

LA4

Campana Road Plan Change Application
Campana Road, Wiri, Auckland

Landscape and Visual Effects Assessment



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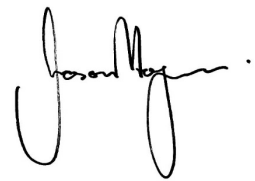
Assessment of Landscape and Visual Effects
Quality Assurance Statement

Prepared by:



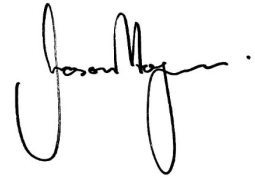
Director

Reviewed by: _____



Director

Approved for Issue by: _____



Director

Status: **Final**
Date: 1 November 2024

File Number/Name	24-308 Campana Road Plan Change Application
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Campana Road Plan Change Application

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Landscape and Visual Effects Assessment

1. Introduction

- 1.1 LA4 Landscape Architects ('**LA4**') have been engaged by the Campana Landowners Consortium ('applicant') to undertake a Landscape and Visual Effects Assessment ('**LVA**') for a proposed Private Plan Change ('**PPC**') for the urbanisation of approximately 31.50 hectares of land at 5, 10 and 11 Campana Road, and 467 and 485 Puhinui Road, Wiri, Auckland ('the **site**').
- 1.2 The site is zoned 'Future Urban Zone' ('**FUZ**') within the Auckland Unitary Plan (Operative in Part) ('**AUP**'). This assessment investigates the existing character of the site and surrounding environment, identifies the key landscape and visual features of the site and describes the visual and landscape implications of the PPC on the site and surrounding area. Investigations of the site and surrounding environment were undertaken in September and October 2024.

2. The Proposed Plan Change

- 2.1 The application site covers an area of approximately 31.50 hectares and comprises five lots within the FUZ parts of the coastal fringe are also in the Coastal – General Coastal Marine Zone ('**GCM**'). The proposal seeks a Private Plan Change to rezone the land as Business – Light Industry ('**B-LI**'). The proposal also seeks to incorporate the site into the Puhinui Precinct of the AUP (1432. Puhinui Precinct) as a new sub-precinct as was the original intention under the Proposed Auckland Unitary Plan ('**PAUP**'). The rezoning will be supported by updated precinct provisions and a structure plan for the site.
- 2.2 A Structure Plan has been prepared and is included in **Annexure 1**.

3. Assessment Methodology

- 3.1 The key to assessing the landscape character and visual amenity effects of the PPC on this landscape is first to establish the existing characteristics and values of the landscape and then to assess the effects of this proposal on them. In accordance with the Resource Management Act (1991) ('**RMA**') this includes an assessment of the cumulative effects of the PPC combined with existing developments.
- 3.2 The methodology used in this assessment is in accordance with Te Tangi a te Manu ('**TTatM**') Aotearoa New Zealand Landscape Assessment Guidelines 2022 and designed to assess whether or not the proposal would have adverse natural character, landscape character and visual amenity effects on the site and surrounding area. The following methodology has been used in this assessment.

Background Review

- 3.3 A review of the background information was undertaken in relation to the landscape character and visual amenity aspects of the proposal. Key landscape and environmental factors which could potentially be affected by the PPC were identified and reviewed.

Statutory Context

- 3.4 A review of the relevant Resource Management Act 1991 ('**RMA**') and Auckland Unitary Plan (Operative in Part) ('**AUP**') statutory provisions was undertaken to identify the key landscape, natural character and visual amenity related objectives and policies in order to assess the proposal against them.

Site and Landscape Evaluation – Landscape and Visual Environment

- 3.5 Detailed site investigations and an analysis of the site and surrounding Wiri environment were undertaken. The landscape character, natural character, visual and amenity values were identified and outlined, and a photographic record of the site and surrounding environment compiled. Key landscape features and elements were identified, and an analysis of the landscape values and the landscape's ability to accommodate future development enabled by the PPC was undertaken.
- 3.6 An analysis of the existing landscape, rural and urban character of the site and surrounding environment was undertaken. The analysis identified how vulnerable the site and surrounding environment would be to change. This included:
- i) aesthetic value (vividness, complexity, cohesion, legibility, and other less tangible values);
 - ii) landscape character values;
 - iii) natural character values;
 - iv) natural processes, patterns and elements;
 - v) rarity;
 - vi) visual absorption capability including land uses, vegetation cover and type and topographic diversity and type; and
 - vii) exposure and visibility.

Visual Catchment and Viewing Audience

- 3.7 The physical area that would be visually affected by development enabled by the PPC was determined (visual catchment). In turn, this indicated the range, type and size of the viewing audiences that would potentially be impacted upon.

Viewpoint Selection

- 3.8 The next step was to establish a platform from which detailed analysis could be carried out. The most practical platform for carrying out such analysis is a series of viewpoints, strategically located within the visual catchment in order to assess the impact of the proposal for most of the potential viewing audiences.

Landscape Character and Visual Effects Assessment

- 3.9 A specific analysis and assessment were undertaken, and key questions addressed derived from the very nature of anticipated effects on landscape character and visual amenity on the Site and surrounding area. This process assessed the effects of the proposal and identified the aspects which were likely to have high or adverse landscape character, physical or visual amenity impacts.

4. The Site and Wider Landscape Setting

The Site

- 4.1 The site comprises five properties on the northern side of Puhinui Road (SH20B), that are bound by Campana Road to the west, and tributaries of the Waiokauri Creek to the north and east. The total area of the site is approximately 31.50ha split between the following parcels:
- 457 Puhinui Road (Allotment 190 PSH OF Manurewa).
 - 485 Puhinui Road (Lot 2 DP 402013).
 - 5 Campana Road (Lot 1 DP 402013).
 - 11 Campana Road (Lot 2 DP 71211).
 - 12 Campana Road (Lot 3 DP 71211).

- 4.2 The topography of the site slopes gradually from a high point of RL 15m along Puhinui Road in north, east and north-west directions down towards the Waiokauri Creek and tributaries at approximately RL 5m before dropping to the steep banks along the coastal edge.
- 4.3 While historically the site has been used for agricultural purposes, and market gardening activities continue to operate on 5 and 11 Campana Road, there are a number of other activities taking place across the site including a steel warehousing activity within a large shed at 5 Campana Road. Three dwellings are located within the site accessed off Campana Road. A number of sheds and tunnel houses associated with the horticultural activities are scattered throughout the site. A construction company storage yard operates from the site at 467 Puhinui Road. In September 2023, the SPCA obtained land use consent to construct and establish an animal boarding house facility within 485 Puhinui Road.
- 4.4 Vegetation within the site is diverse. Much of the site is covered in market gardens, which mainly appear to be used to grow leafy vegetables and herbs. There are also some smaller areas with grape vines and strawberries. These are highly modified areas with regular ploughing and maintenance and mown grass around the edges.
- 4.5 The steep banks of the coastal edge of the site are vegetated in a dense mix of exotic and native species. Native species include māhoe (*Melicactus ramiflorus*), karamu (*Coprosma robusta*), karo (*Pittosporum crassifolium*) and hangehange (*Geniostoma ligustrifolium*), pōhutukawa (*Metrosideros excelsa*), tanekaha (*Phyllocladus trichomanoides*) rewarewa (*Knightia excelsa*), puriri (*Vitex lucens*), karaka (*Corynocarpus laevigatus*), kauri (*Agathis australis*) and climbing pohuehue (*Muehlenbeckia australis* and *Muehlenbeckia complexa*).
- 4.6 Exotic species around the coastal edge include macrocarpa (*Cupressus macrocarpa*), magnolia (*Magnolia grandiflora*), box alder (*Acer negundo*), cypress (*Taxodium sp.*), Ginkgo (*Ginkgo biloba*), pin oak (*Quercus palustris*), gum (*Eucalyptus sp.*), poplars (*Populus sp.*), redwood (*Sequoia sp.*), oak (*Quercus robur*), willow (*Salix sp.*), Mexican fan palm (*Washingtonia robusta*).
- 4.7 A number of pest plants are present including woolly nightshade (*Solanum mauritianum*), pampas (*Cortaderia selloana*), tree privet (*Ligustrum lucidum*), Chinese privet (*Ligustrum sinense*), bear's breeches (*Acanthus mollis*), gorse (*Ulex europaeus*) and Japanese honeysuckle (*Lonicera japonica*).
- 4.8 There are a number of exotic shelterbelts around the site including Japanese cedar (*Cryptomeria japonica*), macrocarpa, poplars, she-oak (*Casuarina cunninghamiana*) and Italian alder (*Alnus cordata*). Amenity and orchard trees had been planted around the site consisting of a mix of exotic and native species planted either as specimen trees or grouped. Species included kauri (*Agathis australis*), karaka (*Corynocarpus laevigatus*), taraire (*Beilschmiedia taraire*), pōhutukawa, tītoki (*Alectryon excelsus*), fig (*Ficus carica*), macadamia (*Macadamia sp.*) lemon, mandarin and peach.
- 4.9 Two permanent streams and five natural wetlands are present on the site. Multiple artificial drains traverse the site, characteristic of the previous agricultural and horticultural use of the site. Coastal margins are present along the coastal edge comprising largely a monoculture of mangrove (*Avicennia marine*).
- 4.10 The site is in close proximity to the Auckland International Airport aircraft flight path and subject to an Aircraft Noise Overlay – High and Moderate aircraft noise area.



Figure 1: The PPC site

The Wider Landscape Context

- 4.11 The Pūkaki Marae and the associated Papakainga is located on the northern side of the Waiokauri Creek. The Puhinui region has been a place of continuous occupation and home to generations of Te Ākitai Waiohū people. The cultural and spiritual association of Te Ākitai Waiohū with Puhinui is indisputable as the region forms an integral part of the history, genealogy, mythology and stories of their people and the area¹.
- 4.12 The Puhinui peninsula reveals a complex but unique cultural ecosystem of inter-related settlements, travel routes, and fishing, gardening and food and resource gathering areas all closely associated with a series of prominent natural features and waterways that together form an integral part of the stories, genealogy, mythology and history of Te Ākitai Waiohū. The Puhinui peninsula is notable for its continued occupation by Te Ākitai Waiohū since pre-European times due to its proximity and access to the coast (Manukau Harbour and its tributaries) for collecting kaimoana, fertile soils for food growing, and maunga for defence purposes. Puhinui is inextricably linked to the history, stories, whakapapa and mythology of Te Ākitai Waiohū. Te Ākitai Waiohū have a strong spiritual (Taha wairua) association with Puhinui which gives its people a sense of meaning and purpose².
- 4.13 Puhinui Road provides a direct transport linkage between Auckland International Airport and the South-Western Motorway (SH20). Puhinui Road is recognised not only as a transport corridor, being a main entry and exit point for tourists and visitors to the country and an important freight route, but for its importance as a cultural heritage gateway.
- 4.14 Puhinui Reserve occupies a large 200ha site in the southern part of the Puhinui Peninsula. It has considerable historic, conservation and cultural amenity value. The reserve forms part of the extensive Matukuturua volcanic field and is linked with pre-European settlements centred around two prominent maunga, Matukuturua (McLaughlins Mountain) and Matukutururu (Wiri Mountain) and multiple tuff rings known as the Puhinui Craters.

¹ Te Ākitai Waiohū Cultural Heritage Assessment for Puhinui Peninsula

² I432. Puhinui Precinct – Mana Whenua Cultural Landscape

- 4.15 A number of volcanic craters are located in the surrounding area including Ngā Kapua Kohuora (Crater Hill) on the northern side of Waiokauri Creek. Crater Hill is one of the two best remaining explosion craters and tuff rings in Auckland. It is a complex volcanic centre including a large, embayed tuff ring 600m in diameter, enclosing a (quarried) scoria cone and small lava flow. Crater Hill has a unique example in the Auckland volcanic field of the cooled remnants of a lava lake that filled the crater and later withdrew down the vent. Crater Hill is in private ownership and not accessible to the public. It is currently grazed, includes a kiwifruit orchard and the eastern parts of the site are being remediated following earlier quarrying activities.
- 4.16 To the west of Crater Hill is Te Pūkaki Tapu o Poutukeka (Pūkaki Lagoon), a 600m wide circular explosion crater which erupted about 60,000 to 70,000 years ago. Both of these are classified as Outstanding Natural Features (**‘ONF’**) within the AUP.
- 4.17 These volcanoes, along with Māngere Lagoon, Waitomokia, Kohuora, and Robertson Hill, are collectively known as Nga Tapuwae a Mataoho, ‘The Sacred Footprints of Mataoho.’ Crater Hill comprises of a scoria tuff cone that has been largely quarried away, while most of the encircling tuff ring remains. Crater Hill is bounded on three sides by the Waiokauri Creek, which flows north and feeds into Pūkaki Creek. Pūkaki Creek is a broad tidal inlet that flows into the Manukau Harbour to the west. Much like the Puhinui Creek Estuary, the Waiokauri Creek estuary features thick silt deposits with expanding mangrove forests along its banks and flats³.
- 4.18 Land to the south, west and east is zoned light industrial. Site construction works are well underway for a large industrial park to the west of SH20. Light industrial activities prevail on the southern side of Puhinui Road with distribution yards, landscape supplies, tree nursery, car wreckers, truck and vehicle repairs, car wreckers, outdoor storage yards, freight transportation services and Auckland Airport’s large Park and Ride facility opposite the PPC site, with 4,000 car parks, including spaces for the public and airport staff and a passenger pick up and drop off area.
- 4.19 Land on the northern side of the Waiokauri Creek is zoned Rural – Rural Production (**‘R-RP’**) and characterised by a number of market gardening and produce growing activities, beyond which area light industrial and residential activities.
- 4.20 A number of public recreational facilities are located in the vicinity including a motorsport park, motocross park and jet sprint boating course, and the Manukau Memorial Gardens occupies a large site to the east.
- 4.21 Auckland International Airport is located to the west being New Zealand’s largest airport with associated runways, terminals, transport hub, warehousing, distribution and logistics centres, accommodation, retail and hospitality facilities and associated infrastructure. The recently completed Manawa Bay Outlet Centre is located on the western side of the Pūkaki Creek.

5. Statutory Context

- 5.1 A comprehensive outline of the proposed PPC relating to statutory and non-statutory provisions is provided within the AEE documentation prepared by Saddleback Planning. This section of the assessment outlines, by way of background, the provisions most relevant to landscape character and visual amenity matters.
- 5.2 As outlined previously the PPC seeks to rezone the land as Business – Light Industry. The PPC proposes to use the existing provisions associated with the B-LI zone under the AUP. These have been tested and proved as appropriate for light industrial development as part of the establishment of the AUP.

³ Campana Road Plan Change, Archaeological Assessment, CFG Heritage, 2023

5.3 The following statutory documents are of particular relevance to this assessment:

- Resource Management Act 1991 ('RMA')
- New Zealand Coastal Policy Statement 2010 ('NZCPS')
- Auckland Unitary Plan (Operative in Part)

Resource Management Act 1991

5.4 Part 2 of the Resource Management Act 1991 sets out the purpose and principles of the Act. Section 5 states that the purpose of the RMA is to promote the sustainable management of natural and physical resources. Section 6 of the RMA sets out matters of national importance that must be recognised and provided for.

5.5 Section 7 identifies a range of matters that shall be given particular regard to in achieving the purpose of the RMA, including Section 7(c) the maintenance and enhancement of amenity values and Section 7(f) the maintenance and enhancement of the quality of the environment. Effects relevant to Sections 7(c) and 7(f) of the RMA are addressed in this assessment.

New Zealand Coastal Policy Statement 2010

5.6 The New Zealand Coastal Policy Statement 2010 includes objectives, policies and priorities with respect to the coastal environment, preservation of natural character, including natural features and landscapes, and the maintenance and enhancement of open space and recreation, minimising adverse effects and facilitating the provision of the social, economic and cultural wellbeing and health of people and communities.

5.7 There are a number of objectives and policies of relevance to landscape and natural character matters. The relevant objectives are Objectives 2 and 4. The key policies relevant to this assessment are Policies 13 and 15. Policy 13 – Preservation of natural character and Policy 15 – Natural features and natural landscapes have been taken into consideration in this assessment.

Auckland Unitary Plan (Operative in Part)

5.8 The main relevant sections of the AUP relating to the landscape character and visual amenity are as follows (refer to **Annexure 3 – Statutory Provisions**):

B4. Te tiaki taonga tuku iho – Natural heritage

B4.2. Outstanding natural features and landscapes

B8. Toitū te taiwhenua – Coastal environment

B8.2 Natural Character

D10. Outstanding Natural Features Overlay and Outstanding Natural Landscapes Overlay

H17. Business – Light Industry Zone

H18. Future Urban Zone

E18. Natural character of the coastal environment

I419. Mana Whenua Management Precinct

I432. Puhinui Precinct

5.9 With respect to the matters addressed in these objectives, policies and assessment criteria, I comment as follows:

- i) The FUZ zoning of the site provides a clear indication that the land is intended to be urbanised in the future and redeveloped for urban purposes, so a change to the physical locality is clearly contemplated in the AUP planning framework.

- ii) Development enabled by the PPC would result in a change in landscape character, but would ensure a suitable level of amenity, albeit an urban, rather than a semi-rural character is achieved and would be consistent with the existing and planned future character of the surrounding area to the west, south and east of the site.
- iii) The visual and physical integrity and the historic, archaeological and cultural values of Ngā Kapua Kohuora and Te Pūkaki Tapu o Poutukeka will not be adversely affected by the proposal.
- iv) The proposal will not adversely affect the aesthetic values and memorability, natural science factors, expressiveness/legibility, transient landscape values, shared and recognised values and historical values of the ONF's.
- v) The ancestral relationships of Mana Whenua and their culture and traditions with the landscapes and natural features have been recognised through the precinct provisions. The visual integrity of the local viewshaft from Pūkaki Marae to Matukutūreia will be protected to maintain a visual linkage and connection with Ngā Matukurua.
- vi) The visual coherence and integrity of the ONF's will not be adversely affected by the proposal and the visual and physical qualities that make the landscapes iconic will be maintained. The natural characteristics and qualities that contribute to the values of the ONF's will be retained.
- vii) The natural characteristics and qualities that contribute to the natural character of the coastal environment will be maintained while providing for subdivision, use and development. There are no areas of High Natural Character ('HNC') within the site or surrounding area.
- viii) The PPC has addressed the more sensitive coastal edge through the Sub-precinct C1 zoning which will provide a suitable landscaped buffer to assist in mitigating the visual impacts from sites adjoining Waiohauri Creek including Pūkaki Marae and Ngā Kapua Kohuora.
- ix) The precinct provisions require development to avoid where practicable or minimise the impacts of land disturbance on cultural, archaeological, heritage and ecological values.
- x) Public access to and along the coastline will be maintained and enhanced through the provision of Sub-precinct C1.
- xi) The proposal will not result in the fragmentation of land and compromise future urban development.
- xii) The visual integrity of the local viewshaft from Pūkaki Marae to Matukutūreia will be protected to maintain a visual linkage and connection with Ngā Matukurua. Buildings are to be set back from the coastal edge and identified intermittent and permanent streams with opportunities for indigenous planting.
- xiii) Views from the Puhinui Heritage Gateway or public open spaces will be mitigated by development within Sub-precinct E, providing 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.
- xiv) The character, amenity values and biodiversity values of the area will not be adversely affected by the proposal. The form, scale and nature of development enabled by the PPC

would be akin to similar developments occurring within the surrounding environment and would not appear out of character. The character, intensity and scale of the development will be in keeping with the surrounding LI zone to the south, west and east.

- xv) The objectives and policies within Sub-precinct C will ensure that development achieves high-quality design outcomes in scale and design of the built form and streetscape, including frontages visible from Puhinui Road and public open spaces.
- xvi) Future development will avoid where practicable or minimise the impacts of land disturbance on the cultural, heritage and ecological values while enabling light industrial activities.
- xvii) The natural characteristics and qualities that contribute to the natural character of the coastal environment will be maintained while providing for subdivision, use and development.

Statutory Context Summary

- 5.10 I therefore consider that the proposed PPC would be generally consistent with the intent of the landscape character, natural character and visual amenity objectives and policies of the AUP and when considered in totality would be entirely acceptable in landscape character and visual amenity terms.

6. Evaluation of the Proposal

- 6.1 The key to assessing the landscape and natural character, and visual amenity effects of development enabled by the PPC is first to establish the existing characteristics and values of the landscape and then to assess the effects of the proposal on them. In accordance with the RMA this includes an assessment of the cumulative effects of the proposal combined with existing development within Wiri.
- 6.2 The purpose of this section is to provide an assessment of the nature and degree of potential landscape effects and the appropriateness of the proposed PPC. The assessment responds to matters related to landscape character, natural character and visual amenity.
- 6.3 The zoning sought under the PPC would enable development opportunities pertaining to the provisions associated with the AUP's B-LI zoning and the precinct provisions.
- 6.4 An assessment of landscape effects takes into consideration physical changes to the landscape as a resource which may give rise to changes to its character and quality and perceived landscape values. Visual effects are a consequence of landscape effects as this is how we mainly perceive effects on landscape values. Landscape and visual effects are therefore inextricably linked and are influenced by the sensitivity of the receiving environment combined with the type and magnitude of change associated with the proposal.
- 6.5 Matters to be addressed in this landscape assessment in relation to the landscape character and visual amenity include the following:
- i) Natural character effects
 - ii) Landscape character effects
 - iii) Visual amenity effects
 - iv) Construction effects
 - v) Cumulative effects

Natural Character Effects

- 6.6 Natural character relates to the degree of 'naturalness' of a landscape. It is primarily determined by the nature and extent of modification to a landscape and can be expressed in relation to natural processes, patterns and elements in the landscape.
- 6.7 Natural character relates to the degree of 'naturalness' or modification of a landscape. Assessments of natural character therefore broadly assess:
- i) Natural processes – the underlying formative processes that have shaped and given expression to the landscape (geological, volcanic, ecological, fluvial etc.)
 - ii) Natural elements – features within the landscape that are products of natural processes (landform, vegetation, waterbodies etc.)
 - iii) Natural patterns – the natural expression or distribution of un-manufactured elements and features within the landscape; and
 - iv) Development / land use – the presence or absence of development such as structures and buildings and the level of modification as a result of land use and management.
- 6.8 The highest levels of natural character are where there is the least modification. Natural character effects relate to the degree to which a proposal alters the biophysical and/or perceived naturalness of a landscape.

Natural Character Effects Analysis

- 6.9 The PPC site is not high in natural character values (other than the coastal edge) and has been extensively modified through previous and current pastoral, horticultural, market gardening construction material and machinery storage, and steel distribution activities. The area has been highly modified by vegetation clearance, cultivated grounds, modified streams, drainage channels, dwellings, greenhouses, machinery sheds and other buildings, accessways and associated structures. The site is a component of the highly modified Wiri urban and peripheral rural environment in an area zoned for future urban intensification within the AUP.
- 6.10 The site does not contribute to the natural character values of the coastal environment and there are no areas of outstanding natural character within the site or surrounding landscape. The natural characteristics and qualities that contribute to the natural character of the coastal environment would not be adversely affected by development enabled by the PPC. The provision of Sub-precinct C1 will enhance the natural character, landscape character and visual amenity values of the coastal edge.
- 6.11 The existing vegetation along the coastal edge is not managed for its natural values and noxious weed species are present, adversely affecting the natural character of the area. The future development of the site will provide opportunities for the retention of a number of existing large trees and potential planting within the Sub-precinct C1 areas with indigenous vegetation.
- 6.12 Overall, the adverse effects of development enabled by the PPC on the natural character values of the site and surrounding area would be low.

Landscape Effects

- 6.13 Landscape effects take into consideration the physical effects on the land resource. Assessments of landscape effects therefore investigate the likely nature and scale of change to landscape elements and characteristics. Landscape effects are primarily dependent on the landscape sensitivity of a site and its surrounds to accommodate change and development. Landscape sensitivity is influenced by landscape quality and vulnerability, or the extent to which landscape character, elements/features and values are at risk to change.

- 6.14 'Landscape characterisation' is the term used to encapsulate the process of identifying and describing landscape character areas. Each character area has a distinguishing combination of biophysical and cultural factors that make it distinctive. Characterisation provides a basis for the understanding of landscape diversity and change.
- 6.15 Landscape character is derived from a combination of landscape components that make up the landscape of a site that distinguishes one area from another including:
- i) The elements that make up the landscape including:
 - physical influences – geology, soils, landform, drainage and waterbodies;
 - land cover, including different types of vegetation and patterns and types of tree cover; and
 - the influence of human activity, including land use and management, the character of settlements and buildings, and pattern and type of enclosure.
 - ii) The aesthetic and perceptual aspects of the landscape including its scale, complexity, openness, tranquillity or wilderness; and
 - iii) The overall character of the landscape in the area including any distinctive landscape character types or areas that can be identified, and the particular combinations of elements and aesthetic and perceptual aspects that make each distinctive, usually by identification as key characteristics of the landscape.
- 6.16 Landscape character results from a combination of physical elements together with aesthetic and perceptual aspects that combine to make an area distinct. The wider Wiri landscape to the south and south-east has and is undergoing rapid change and development with the urbanisation of the area transforming the previously semi-rural landscape to one of highly modified characteristics through earthworks, ground shaping, roading construction, associated infrastructure for light industrial development, including the construction of the airport Park and Ride facility. The immediately surrounding land is similarly zoned FUZ in anticipation of future urbanisation.
- 6.17 The existing attributes that contribute to the existing 'rural' character of the area would become progressively less pervasive as the site is developed with the future urbanisation of the area. Development enabled by the PPC would inevitably transform the local semi-rural character to that of more intensive light industrial development which would have an influence on the surrounding area. It is important to note however that this type of development is not unanticipated and the AUP identifies the site as an area to accommodate future urban growth requirements in this part of the region.

Landscape Effects Analysis

- 6.18 Based on the preceding description and analysis of the site and surrounds it is clear that there are relatively low landscape values and sensitivity associated with the site. The site is a relatively degraded, highly modified landscape lacking significant landscape values, in close proximity to existing light industrial activities, the heavily trafficked Puhinui Road, and influenced by the proximity to the aircraft noise area. Therefore, the only negative outcomes in landscape terms would be the loss of the remaining semi-rural character, which is anticipated by the relevant AUP planning strategies and current FUZ zoning that applies to the site. Development enabled by the PPC would result in a change in landscape character, but would ensure a suitable level of amenity, albeit an urban, rather than a semi-rural character is achieved.
- 6.19 Overall, development enabled by the PPC would have low adverse landscape effects, particularly in relation to the character and quality of the site and surrounding area given that:

- i) The site does not contain, and development enabled by the PPC would not adversely affect any significant landscapes or features. The site and surrounding area are a distinctly modified environment.
 - ii) The landscape values associated with the site itself are not high due to the modified nature of the site and the activities and land use within the site and surrounding area. The landscape character of the site is not high due to these characteristics. As such the landscape sensitivity of the site to change as enabled by the PPC is low.
 - iii) The landscape character, amenity values and biodiversity values of the site and surrounding area would not be adversely affected by development enabled by the PPC. The form, scale and nature of the proposal would be similar to the pattern of light industrial development occurring within the surrounding environment to the south and future planned environment to the west and east and would therefore not appear out of character. The character, intensity and scale of the proposal would be in keeping with the local characteristics.
 - iv) Development enabled by the PPC would not introduce new elements or features that would adversely affect the landscape values and character of the site and surrounding area, with light industrial activities being prevalent in the area and in particular the activities associated with the airport.
 - v) The provision of Sub-precinct C1 will enhance the natural character, landscape character and visual amenity values of the coastal edge.
 - vi) Any potential landscape effects would be localised due to the type and scale of change and the existing settlement, landform, and vegetation patterns.
- 6.20 The proposal would not adversely affect the landscape character and would ensure a suitable level of amenity is achieved. Overall, the adverse effects of development enabled by the PPC on the landscape values of the site and surrounding area would be low. The precinct provisions will maintain and enhance the visual amenity and landscape character of the site's natural features and mitigate potential adverse landscape effects from development enabled by the PPC.

Visual Amenity Effects

- 6.21 The assessment of visual amenity effects analyses the perceptual (visual) response that any of the identified changes to the landscape may evoke, including effects relating to views and visual amenity. Visual sensitivity is influenced by a number of factors including the visibility of a proposal, the nature and extent of the viewing audience, the visual qualities of the proposal, and the ability to integrate any changes within the landscape setting, where applicable.
- 6.22 The nature and extent of visual effects are determined by a systematic analysis of the visual intrusion and qualitative change that a proposal may bring, specifically in relation to aesthetic considerations and visual character and amenity. The methodology used in this assessment is designed to assess whether or not the proposal would have adverse visual effects on the nature and quality of the Site and surrounding urban and semi-rural environment.

The process of analysing such effects involves:

- i) Identification of the physical area or catchment from which development enabled by the PPC would be visible;
- ii) Identification of the different viewing audiences that would be affected by future development enabled by the PPC; and
- iii) Evaluation of the visual amenity effects taking into account the preceding analysis.

Visual Catchment and Viewing Audience

- 6.23 The visual catchment is the area from which noticeable visual effects of development enabled by the PPC are likely to be evident to any significant degree. Puhinui Road extending along the southern boundary of the site results in close views into southern parts of the site, albeit partly screened by existing vegetation along the road frontage. Close views will be gained from the adjacent property to the west, similarly zoned FUZ. Views will not be gained from properties to the east, being screened by existing vegetation along the coastal edge.
- 6.24 Close views will be gained from Ngā Kapua Kohuora, although this land is not publicly accessible, being in private ownership with no dwelling on the site. Views from Pūkaki Marae and the associated Papakainga will be highly variable due to the coastal vegetation extending along the coastal edge of the marae land in addition to coastal vegetation within the site. Views will not be gained from the Manukau Memorial Gardens.
- 6.25 The viewing audience would therefore encompass the following groups:
- i) Residents and workers on the adjoining site to the west;
 - ii) Workers within Ngā Kapua Kohuora;
 - iii) Residents and visitors to the Pūkaki Marae and associated Papakainga;
 - iv) Motorists, pedestrians and cyclists travelling along Puhinui Road in the vicinity of the site;
 - v) Motorists exiting the Park and Ride facility; and
 - vi) Distant viewers within parts of the wider surrounding area.

Visual Amenity Effects Analysis

- 6.26 The visual effects of development enabled by the PPC have been assessed from representative viewpoints within the visual catchment area that have potential for visual effects. Seven viewpoints have been identified in order to assess the potential visual effects. The viewpoints were selected as locations that capture and fairly represent the range of public and private views towards the site.
- 6.27 The assessment has been undertaken by reference to the following:

Adjoining Properties

Pūkaki Marae

Wider Surrounding Area

Surrounding Roads

*Refer to: **Annexure 4** – Viewpoint Photographs*

- 6.28 The visual effects of the proposal have been assessed from locations within the visual catchment area which have potential for visual effects. This is achieved by using both descriptive and analytical means. The analysis from the surrounding area is representative of the potential views from the most affected surrounding properties and public areas.
- 6.29 The total score given in the descriptions denote the overall visual effects rating. The following seven-point scale has been used to rate effects, based on the guidelines contained within the NZILA Te Tangi a te Manu 'Aotearoa New Zealand Landscape Assessment Guidelines 2022':

Very Low | Low | Low-Moderate | Moderate | Moderate-High | High | Very High

Very Low Effect

No appreciable change to the visual character of the landscape, its landscape values and/or amenity values.

Low Effect

Limited change to the visual character of the landscape, with a low level of effect in relation to landscape values and/or amenity values.

Low-Moderate Effect

Evident visual change to the visual character of the landscape with a low to moderate level of effect in relation to landscape values and/or amenity values.

Moderate Effect

Appreciable change to the visual character of the landscape with a moderate level of effect in relation to landscape values and/or amenity values.

Moderate-High Effect

Marked change to the visual character of the landscape with a moderate to high level of effect in relation to landscape values and/or amenity values.

High Effect

Significant change to the visual character of the landscape with a high level of effect in relation to landscape values and/or amenity values.

Very High Effect

Fundamental change to the visual character of the landscape with a very high level of effect in relation to landscape values and/or amenity values. The proposal causes significant adverse effects that cannot be avoided, remedied or mitigated.

- 6.30 In assessing the significance of effects, the assessment also considers the nature of effects in terms of whether this would be positive (beneficial) or negative (adverse) in the context within which it occurs. Neutral effects can also result where the visual change is considered to be benign in the context of where it occurs.
- 6.31 The assessment has been undertaken in terms of the following criteria:
- i) **Quality of the view** – the relative quality and sensitivity of views into the Site, including landscape character and visual amenity values.
 - ii) **Viewpoint | perceptual factors** – the type and size of population exposed to views into the Site, the viewing distance to the Site, and other factors which indicate its sensitivity in terms of both viewing audience and the inherent exposure of the view towards the Site due to its physical character.
 - iii) **Urban | semi-rural amenity** – the impact of future development on the wider surrounding urban and semi-rural amenity.
 - iv) **Urban | semi-rural form** – the degree to which future development would fit into the existing urban and semi-rural context of the surrounding environs.
 - v) **Visual intrusion | contrast** – the intrusion into, or obstruction of views to landscape features in the locality and beyond and the impact upon key landscape elements and patterns.
 - vi) **Mitigation potential** – the extent to which any potential adverse effects of the development could be mitigated through integration into its surrounds by specific measures.

Adjoining Properties

- 6.32 The adjacent properties to the site would be most affected by future urban development enabled by the PPC. This would include the adjoining landholding to the west in Puhinui Road and Ngā Kapua Kohuora on the northern side of the Waiokauri Creek.

- 6.33 Viewpoints 1 and 2 are taken from southern parts of Ngā Kapua Kohuora looking in southerly directions towards the site. The view extends across the Waiokauri Creek and is characterised by the working characteristics of the site through the market gardening activities with the cultivated fields. The estuarine edge is strongly demarcated with the extensive mangroves established along the interface. The diverse vegetated characteristic of the coastal edge is evident with mature pine and macrocarpa trees, poplars and exotic tree plantings, native vegetation and noxious weed species. The view extends across the site to the expansive Park and Ride facility on the southern side of Puhinui Road. Just off the view to the right is Auckland Airport with its associated large scale hangars and associated built development.
- 6.34 Viewpoint 3 is taken from the road frontage of the property to the west at 507 Puhinui Road, similarly zoned FUZ, looking in a north-easterly direction and illustrates the unkempt nature of the southern part of the site. The western boundary of the site is demarcated by the driveway and post and rail fence. Viewpoint 4 is taken from the entrance drive into the site.
- 6.35 From these close locations, once the site is developed, the existing views would be replaced with light industrial activities. Development enabled by the proposal would not be out of context due to the surrounding light industrial activities to the south, and FUZ zoning of the site and surrounding area. The future form would be read as part of the surrounding Wiri urban context in close proximity to Auckland Airport.
- 6.36 From these close viewing locations, the full effects of change brought about by the PPC would be gradual as the land is retired from current use, modified, and staged built development extends across the landform. It is anticipated that the full progression from semi-rural to urban would logically take a number of years, in line with similar urban development of greenfield sites within the surrounding Wiri area as evidenced by current development towards SH20. This would reduce the impact of the change to some degree, due to the incremental nature of the changes and a general conditioning of the audience over time as urban development progresses. Development would also be viewed as a logical extension to the Wiri light industrial intensification occurring locally.
- 6.37 Views from Ngā Kapua Kohuora would be moderated by the provision of Sub-precinct C1 along the coastal edge with the retention of a number of the exotic and indigenous tree plantings and opportunities for enhancement planting within the area.
- 6.38 Development enabled by the PPC, however, would change the landscape character and visual amenity currently experienced for the surrounding properties. Overall, the adverse visual amenity effects for the adjoining landholdings would be moderate, albeit anticipated through the zoning of the site for urban development given that the land has been identified as suitable for urbanisation through the AUP and mitigated by the outcomes that will be delivered by the precinct provisions. Effects on landscape values must be assessed against the existing environment and the outcomes sought in the relevant statutory provisions which anticipate change, and within this context the effects on the landscape values would be appropriate.

Pūkaki Marae

- 6.39 Views from Pūkaki Marae and the associated Papakainga will be highly variable due to the coastal vegetation extending along the coastal edge of the marae land in addition to coastal vegetation within the site. Views are not currently gained from the marae grounds, but potential views may be gained from parts of the Papakainga (access to these areas was not possible at the time of the visit to the marae). Views from here will be highly variable and from distances in excess of 750m away which will assist to mitigate potential adverse effects.
- 6.40 In terms of views from Pūkaki Marae the precinct provisions have addressed potential adverse visual effects in that the design of any proposed buildings visible from Pūkaki Marae and the surrounding grounds (as identified on the structure plan maps) at the time of construction

must incorporate landscape planting and be submitted to Te Ākitai Waiohū for comment prior to construction commencing. This will ensure input into the design and implementation of any necessary mitigation of building bulk and dominance.

- 6.41 The visual integrity of the local viewshaft from Pūkaki Marae to Matukutūreia is to be protected to maintain a visual linkage and connection with Ngā Matukurua. In addition, buildings are to be set back from the coastal edge and identified intermittent and permanent streams with opportunities for indigenous planting within these areas.
- 6.42 In light of the above, I consider that there will be low adverse visual effects from Pūkaki Marae and the associated Papakainga.

Wider Surrounding Area

- 6.43 Distant views towards parts of the site would potentially be gained from parts of the wider surrounding area. Where visible from the surrounding area, views of development enabled by the PPC would be highly variable due to distance, orientation of the view, diversity of elements within the view and screening elements (buildings, landform, shelterbelts, and prevailing vegetation patterns). While a noticeable level of built form would be introduced into the landscape, it would be viewed in the context of the surrounding light industrial activities and therefore not appear incongruous.
- 6.44 For the properties on the north-western side of Waiokauri Creek views will be moderated by the setback through the Sub-precinct C1, and existing and potential planting along the coastal edge.
- 6.45 From the wider surrounding area development enabled by the PPC would integrate sensitively into the light industrial and urban landscape due to the scale of the proposal relative to the site context and appearance and visual compatibility with existing built development within the surrounding environs. Any potential adverse visual effects of the proposal would be localised and would have minor implications on the visual quality, character, and aesthetic values of the surrounding area.
- 6.46 While development enabled by the PPC would be visible from parts of the wider surrounding area, I consider that the adverse visual effects would be low to very low and entirely acceptable within the context of the existing and planned future urban environment as anticipated by the AUP provisions for the site.

Surrounding Roads

- 6.47 The site's location adjoining the direct transport linkage between Auckland International Airport and SH20 results in a high level of exposure towards the PPC site (albeit transient and brief). For road users, in particular those who live locally, the future development of the site is likely to result in highly noticeable visual effects. Viewpoint 5 is taken from the Puhinui Road entrance to the Park and Ride facility, Viewpoint 6 from the shared path along the southern side of Puhinui Road, and Viewpoint 7 from the Waiokauri Creek overbridge.
- 6.48 For general road users, the effects are likely to be of much less significance as development enabled by the PPC would be seen as part of the pattern of land use change occurring locally within the surrounding Wiri environs. Existing vegetation along parts of the road frontage, both within the site and road reserve will provide a good level of screening when viewed from the road and shared path along the southern side.
- 6.49 Although a large audience, the road users are unlikely to be particularly sensitive to future development, as they would have fleeting views of only portions of the site whilst moving through a landscape, which already exhibits diverse characteristics in close proximity to Wiri's light industrial environs. The sensitivity and the effects of development enabled by the PPC

would also be reduced further by the fact that development would be gradual and staged over a number of years and will be viewed in the context of surrounding light industrial activities.

- 6.50 Views from the Puhinui Heritage Gateway will be mitigated by development within Sub-precinct E, providing for local convenience retail activities and amenities for the precinct. The sub-precinct will respond to the existing topography and landscape, appropriately enhancing natural elements and facilitating pedestrian linkages where practicable.
- 6.51 Puhinui Road is also part of Auckland Transport's Airport to Botany Bus Rapid Transit project (A2B), an 18 kilometre rapid transit route connecting the Airport and its employment areas with two major urban centres (Manukau and Botany) which will significantly change the existing character of the area.
- 6.52 Overall, the adverse visual effects from the surrounding road network would be low.

Construction Effects

- 6.53 Construction effects are temporary in duration with the most noticeable changes and resultant effects on visual amenity arising from earthworks associated with roading and associated infrastructure. The construction stage includes impacts on the physical landscape, including vegetation removal and landform modification, and visual amenity from public and private locations. Due to the nature and scale of development, and the level of change it would bring to the existing landscape, the visual effects would generally be high during and immediately following construction. These visual effects would however be viewed in the context of the existing light industrial intensification occurring locally.
- 6.54 Overall, there would be low adverse construction effects given:
 - i) The temporary nature of the construction works;
 - ii) The context of the existing and emerging urban landscape; and
 - iii) The extent of the construction works and development being anticipated in this urban environment (as sought by the respective AUP planning provisions).

Cumulative effects

- 6.55 The cumulative effects of development enabled by the PPC, in combination with existing developments occurring locally, would not detract from the landscape values of the surrounding area. Overall, I consider that in the context of the established urban and semi-rural environment, development enabled by the PPC could be implemented without adversely affecting the landscape values, physical and visual integrity, and character of the surrounding area.

7. Conclusions

- 7.1 The proposed urbanisation of the site resulting from development enabled by the PPC would significantly change its current open and semi-rural landscape character. The development would however be consistent with the site and surrounding area being zoned FUZ with urban expansion envisaged in the AUP, and land to the south and further to the west and east being zoned for light industrial activities.
- 7.2 Although the subject site is largely characterised by various degrees of market gardening with shelterbelts and specimen tree plantings, its semi-rural character is lessened to a degree by the existing land uses including the steel storage and distribution activity, ancillary shade houses, dwellings, construction storage yards, built structures, and proximity to SH20B and light industrial activities. The site has limited productive land and is a highly modified site with relatively low landscape values. In light of these considerations the site is well suited to the type of urban development proposed.

- 7.3 The proposed urbanisation of the land would inevitably result in the transformation of the site from a fringe semi-rural area to one with light industrial characteristics. This would have implications on the surrounding semi-rural land to the north, with the urban development impacting on the 'rural' quality of this area. Nevertheless, this is a landscape in transition and is an area identified as suitable for urban expansion under the AUP.
- 7.4 Because of the nature of development enabled by the PPC and the anticipated eventual urbanisation of the site and surrounding area, rather than trying to screen the development or create significant buffers, the approach has been to accept the change and develop the site in accordance with accepted urban design principles to create a quality light industrial development with a good level of amenity, albeit an urban amenity as anticipated by the AUP.
- 7.5 While development enabled by the PPC would result in a noticeable visual change from the site's current open semi-rural state to one with urban characteristics, particularly for some of the immediate neighbours, such visual change is anticipated and is in accordance with the key planning initiatives for the area. Development enabled by the PPC would initially generate landscape and visual effects of some significance. These however are inevitable with urban development at the start of a process of urbanisation.
- 7.6 In conclusion, development enabled by the PPC would fulfil the need for light industrial intensification of the area. The PPC would be largely consistent with the regional growth strategies for the area and would result in a quality urban development.
- 7.7 Overall, I consider that in the context of the established environment the proposal could be visually accommodated without adversely affecting the landscape values, character, and aesthetic value of the surrounding environment.

Rob Pryor

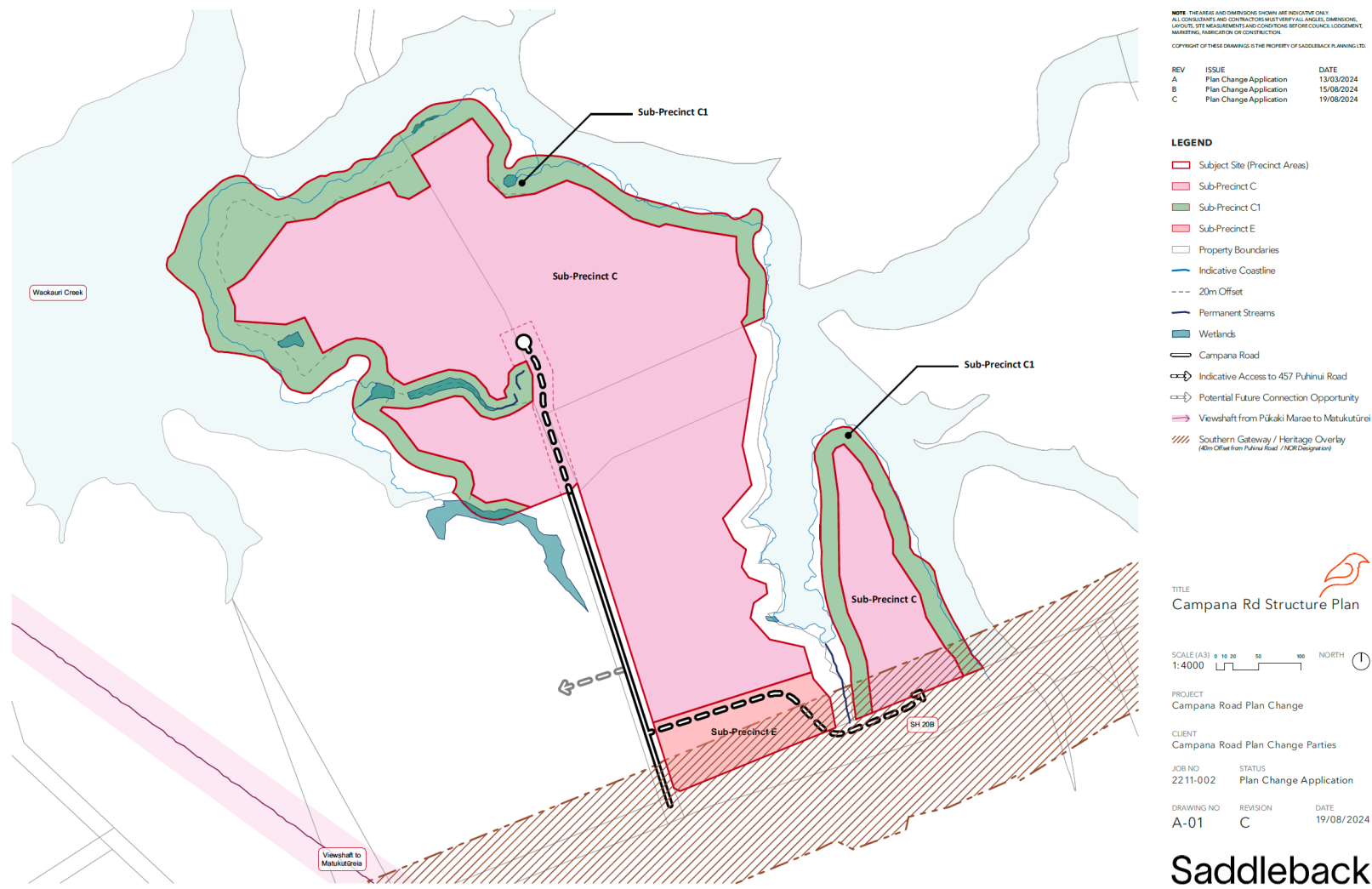
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October 2024



Annexure 1: Campana Road Structure Plan



Annexure 2: Statutory Provisions

H17. Business – Light Industry Zone

The Business – Light Industry Zone anticipates industrial activities that do not generate objectionable odour, dust or noise. This includes manufacturing, production, logistics, storage, transport and distribution activities. The anticipated level of amenity is lower than the centres zones, Business – General Business Zone and Business – Mixed Use Zone.

H17.2. Objectives

- (1) Light industrial activities locate and function efficiently within the zone.*
- (2) The establishment of activities that may compromise the efficiency and functionality of the zone for light industrial activities is avoided.*
- (3) Adverse effects on amenity values and the natural environment, both within the zone and on adjacent areas, are managed.*
- (4) Development avoids, remedies or mitigates adverse effects on the amenity of adjacent public open spaces and residential zones.*

H17.3. Policies

- (1) Enable light industrial activities to locate in the zone.*
- (2) Avoid reverse sensitivity effects from activities that may constrain the establishment and operation of light industrial activities.*
- (3) Avoid activities that do not support the primary function of the zone.*
- (4) Require development adjacent to open space zones, residential zones and special purpose zones to manage adverse amenity effects on those zones.*
- (5) In identified locations enable greater building height than the standard zone height, having regard to whether the greater height:*
 - (a) is an efficient use of land; and*
 - (b) can be accommodated without significant adverse effects on adjacent residential zones; considering the size and depth of the area.*
- (6) Avoid reverse sensitivity effects from activities within the Business – Light Industry Zone that may constrain the establishment and operation of heavy industrial activities within the Business – Heavy Industry Zone.*
- (7) Require activities adjacent to residential zones to avoid, remedy or mitigate adverse effects on amenity values of those areas.*
- (8) Restrict maximum impervious area within the riparian yard in order to ensure that adverse effects on water quality, water quantity and amenity values are avoided or mitigated.*

H18. Future Urban Zone

The Future Urban Zone is applied to greenfield land that has been identified as suitable for urbanisation. The FUZ is a transitional zone and may be used for a range of general rural activities but cannot be used for urban activities until the site is rezoned for urban purposes. Land to be used and developed is to achieve the objectives of the Rural – Rural Production zone until it has been rezoned for urban purposes.

H18.2. Objectives

- (1) Land is used and developed to achieve the objectives of the Rural – Rural Production Zone until it has been rezoned for urban purposes.*

- (2) *Rural activities and services are provided for to support the rural community until the land is rezoned for urban purposes.*
- (3) *Future urban development is not compromised by premature subdivision, use or development.*
- (4) *Urbanisation on sites zoned Future Urban Zone is avoided until the sites have been rezoned for urban purposes.*

H18.3. Policies

- (1) *Provide for use and development which supports the policies of the Rural – Rural Production Zone unless that use and development is inconsistent with policies H18.3(2) to (6)*
- (2) *Enable activities that are reliant on the quality of the soil or require a rural location to operate or which provide for the day to day needs of the local rural community.*
- (3) *Require subdivision, use and development to maintain and complement rural character and amenity.*
- (4) *Avoid subdivision that will result in the fragmentation of land and compromise future urban development.*
- (5) *Prevent the establishment of more than one dwelling on a site except for the provision for minor dwellings and workers' accommodation.*
- (6) *Avoid subdivision, use and development of land that may result in one or more of the following:*
 - (a) *structures and buildings of a scale and form that will hinder or prevent future urban development;*
 - ...
 - (e) *give rise to reverse sensitivity effects when urban development occurs;*
 - (f) *give rise to reverse sensitivity effects in relation to existing rural activities or infrastructure; or*
 - (g) *undermine the form or nature of future urban development.*

E18. Natural character of the coastal environment

These objectives and policies give effect to Policy 13(1)(b) of the New Zealand Coastal Policy Statement 2010, and Regional Policy Statement Objective B8.2.1.(2) and Policy B8.2.2.(4). These provisions apply to activities in the coastal environment that are proposed in areas that are not scheduled in the Outstanding Natural Character and High Natural Character Overlay but that require resource consent.

E18.2. Objectives

- (1) *The natural characteristics and qualities that contribute to the natural character of the coastal environment are maintained while providing for subdivision, use and development.*
- (2) *Where practical the natural character values of the coastal environment are restored or rehabilitated.*

E18.3. Policies [rcp/dp]

- (1) *Manage subdivision, use and development of land adjoining scheduled outstanding natural character or high natural character areas that have a biophysical or visual linkage with the scheduled area to:*
 - (a) *avoid adverse effects on the natural characteristics and qualities that contribute to the natural character values of outstanding natural character areas; and*
 - (b) *avoid significant adverse effects, and avoid, remedy or mitigate other adverse effects, on the characteristics and qualities that contribute to the natural character values of high natural character areas.*

- (2) *Maintain significant landforms and indigenous vegetation and habitats that are connected to outstanding natural character and high natural character areas.*
- (3) *Manage the effects of subdivision, use and development in the coastal environment to avoid significant adverse effects, and avoid, remedy or mitigate other adverse effects, on the characteristics and qualities that contribute to natural character values, taking into account:*
 - (a) *the location, scale and design of the proposed subdivision, use or development;*
 - (b) *the extent of anthropogenic changes to landform, vegetation, coastal processes and water movement;*
 - (c) *the presence or absence of structures, buildings or infrastructure;*
 - (d) *the temporary or permanent nature of any adverse effects;*
 - (e) *the physical and visual integrity of the area, and the natural processes of the location;*
 - (f) *the intactness of any areas of significant vegetation, and vegetative patterns;*
 - (g) *the physical, visual and experiential values that contribute significantly to the wilderness and scenic values of the area;*
 - (h) *the integrity of landforms, geological features and associated natural processes, including sensitive landforms such as ridgelines, headlands, peninsulas, cliffs, dunes, wetlands, reefs, freshwater springs, streams, rivers and surf breaks;*
 - (i) *the natural characteristics and qualities that exist or operate across mean high water spring and land in the coastal environment, including processes of sediment transport, patterns of erosion and deposition, substrate composition and movement of biota, including between marine and freshwater environments; and*
 - (j) *the functional or operational need for infrastructure to be located in a particular area.*
- (4) *Promote land use practices and restoration activities that will restore or rehabilitate natural character values.*

I419. Mana Whenua Management Precinct

The purpose of the Mana Whenua Management Precinct is to formally recognise and provide for the special relationship Mana Whenua have with certain parts of the Coastal Marine Area. The precinct seeks to avoid direct discharges of wastewater. It also seeks to control the direct discharge of stormwater and all other contaminants into the precinct from activities undertaken both within and outside the precinct that could adversely affect water quality and the spiritual and cultural values of the Whātāpaka Creek and Pūkaki-Waiokauri Creek.

I419.2. Objective

- (1) *The special relationship, including customary use and responsibilities, Mana Whenua have with Whātāpaka Creek and Pūkaki-Waiokauri Creek, is provided for.*

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

I419.3. Policies

- (1) *Maintain access between the Mana Whenua Management Precinct and Whātāpaka Marae and Pūkaki Marae.*
- (2) *Enable the use and management of the Mana Whenua Management Precinct by Whātāpaka Marae and Pūkaki Marae in accordance with tikanga Māori.*
- (3) *Avoid direct discharges into the Mana Whenua Management Precinct that may have an adverse effect on:*
 - (a) *the values associated with Whātāpaka Creek and Pūkaki-Waiokauri Creek; and*
 - (b) *the use of the Mana Whenua Management Precinct by Whātāpaka Marae and Pūkaki Marae and associated papakāinga.*
- (4) *Improve water quality within the Mana Whenua Management Precinct such that food-gathering and swimming is possible.*

- (5) *Maintain and provide for the operational requirements of Auckland International Airport, including the Puhinui Road access from the east to the airport, while ensuring that they have particular regard to the values of the Mana Whenua Management Precinct and avoid, remedy or mitigate adverse effects on those values.*

I432. Puhinui Precinct

The primary purpose of the Puhinui Precinct is to enable a transition from rural to urban development, while recognising the cultural, spiritual and historical values and relationships that Te Ākitai Waiohū have with the land and sea in Puhinui as part of the Māori cultural landscape. The precinct also recognises the relationship which exists between Māori cultural landscape values and the management of natural and physical resources.

I432.2. Objectives (precinct-wide)

- (1) *A range of business and airport related activities are provided for in the precinct to ensure the efficient use and development of the land resource, and recognition of the precinct's proximity to Auckland International Airport.*
- (2) *Mana Whenua cultural, spiritual and historical values and their relationship associated with the Māori cultural landscape, including ancestral lands, water, sites, waahi tapu, and other taonga, in the Puhinui Precinct are identified, recognised, protected, and enhanced.*
- (3) *Subdivision, use and development is managed in an integrated manner to avoid where practicable, or otherwise remedy or mitigate, adverse effects on the natural coastal environment, and significant ecological areas within the Manukau Harbour, as well as its tributaries.*
- (4) *Subdivision, use and development is managed to maintain or enhance water quality within the Puhinui freshwater catchment and receiving coastal environment, including the integration of Mana Whenua values, mauri, matauranga and tikanga associated with fresh water and coastal water resources.*
- (5) *Subdivision, use and development is designed and located to avoid, or otherwise remedy or mitigate, adverse effects on those landscape features identified as Outstanding Natural Features, and areas with high levels of sensitivity to landscape modification in the Māori cultural landscape, which contribute to the ecological, geological, cultural, spiritual and amenity values of the precinct.*
- (6) *The location, scale and form of development is managed within the precinct to avoid, remedy or mitigate adverse effects on cultural, spiritual and landscape values and their relationship associated with the Māori cultural landscape, while recognising the operational requirements of Auckland International Airport.*
- (7) *A southern gateway connection to Auckland International Airport is developed, that provides improved connectivity and accessibility for all transport modes, and recognises and provides for the cultural significance of the Puhinui Peninsula to Mana Whenua.*
- (8) *Subdivision and development of land is staged to ensure adequate transport infrastructure capacity is in place prior to land use development.*
- (9) *Subdivision and development establishes a transport network that provides for the safe and efficient movement of all travel modes.*
- (10) *The timing and sequencing of integrated development provides for the efficient and effective provision of all infrastructure including transport networks, stormwater, wastewater drainage networks, water, power, gas and telecommunication supply networks.*
- (11) *Subdivision and/or development within the precinct facilitates a transport network that:*
 - (a) *integrates with, and avoids adverse effects on the safety and efficiency of, the surrounding transport network, including any upgrades to the surrounding network; and*
 - (b) *facilitates transport choices by providing for pedestrians, cyclists, public transport facilities, and vehicles; and*
 - (c) *avoids where practicable, or otherwise remedies or mitigates adverse effects on the environment, including effects on Mana Whenua values.*

- (12) *Development demonstrates the integration of green networks (such as natural freshwater and coastal systems, and ecological corridors) with open space and pedestrian networks while providing for improved access and connectivity.*

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

1432.3. Policies (precinct-wide)

- (1) *Manage development to require that activities in the Puhinui Precinct are those primarily associated with manufacturing, warehousing, transport, storage and distribution activities consistent with a Business - Light Industry Zone and airport related activities.*
- (2) *Recognise, protect and enhance the cultural, spiritual and historical values and relationships associated with the Māori cultural landscape at Puhinui. These values include but are not limited to:*
 - (a) *Pūkaki Marae and its connections within the Māori cultural landscape*
 - (b) *important sites, places and areas, wāhi tapu and other taonga*
 - (c) *views and connections between existing or historical cultural sites, places and areas*
 - (d) *coastal edge and waterways*
 - (e) *fresh water quality*
 - (f) *Mauri, particularly in relation to freshwater and coastal resources*
 - (g) *historical physical connections through landscape including Portage routes*
- (3) *Address potential adverse effects from subdivision, use or development on identified Māori cultural landscape values by:*
 - (a) *avoiding urban development within the cultural landscape areas most sensitive to development (sub-precinct H);*
 - (b) *encouraging development to reflect the whakapapa, ancestral names, history and stories of the area in reference to and use of the names of the various sites, places, areas, waahi tapu and other taonga of special significance and value to Mana Whenua;*
 - (c) *protecting the visual integrity of the local viewshaft from Pūkaki Marae to Matukutūreia to maintain a visual linkage and connection with Ngā Matukurua; requiring buildings to be set back from the coastal edge and identified intermittent and permanent streams and encouraging native landscaping within these areas;*
 - (d) *implementing an integrated stormwater management approach across the Puhinui precinct and incorporating mātauranga Māori alongside engineering methods, including retention and enhancement of intermittent and permanent streams and natural floodplains to provide natural attenuation and applying the SMAF Overlay to all sub-catchments draining to streams in addition to quality treatment;*
 - (e) *encouraging landowners to provide and enhance access for Mana Whenua to coastal areas and waterways of significance to Mana Whenua, particularly access to scheduled sites or features for karakia, monitoring, customary purposes and ahikā roa;*
 - (f) *incorporating mātauranga Māori and tikanga Māori in subdivision, use and development; and*
 - (g) *locating and designing development to take into account and reflect the relationship of the site within the context of the Māori cultural landscape at Puhinui.*
- (4) *Require subdivision and development to be undertaken in a manner which protects and enhances the ecological, amenity and Mana Whenua values (including mauri) of the Pūkaki and Waiokauri Creeks and identified permanent and intermittent streams within the Puhinui Precinct.*
- (5) *Provide for appropriate public access to coastal areas and waterways and key public open space networks and pedestrian linkages.*
- (6) *Require the provision of transport infrastructure prior to undertaking development or subdivision.*

- (7) *Require all development to provide information on transport infrastructure on a network wide basis.*
- (8) *Require subdivision and/or development within the precinct to provide for a transport network that:*
 - (a) *Does not compromise the safe and efficient movement of pedestrians, cyclists, public transport and vehicles; and is*
 - (b) *Designed and constructed in accordance with the requirements of any relevant code of practice or engineering standards.*
- (9) *Require integrated and coordinated development of a southern gateway connection to Auckland International Airport, which recognises its significance as a cultural heritage route, having regard to the following matters:*
 - (a) *appropriate location and design of development, infrastructure, and landscaping within and alongside Puhinui Road to support the gateway objectives, desired character and to provide visual amenity along this transport route;*
 - (b) *integration of elements which reflect the cultural significance of the Puhinui area to Mana Whenua;*
 - (c) *improvements in connectivity and accessibility to the gateway and the surrounding transport network in the precinct, for all modes of transport;*
 - (d) *other operational requirements of the Auckland International Airport, existing designation, and future transport infrastructure requirements; and the need to avoid, or otherwise remedy or mitigate any adverse impacts of infrastructure development, on Mana Whenua values, including the Mana Whenua Management precinct, and coastal margins which are receiving environments.*
- (e) *Recognise and provide connections to Puhinui Reserve, Colin Dale Park and the wider open space network in land use development while ensuring adverse effects on the transport network are avoided.*
- (f) *Avoid, remedy or mitigate any significant adverse effects of subdivision and development, including reverse sensitivity effects, on the operation of Auckland International Airport.*

Sub-precinct C (Business – Light Industry Zone – Campana Road)

Sub-precinct C seeks to create a high quality, best practice, light industrial development with a strong sense of place for users and visitors. The use of distinctive, flexible and environmentally responsible architecture and urban design that maintains and enhances the existing topography and landscape where practicable, will appropriately enhance development.

Objectives and Policies (Sub-precinct C)

Objectives

- (1) *Development areas achieve high-quality design outcomes in scale and design of the built form and streetscape, including frontages visible from Puhinui Road and public open spaces.*
- (2) *The cultural heritage values of the Waiokauri Creek and Māori cultural landscape are maintained or enhanced.*

Policies

- (1) *Encourage development that achieves a high standard of amenity in the built layout and form of buildings, car parking, access and landscape elements in publicly visible and accessible areas.*
- (2) *Any earthworks within the Archaeological Sites identified on the Campana Structure Plan shall be avoided, unless further exploratory investigations and/or Archaeological Management Plans demonstrate that the work will not result in significant adverse effects on Maori cultural heritage values.*

- (3) *Require stormwater mitigation and earthworks to be consistent with the stormwater and earthworks management measures within the Campana Structure Plan.*
- (4) *Require development to avoid where practicable or minimise the impacts of land disturbance on cultural, heritage and ecological values while enabling light industrial activities.*

Annexure 3: Viewpoint Photographs



Viewpoint 1: Ngā Kapua Kohuora



Viewpoint 2: Ngā Kapua Kohuora



Viewpoint 3: 507 Puhinui Road



Viewpoint 4: Site entrance



Viewpoint 5: Puhinui Road – Park and Ride entrance



Viewpoint 6: Puhinui Road shared path



Viewpoint 7: Puhinui Road – Waiokauri Creek overbridge