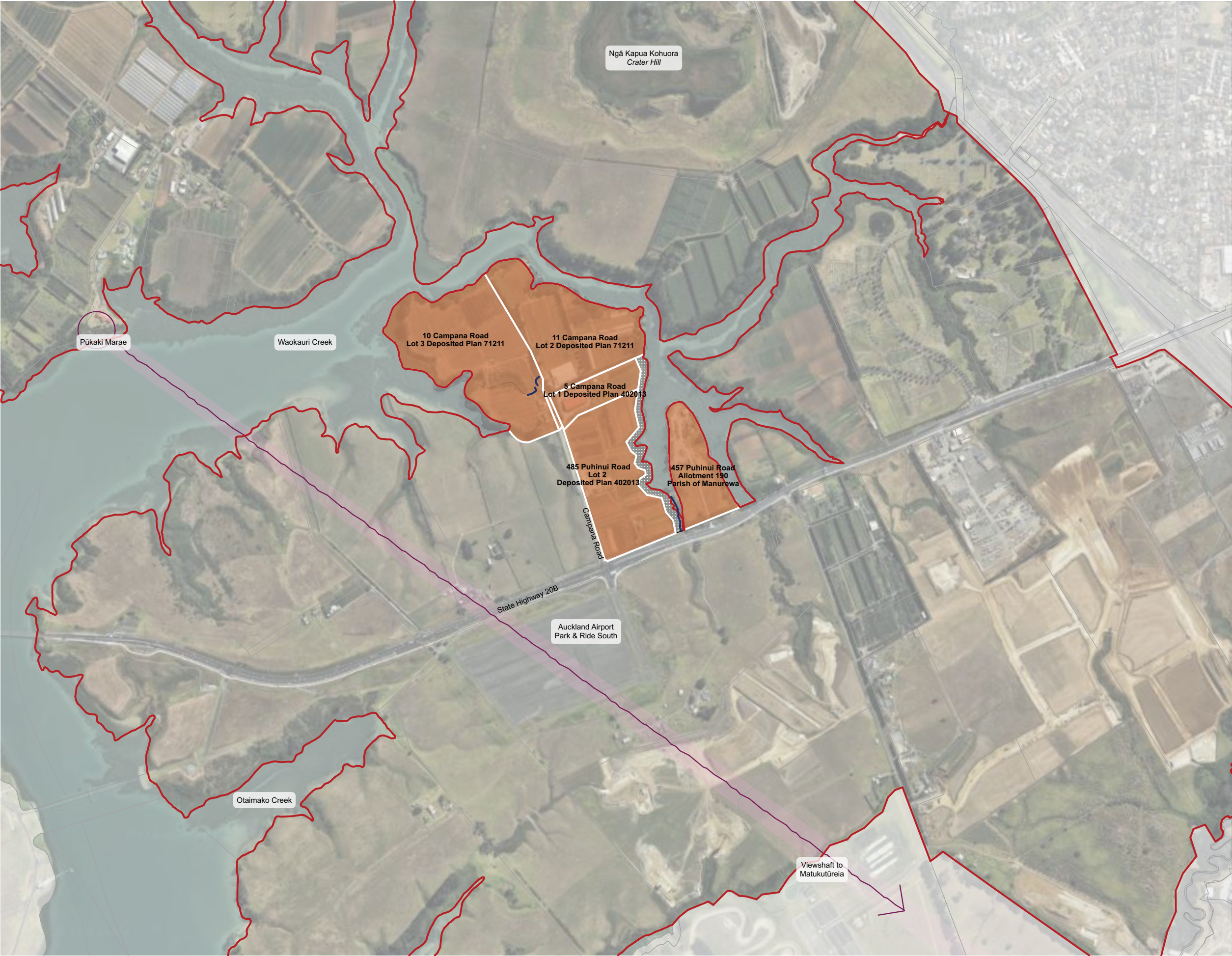
STATUS
Plan Change Application

DRAWING NO
B-01

REVISION
A

DATE
19/08/2024

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REV	ISSUE	DATE
A	Plan Change Application	19/08/2024

Subject sites to be rezoned from
H18 FUZ to H17B-LIZ

TITLE
Subject Sites

SCALE (A3) 0 50 100 200 300 400 NORTH
1:15,000

PROJECT
Campana Road Plan Change

CLIENT
Campana Road Plan Change Parties

JOB NO
2211-002

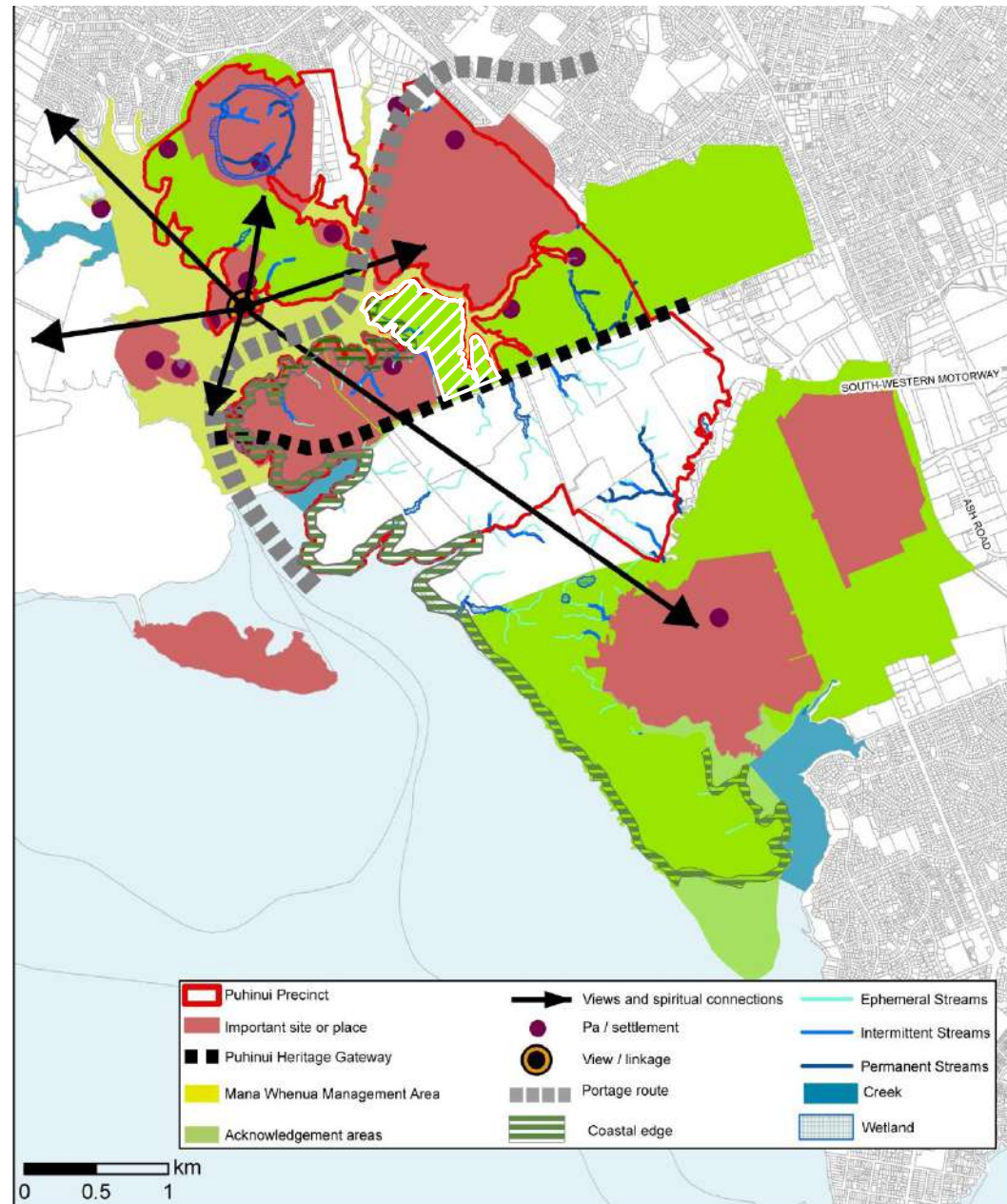
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Plan Change Application

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B-02

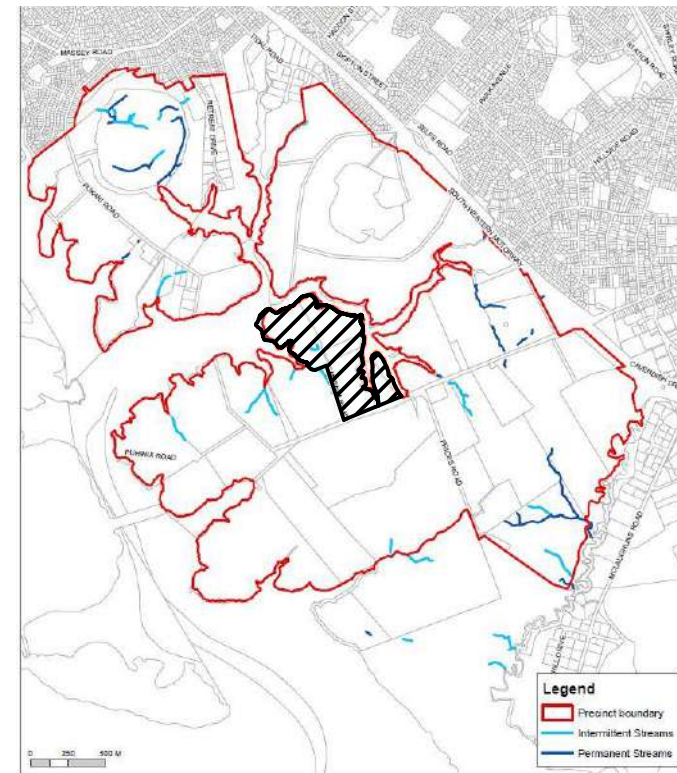
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19/08/2024

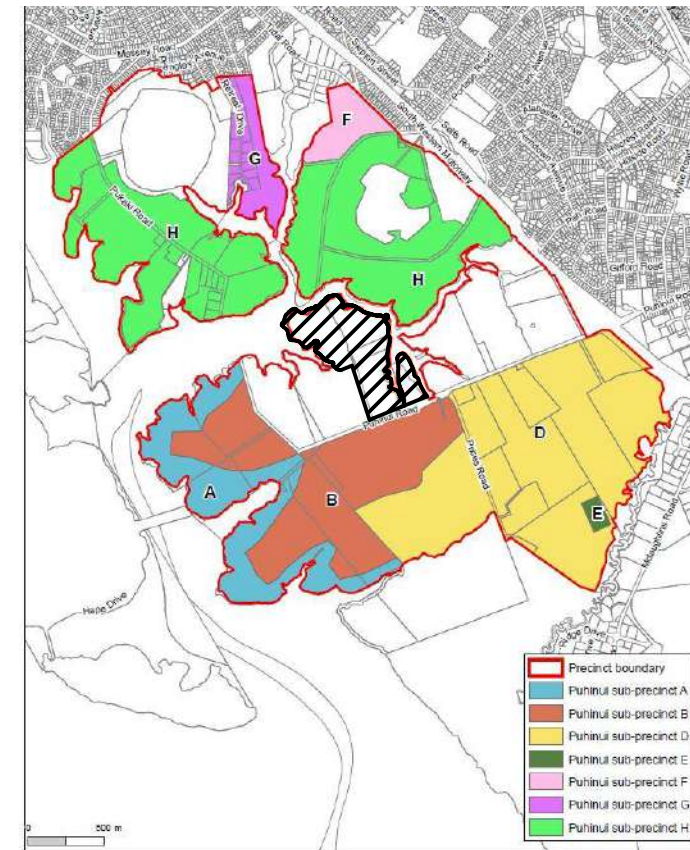
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I432.10.1 Puhinui: Precinct Plan 1 - Māori Cultural Landscape Values



I432.10.2 Puhinui: Precinct Plan 2 - Streams



I432.10.5 Puhinui: Precinct Plan 5 - Sub-Precincts

TITLE

AUP(OP) I432.10 Precinct Plans

SCALE (A3) 0 200 500 1KM
1:50000

NORTH

PROJECT
Campana Road Plan Change

CLIENT
Campana Road Plan Change Parties

JOB NO
2211-002

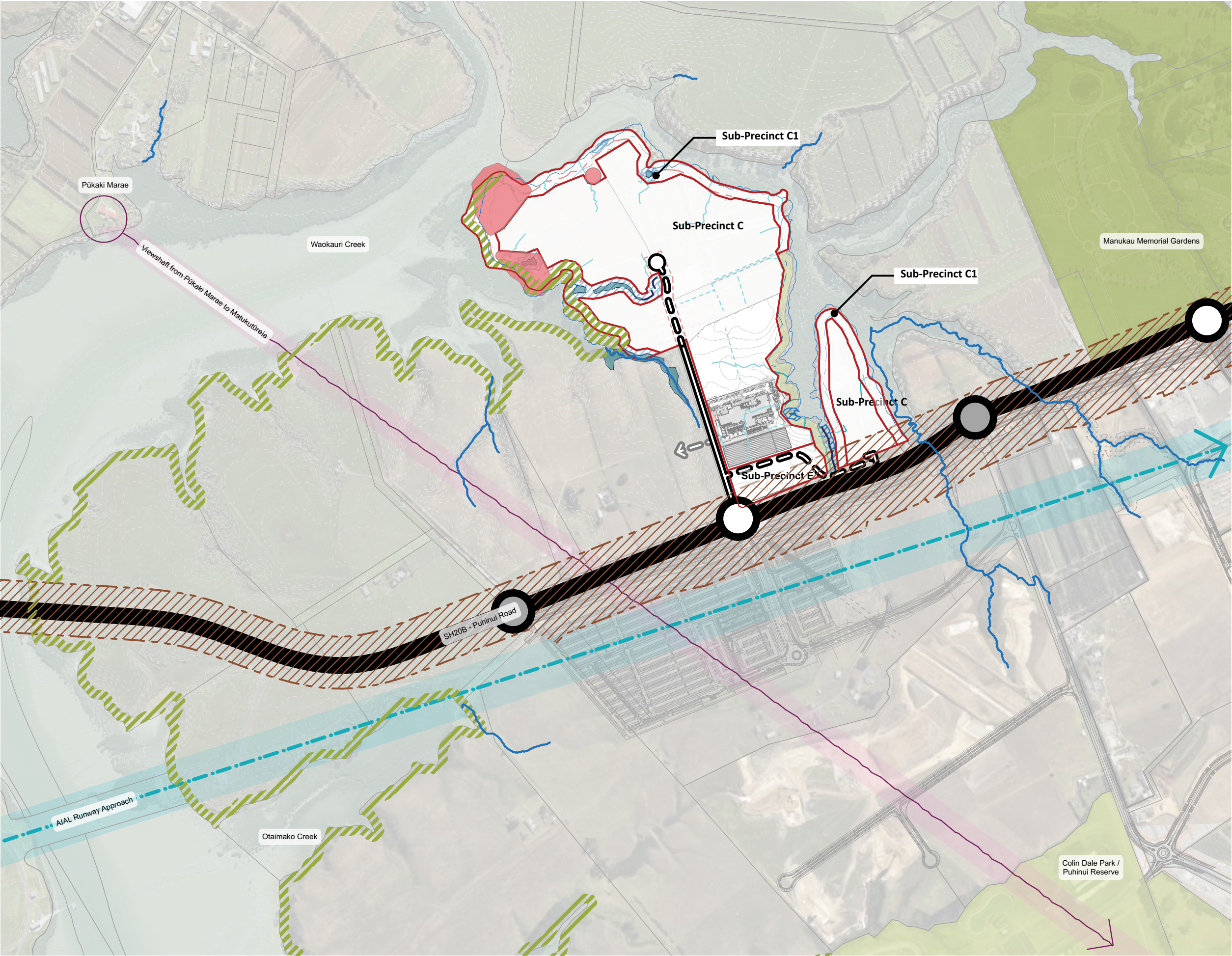
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Plan Change Application

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B-03

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19/08/2024

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REV	ISSUE	DATE
A	Plan Change Application	19/08/2024

- LEGEND**
- Subject Sites / Sub-Precincts
 - Indicative Access to 457 Puhinui Road
 - Potential Future Connection Opportunity
 - State Highway 20B / Puhinui Road
 - Signalised Intersections
 - Intersections
 - Wetlands
 - Public Open Space
 - Coastal Edge Extent
Identified on I4...
 - Permanent Streams
Identified on Council GIS Maps
 - Overland Flow Paths
Subject Sites Mapped Only
 - Southern Gateway / Heritage Overlay
(40m Offset from Puhinui Road / NOR Designation)
 - Archeological Sites
Subject to Future Review

TITLE
Cultural Considerations

SCALE (A3) 0 50 100 200 NORTH

PROJECT
Campana Road Plan Change

CLIENT
Campana Road Plan Change Parties

JOB NO
2211-002

STATUS
Plan Change Application

DRAWING NO
B- 10

REVISION
A

DATE
19/08/2024

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