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27th June 2025

Nicholas Lau

Auckland Council

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Dear Nicholas,

Re: Bulk Water and Wastewater servicing for proposed Private Plan Change (PPC) – Campana and Puhunui Road (Second CI25 Letter)

This advice is valid as at the date of this letter. Where more than six months have passed, or a Long-Term Plan review has occurred, it is recommended that you seek review of this information from Watercare.

Further to Watercare's previous advice dated 11 April 2025 regarding Water and Wastewater servicing for the proposed PPC - Campana and Puhunui Road, and following recent engagement with the Applicant, we provide the following supplementary advice.

Wastewater Servicing Preconditions for Subdivision and Development

Due to bulk wastewater network upgrades required to service this PPC ahead of the Future Development Strategy (FDS) timing, Watercare maintains that any subdivision and development within the PPC Area requiring connection to the reticulated wastewater network must not proceed prior to the completion of the necessary bulk infrastructure upgrades — namely, the Southwestern Interceptor Duplication Project, which is currently anticipated to be delivered by 2036.

Specifically:

Subdivision and development within the PPC Area that require connection to reticulated wastewater network must not occur until the bulk wastewater upgrades are completed and sufficient capacity is available to service the subdivision or development, or if written confirmation is provided from the infrastructure services provider for the area (which in this case is Watercare Services Limited) that states that sufficient capacity exists within the bulk wastewater network to service the proposed development or subdivision.

This reflects the significant capacity limitations of the Southwestern Interceptor, which if fully utilised ahead of the FDS timing, would restrict Watercare's ability to service growth in the wider live-zoned catchment until the Southwestern Interceptor Duplication Project is delivered.

Bulk and Local Network Water Servicing

As at the date of this letter, there is available capacity in the existing bulk water supply network to service the development of the PPC Area. Watercare's previous advice dated 11 April 2025 regarding Water Servicing remains applicable.

Amended Precinct Provisions

The Applicant and Watercare have agreed to amended Precinct Provisions that will ensure the above outlined servicing preconditions are adhered to. A copy of the Precinct Provisions supported by Watercare are appended to this letter as Attachment 1.

In principle Watercare does not support Private Plan Changes that are out of sequence with the FDS. However, if the Precinct Provisions attached to this letter are included in the notified PPC application Watercare would not seek that the PPC is declined.

Watercare's position set out in this letter, including the Precinct Provisions attached, are specific to this particular PPC and do not represent Watercare's position or preferred provisions in relation to any other plan change which may be notified in the future.

Conclusion

Nothing in this letter precludes Watercare from making a submission on the PPC application, once notified, detailing its general opposition to out of sequence development and seeking the Precinct Provisions attached to this letter are included to avoid subdivision and development prior to required bulk infrastructure being in place.

If the Precinct Provisions attached are not included in the notified PPC application, Watercare reserves its right to submit on the notified application in opposition.

Yours faithfully,



Anna Jennings

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Attachment 1 – Precinct
Provisions supported by
Watercare

Applicant Amendments – ~~Red underline and strikethrough~~
Watercare Amendments – ~~Blue underline and strikethrough~~

I432. Puhinui Precinct

I432.1. Precinct Description

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.

The precinct provides for predominately light industrial and airport related activities and some large lot residential development, using specific standards and assessment criteria to guide urban development. This is to ensure that development and subdivision is co-ordinated with the provision of transport, infrastructure improvements, and does not adversely affect the performance of the road networks across a range of criteria including reliability, safety and intersection performance; as well as ensure that an integrated approach is taken to managing the adverse effects on the Māori cultural landscape values. The cultural landscape applies to the entire precinct, in areas within and outside of the Rural Urban Boundary.

The Precinct includes the land area bounded by Waokauri Creek, State Highway 20B, Manukau Memorial Gardens Designation and sub-Precincts A and B. Development within this area has significant potential to adversely impact on the safe and efficient operation of State Highway 20B. It is also an area of identified cultural significance.

Future Urban zones are proposed to defer development until appropriately planned and funded transportation infrastructure is available and further consideration has been given as to how the land would be developed to reflect these values.

The provision for land extensive industrial activities is in alignment with the Regional Policy Statement and the Auckland Plan, although Puhinui is not identified as a greenfield area for investigation in the latter. However, the Auckland Plan supports further expansion of the Rural Urban Boundary in relation to the location of business land and recognises that some flexibility is needed to provide additional capacity where it is most required (e.g. southern Auckland).

Much of the land to the south of the Waokauri Creek (east of the Auckland International Airport and west of the South-Western motorway) is zoned Business - Light Industry. The inclusion of the land will create the potential for increased business and employment opportunities over time. A limited range of commercial activities will provide for some convenience retail and amenities. The Puhinui Precinct allows development where supported by infrastructure. In particular, development will be managed to ensure transport network improvements are coordinated with trip generation arising from development. This reflects the need for substantial transport infrastructure investment to support full development within the precinct.

The comprehensive and coordinated approach to development promoted in the precinct reflects its significant size and the strategic location of light industry zoned land in proximity to the intersection of two major transport corridors. The underlying Business - Light Industry Zone provisions are tailored to fit the

desired outcomes for this area and address the constrained transport, infrastructure to ensure potential effects on the transport, networks are avoided, remedied or mitigated. This approach acknowledges that significant transport, upgrades will be required to support the level of development envisaged.

The precinct therefore encourages landowners of light industry zoned land in sub- precincts A to F to establish the spatial pattern of development and to address the integration of the sub-precincts, both with each other and within the wider context. The provisions address issues such as built form, future street/pedestrian networks and layout of road connections with transport corridors, provision of activities, staging of development and the recognition of Māori cultural landscape values.

Puhinui southern gateway connection and transport infrastructure

Puhinui Road (State Highway 20B) provides a direct transport linkage between Auckland International Airport and the South-Western Motorway which forms the eastern boundary of the precinct. 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.

The precinct identifies the 'Puhinui Heritage Gateway, which includes the State Highway 20B designation, a 40m strip on the southern side of the designation, and 40m strip on the northern side of the designation. The entire route runs the length from the State Highway 20 interchange through to the Auckland International Airport.

The route is intended to provide for possible transport requirements, including dedicated bus and rail corridors, and to integrate with the surrounding business areas that develop and public open space areas in the precinct. The route will promote important physical, ecological, and visual connections between the northern and southern areas of the precinct, and for this reason needs to achieve a high level of legibility and cohesiveness in its elements. This is achieved through provisions which will contribute towards the creation of a distinctive gateway.

The existing road network, and in particular, State Highway 20B, is reaching capacity and has limited ability to cater for the additional traffic generation which will result from urbanisation of the precinct.

Improvements to the roading network will need to be considered concurrently with urban development of the Puhinui Precinct to ensure the functionality of the road network (including the critical link to Auckland International Airport) is maintained.

Mana Whenua cultural landscape

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 purpose.

Due to its proximity to the Manukau Harbour and its tributaries which weave through this area, the influence of the coast on the ecological, recreational, cultural and spiritual values and visual character is recognised in the Puhinui Precinct. The Puhinui Precinct is bisected by the Waokauri Creek, a Mana Whenua Management Precinct, which recognises the Māori reservation status of the Creek under the Te Ture Whenua Māori Act 1993, for the purpose of a landing place, and place of historic, spiritual and cultural significance for the use and benefit of the local hapū of Te Ākitai and Te Ahiwaru o Wai-o-hū.

Cultural values to be protected encompass the geological, the coastal, archaeological, and ecological features within the precinct. The Pukaki Crater and lagoon (Te Pukakitapu o Poutukeka) is ancestral Maori land of particular spiritual value to tangata whenua, and ownership is held by the Pukaki Maori Marae Committee. The Portage Road Reserve at the centre of Nga Kapua Kohuora (Crater Hill) is vested in Council as reserve land. Pukaki Crater and Portage Road reserve are zoned Open Space – Conservation.

Natural environment

The southern boundary of the precinct follows the Puhinui Stream, a Significant Ecological Area which connects to the Puhinui Creek in the upper reaches of the Manukau Harbour that is also a Significant Ecological Area. In recognition of these receiving environments, a Stormwater Management Area Flow overlay applies to address stormwater matters.

Designations and special purpose zones

The precinct is subject to several designations for various purposes. These include Puhinui Road which is designated for state highway purposes, and part of the Auckland International Airport designation which provides for a range of aeronautical operations.

Parts of the precinct are located within Auckland Airport's High Aircraft Noise and Moderate Aircraft Noise Areas, for which there are controls on the establishment of Activities Sensitive to Aircraft Noise. As a consequence the precinct has both business opportunities for land development related to the airport and other local industry, and constraints relating to activities sensitive to aircraft noise and building heights related to the approach paths.

The precinct contains the Manukau Memorial Gardens Special Purpose zone - Cemetery and the adjoining site which is a designated extension for cemetery purposes. Petroleum supply and water/wastewater supply designations overlay underground pipes that bisect the precinct.

The Puhinui precinct comprises of the following seven sub-precincts and zones:

- Sub-precinct A (Airport - Coastal) and Sub-precinct B (Airport - Core) – Business - Light Industry Zone and Coastal - Coastal Transition Zone
- **Sub-precinct C and Sub-precinct C1 – Business – Light Industry Zone and Open Space – Informal Recreation Zone**
- Sub-precinct D - Business - Light Industry Zone
- Sub-precinct E – Business - Light Industry Zone
- Sub-precinct F (Tidal Road) - Business - Light Industry Zone
- Sub-precinct G (Retreat Drive) – Residential - Large Lot Zone, Coastal - Coastal Transition Zone, Open Space – Informal Recreation Zone
- Sub-precinct H (Rural) – Rural Production Zone, Coastal Transition Zone, Open Space – Informal Recreation Zone

The precinct also comprises the following zones which sit outside of any sub-precinct: Open Space – Conservation Zone, Special Purpose – Māori Purpose Zone, Special Purpose – Quarry Zone, Strategic Transport Corridor Zone, Future Urban Zone and Special Purpose – Cemetery Zone.

The Puhinui precinct consists of overarching provisions that apply throughout the precinct, and specific provisions that apply to any number of sub-precincts, as specified in the plan.

Sub-precincts A & B (Business - Light Industry Zone and Coastal - Coastal Transition Zone south of

Waokauri Creek)

Sub-precinct A adjoins the coastal environment and is proposed to be used for open space and passive recreation purposes. Sub-precinct B is at the interface of A and includes that land east of Pukaki Creek, south of Puhinui Road, that could be used for an airport remote parking area and a public transport interchange, as well as a small range of aeronautical and airport support activities. The land to the north of Puhinui Road is subject to Auckland International Airport's Designation.

Sub-precincts A and B also encompass sites and connections which are of cultural value to Mana Whenua and these are addressed in the provisions.

Sub-precinct C & C1 (Business – Light Industry Zone & Open Space – Informal Recreation Zone – Campana Road)

Sub-precinct C and C1 seek to create a high quality 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. The Waiokauri creek and its tributaries that surround the sub-precinct are significant to Te Akitai Waiohau. And Sub-precinct C1 is reserved for open space and passive recreation purposes to provide a buffer between light industrial development and the coastal margins. Sub-precinct C is located on the northern side of Puhinui Road (SH20B) and is generally bound by Campana Road to the west and Sub-precinct C1 to the north and east. Sub-precinct C1 is located between Sub-precinct C and the margins of the Waiokauri creek.

Due to the constrained nature of existing transport infrastructure, and the bulk wastewater network, development within Sub-precinct C is subject to a number of staging and infrastructure requirements designed to ensure a safe and efficient transport network, and to ensure that development is restricted within Sub-precinct C until upgrades are completed to provide sufficient bulk wastewater infrastructure capacity to service development of Sub-precinct C. The sub-precinct allows for unmanned storage yard activities as a permitted activity, however further development must be supported by additional infrastructure.

Sub-precinct D (Business - Light Industry Zone south of ~~Waokauri Creek~~ Puhinui Road)

Sub-precinct D 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.

Sub-precinct D is located to the east and west of Prices Road. The land to the east of Prices Road encompasses an area of approximately 150 hectares defined by the Puhinui southern gateway connection, State Highway 20 to the east, Puhinui Stream and its reserve to the south, and Puhinui Reserve to the west. The land features streams that flow into the Puhinui Stream and Waokauri Creek to the north.

The land to the west of Prices Road comprises a block of land about 48.4 hectares, the current physical address being 55 Prices Road. This land is proximate to Colin Dale Park, Puhinui Reserve and the Puhinui Stream.

Due to the constrained nature of existing transport infrastructure, development within the sub-precinct is subject to a number of staging and infrastructure requirements designed to ensure a safe and efficient transport network. The sub-precinct allows for development, where supported by infrastructure.

Sub-precinct E (Business - Light Industry Zone south of ~~Waokauri Creek~~ Puhinui Road)

Sub-precinct E provides for ~~two~~ **three** hectares of land **in two separate locations, sub-precinct E (south) and sub-precinct E (north)**, 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.

The location of sub-precinct E (south) in the precinct plan is indicative only, and subject to the pattern of future development within sub-precinct D including the future roading layout. It is however anticipated to remain within the south-eastern corner of sub-precinct D. Sub-precinct E (north) is within the Campana Structure Plan area and will support light industry areas north of Puhinui Road. Development in sub-precinct E is also to occur in a manner which manages potential effects on transport infrastructure.

Sub-precinct F (Business - Light Industry Zone - Tidal Road)

Sub-precinct F clusters industrial development, providing for an additional 14.8 hectares of Business - Light Industry Zoned land along Tidal Road, the current physical address being 72 Tidal Road. Sub-precinct F partially includes and is adjacent to the Crater Hill Outstanding Natural Feature. The sub-precinct seeks to deliver a high quality industrial development that recognises the cultural landscape values and that maintains and enhances the existing landscape where practicable.

Sub-precinct G (Residential - Large Lot Zone, Coastal - Coastal Transition Zone, Open Space – Informal Recreation Zone - Retreat Drive)

Sub-precinct G provides for Large Lot residential development at Retreat Drive that recognises the cultural landscape values, and relationship to the Waokauri Creek and Pukaki Crater. The landscape will be maintained and enhanced where practicable.

The sub-precinct comprises approximately 21.8 hectares of land along Retreat Drive, and includes approximately 13.3 hectares of coastal land which presently accommodates market garden activities on the site at 39 Tussock Avenue, Mangere.

Given its proximity to the Waokauri Creek, some sites in the sub-precinct are subject to the underlying Coastal Transition zone.

Sub-precinct H (Rural)

Sub-precinct H provides for the continuation of rural production activities in the precinct, in proximity of those areas demarcated as Outstanding Natural Features and their associated reserves or historical physical extent (e.g. Special Purpose – Quarry zone). Sub-precinct H recognises the presence of elite soils in the vicinity of the Pukaki Crater. Land use activities provided for in sub-precinct H are a reflection of the cultural landscape values and the objective to maintain and enhance the existing landscape, including the coastal margins, where practicable.

A settlement established in the mid-1860s on the shore of Waokauri Creek remains today the location of the main pa of Te Ākitai Waiohua. This is supported by its zoning as a Special Purpose – Maori Purpose zone, and provides for papakainga housing, marae and other activities which support Maori social, cultural and economic development. Sub-precinct H is adjacent to the Special Purpose – Maori Purpose zone.

The coastal and ecological values are recognised in the sub-precinct to reflect the proximity of sub-precinct H to the Waokauri Creek. Some sites in the sub-precinct are subject to the underlying Coastal Transition zone plan provisions.

1432.2. Objectives (precinct-wide) [rcp/rp/dp]

- (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.

I432.3. Policies (precinct-wide) [rcp/rp/dp]

- (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 Matukutureia to maintain a visual linkage and connection with Ngā Matukurua;
 - (d) requiring buildings to be set back from the coastal edge and identified intermittent and permanent streams and encouraging native landscaping within these areas;
 - (e) 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;
 - (f) 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;
 - (g) incorporating mātauranga Māori and tikanga Māori in subdivision, use and development; and

- (h) 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 Waokauri 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
 - (e) 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.
- (10) 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.
- (11) Avoid, remedy or mitigate any significant adverse effects of subdivision and development, including reverse sensitivity effects, on the operation of Auckland International Airport.

The overlay, Auckland-wide and zone policies apply in this precinct in addition to those specified above with the exception of [H17.3.\(3\)](#) Business – Light Industry Zone policy 3.

Objectives and Policies (Sub-precincts A & B)

Objectives

- (1) Open space and passive recreation activities are provided for in sub-precinct A, appropriate to the coastal environment it adjoins and the cultural significance of this location.
- (2) The efficient use and development of the land, operational facilities and airport related activities in Sub-precinct B, is enabled while achieving the other objectives of the Puhinui Precinct.
- (3) The cultural, spiritual and landscape values are reflected in the subdivision and development design of Sub-precincts A and B.
- (4) Development areas are of appropriate scale and design, considering the built layout, form and frontages visible from the Puhinui Gateway, Pukaki Marae, and public open spaces.

Policies

- (1) Enable the provision for open space and passive recreation activities appropriate to the coastal environment where Sub-precinct A adjoins and the cultural significance of this location.
- (2) Provide for activities related to the operation and development of the airport and business land within Sub-precinct B.
- (3) Avoid uses and development which would adversely affect airport operations or pose any risk to safety.
- (4) Encourage development of appropriate scale and design considering the built layout and form of buildings, car parking and access, and landscape elements visible from the Puhinui Gateway, Pukaki Marae, and public open spaces.

Objectives and Policies (Sub-precinct C & C1)

Objectives

- (1) **Open space and recreation activities, including a future coastal walkway, are provided for in sub-precinct C1, appropriate to the coastal environment it adjoins and the cultural significance of this location.**
- (2) **Development areas in Sub-precinct C 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.**
- (3) **Maintain the safe and efficient operation of transport networks across the Puhinui Precinct.**
- (4) **The cultural heritage values of the Waiokeauri Creek and Maori cultural landscape are maintained or enhanced.**
- (5) **Subdivision and development that requires reticulated wastewater and/or water servicing does not occur in advance of the completion of upgrades to the bulk wastewater network required to provide sufficient capacity to service the development of Sub-precinct C.**

Policies

- (1) **Enable the provision for open space and passive recreation activities appropriate to the coastal environment where Sub-precinct C1 adjoins and the cultural significance of this location.**

- (2) Avoid development that may compromise a future coastal walkway in Sub-precinct C1.
- (3) 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.
- (4) Avoid earthworks within protected archaeological sites and manage earthworks throughout the wider sub-precincts C & C1 to avoid, remedy or mitigate adverse effects on archaeological values and the Māori cultural landscape values.
- (5) Require stormwater mitigation and earthworks to be in accordance with best practice stormwater management and provide at source treatment for runoff.
- (6) Require development to avoid where practicable or minimise the impacts of land disturbance on cultural, heritage and ecological values while enabling light industrial activities.
- (7) Require development of properties accessed off Campana Road to adequately address traffic effects. Including, if necessary, upgrades to Campana Road in accordance with Precinct Plan 6
- (8) Avoid subdivision before the necessary transport infrastructure becomes available to support full light industrial development unless:
 - (a) The proposed subdivision is for the purpose of minor boundary adjustments and the creation of esplanade strips and reserves; or
 - (b) The proposed subdivision is around the existing development at 485 Puhinui Road; and
 - (c) The proposed subdivision will not compromise the development of future light industrial activities.
- (9) Avoid subdivision and development that requires reticulated wastewater and/or water servicing that is in advance of the completion of upgrades to the bulk wastewater network required to provide sufficient capacity to service development of Sub-precinct C.

Objectives and Policies (Sub-precinct D)

Objectives

- (1) Development areas achieve high-quality design outcomes in scale and design of the built form and streetscape, including frontages visible from the Puhinui Gateway, and public open spaces.

Policies

- (1) Development areas achieve high-quality design outcomes in scale and design of the built form and streetscape, including frontages visible from the Puhinui Gateway, and public open spaces.

Objectives and Policies (Sub-precinct E)

Objectives

- (1) Business activities that are ancillary to the Business - Light Industry Zone promote the efficient use and development of the land in the precinct for land use extensive activities.
- (2) Land use activities provide for the convenience shopping and service needs of businesses and employees in the precinct.

- (3) [Subdivision and development in Sub-precinct E \(North\) that requires reticulated wastewater servicing does not occur in advance of the completion of upgrades to the bulk wastewater network required to provide sufficient capacity to service the development of Sub-precinct E \(north\).](#)

Policies

- (1) Limit land use activities in sub-precinct E to those activities required to provide the convenience shopping and service needs of businesses and employees in the precinct.
- (2) [Avoid subdivision and development in Sub-precinct E \(North\) that requires reticulated wastewater servicing that is in advance of the completion of upgrades to the bulk wastewater network required to provide sufficient capacity to service development of Sub-precinct E \(north\).](#)

Objectives and Policies (Sub-precinct F)

Objectives

- (1) The location, scale and form of development within sub-precinct F avoids, or otherwise remedies or mitigates, adverse effects on neighbouring residential zones.
- (2) Development is located and designed in a manner which reflects the relationship of sub-precinct F within the context of the Puhinui Māori cultural landscape and the Crater Hill Outstanding Natural Feature.
- (3) Open space and connections to the coastal environment are provided for in sub-precinct F on the subdivision of land, appropriate to the coastal environment it adjoins.

Policies

- (1) Maintain the amenity values of neighbouring residential zones and the values of the Crater Hill Outstanding Natural Feature through appropriate location, scale and design of subdivision and development.
- (2) Enable the provision for open space and connections to the coastal environment that sub-precinct F adjoins upon the subdivision of land.

Objectives and Policies (Sub-precinct G) [rcp/dp]

Objectives

- (1) Development is located and designed in a manner which reflects the relationship of sub-precinct G within the context of the Puhinui Māori cultural landscape and the Pukaki Crater Outstanding Natural Feature.

Policies

- (1) Enable development that recognises the values of the Pukaki Crater Outstanding Natural Feature through appropriate design and location.

Objectives and Policies (Sub-precinct H) [rcp/dp]

Objectives [rcp/dp]

- (1) The productive capability of the land and soil resource is maintained and protected from inappropriate subdivision and development, in such a way that they retain their productive potential.
- (2) The rural character is maintained.

- (3) Development provides for coastal setbacks, planting and landscaping which protect and enhance the ecological, amenity and Mana Whenua values (including mauri) of the Waokauri Creek and its coastal margins adjoining sub- precinct H.
- (4) Development is located and designed in a manner which reflects the relationship of sub-precinct H within the context of the Puhinui Māori cultural landscape and the Pukaki Crater Outstanding Natural Feature.

Policies [rcp/dp]

- (1) Require buildings, structures and activities in sub-precinct H to not compromise the future productive potential of the land and soil resource.
- (2) Require development to be compatible with the prevailing low intensity and the small scale of building development in the sub-precinct.
- (3) Require coastal and riparian yard setbacks, planting and landscaping in sub- precinct H.
- (4) Avoid development that adversely affects the values of the Pukaki Crater Outstanding Natural Feature and Māori cultural landscape.

I432.4. Activity table

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

Table I432.4.1- specifies the activity status of land use and development activities pursuant to section 9(2) and section 9(3) of the Resource Management Act 1991, subdivision activities pursuant to section 11 of the Resource Management Act 1991 and activities in, on, under or over streams pursuant to section 13 of the Resource Management Act 1991.

A blank in Table I432.4.1 and I432.4.2 Activity table below means that the provisions of the overlays, zone or Auckland-wide apply.

Table I432.4.1 – Precinct-wide activities [rp/dp]

Activity		Activity status								
		Sub-precinct								
		A	B	D	E	F	G	H	<u>C</u>	<u>C1</u>
Reclamation										
(A1)	Reclamation of intermittent and permanent streams, as shown on Puhinui: Precinct plan 2 – Streams	NC	NC	NC	NC	NC	NC	NC	<u>NC</u>	<u>NC</u>
(A2)	Reclamation of intermittent and permanent streams not shown on Puhinui: Precinct plan 2 – Streams	P	P	P	P	P	P	P	<u>P</u>	<u>P</u>
Rural										
(A3)	Animal breeding or boarding	NC	P	P	P	P	NC	P	<u>P</u>	<u>NC</u>
(A4)	Farming, excluding the grazing of livestock on sites greater than 2,000m ² net site Area	P	P	P	P	P	NC	P	<u>P</u>	<u>P</u>
(A5)	Grazing of livestock on sites greater than 2,000m ² net site Area	P	P	P	P	P	P	P	<u>P</u>	<u>P</u>

Table I432.4.2 – Activities specific to sub-precincts A-F

Activity		Activity status						
		Sub-precinct						
		A	B	D	E	F	<u>C</u>	<u>C1</u>
Airport activities								
(A6)	Any activity associated with the airport operation (not including aircraft operations, runways and the testing of in situ aircraft engines) including taxiways and other aircraft movement areas, aprons, terminals, maintenance and servicing facilities, catering facilities, freight facilities and quarantine facilities	NC	D					
(A7)	Rescue facilities, navigation and safety aids, monitoring activities and site investigation activities associated with the airport operation	P	P					
(A8)	Any activity associated with the needs of Airport passengers, visitors and	NC	D					

	employees, and Airport businesses, and not otherwise listed in this table							
Development								
(A9)	Buildings and structures (including additions) no greater than 50m ² gross floor area	P	P	P	P	P	<u>P</u>	<u>P</u>
(A10)	Buildings and structures (including additions) greater than 50m ² gross floor Area	NC	RD	RD	RD	RD	<u>RD</u>	<u>NC</u>
(A11)	Billboards	NC	RD	RD	NC	RD	<u>RD</u>	<u>NC</u>
(A12)	Buildings that do not comply with Standard I432.6.2 Building height	D	D	D	D	D	<u>D</u>	<u>D</u>
(A13)	Buildings that do not comply with Standard O Pūkaki Marae – Matukutureia viewshaft	NC	NC	NC	NC	NC	<u>NC</u>	<u>NC</u>
(A13a)	<u>Earthworks in the Campana Road Structure Plan Area</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>RD</u>	<u>NA</u>	<u>RD</u>	<u>RD</u>
Commerce								
(A14)	Bars and Taverns up to 120m ² GFA per Site	NC	NC	NC	P	P	<u>D</u>	<u>NC</u>
(A15)	Bars and Taverns exceeding 120m ² gross floor area per site	NC	NC	NC	P	NC	<u>NC</u>	<u>NC</u>
(A16)	Cafes up to 120m ² gross floor area per Site	NC	NC	NC	P	P	<u>D</u>	<u>NC</u>
(A17)	Cafes exceeding 120m ² gross floor area per site	NC	NC	NC	P	NC	<u>NC</u>	<u>NC</u>
(A18)	Commercial services	NC	NC	D	P	D	<u>D</u>	<u>NC</u>
(A19)	Dairies up to 100m ² gross floor area per Site	NC	NC	NC	P	P	<u>NC</u>	<u>NC</u>
(A20)	Drive-through restaurant	NC	NC	NC	RD	P	<u>NC</u>	<u>NC</u>
(A21)	Entertainment facilities	NC	NC	NC	D	D	<u>NC</u>	<u>NC</u>
(A22)	Garden centres	NC	NC	D	P	P	<u>D</u>	<u>NC</u>
(A23)	Marine retail	NC	NC	RD	RD	P	<u>RD</u>	<u>NC</u>
(A24)	Motor vehicle sales	NC	NC	RD	RD	P	<u>RD</u>	<u>NC</u>
(A25)	Offices up to 100m ² gross floor area per Site	NC	NC	RD	P	RD	<u>RD</u>	<u>NC</u>
(A26)	Offices greater than 100m ² gross floor area per site, but not exceeding 500m ² gross floor area per site	NC	NC	NC	P	NC	<u>NC</u>	<u>NC</u>
(A27)	Offices greater than 500m ² gross floor area per site	NC	NC	NC	RD	NC	<u>NC</u>	<u>NC</u>
(A28)	Offices that are accessory to the primary activity on the site and: a. the office gross floor area does not exceed 30 per cent of all buildings on the site or b. the office	NC	NC	P	P	P	<u>P</u>	<u>NC</u>

	gross floor area does not exceed 100m ²							
(A29)	Offices that are accessory to the primary activity on the site and the office gross floor area exceeds 30 per cent of all buildings on the site	NC	NC	D	D	RD	<u>D</u>	<u>NC</u>
(A30)	Restaurants up to 120m ² gross floor area per site	NC	NC	NC	P	P	<u>NC</u>	<u>NC</u>
(A31)	Restaurants exceeding 120m ² gross floor area per site	NC	NC	NC	P	NC	<u>NC</u>	<u>NC</u>
(A32)	Retail up to 450m ² gross floor area per Tenancy	NC	NC	NC	P	NC	<u>NC</u>	<u>NC</u>
(A33)	Retail exceeding 450m ² per tenancy	NC	NC	NC	RD	NC	<u>NC</u>	<u>NC</u>
(A34)	Retail accessory to an industrial activity on the site, where the goods sold are manufactured on site and the retail gross floor area does not exceed 10 per cent of all buildings on the site	NC	NC	P	P	P	<u>D</u>	<u>NC</u>
(A35)	Service stations	NC	NC	NC	RD	P	<u>NC</u>	<u>NC</u>
(A36)	Show homes	NC	NC	NC	NC	P	<u>NC</u>	<u>NC</u>
(A37)	Trade suppliers	NC	NC	NC	D	P	<u>NC</u>	<u>NC</u>
Community								
(A38)	Artworks	RD	RD	RD	P	RD	<u>RD</u>	<u>RD</u>
(A39)	Care Centres	NC	NC	NC	D	D	<u>NC</u>	<u>NC</u>
(A40)	Community facilities	NC	NC	NC	D	D	<u>NC</u>	<u>NC</u>
(A41)	Urupa and interpretive structures and facilities which provide for information in relation to the mana whenua history of the Area	P	RD	RD	RD	RD	<u>RD</u>	<u>P</u>
(A42)	Education facilities that are accessory to an industrial activity on the site	NC	NC	P	P	P	<u>D</u>	<u>NC</u>
(A43)	Education facilities not otherwise provided For	NC	NC	NC	RD	D	<u>NC</u>	<u>NC</u>
(A44)	Emergency services	NC	NC	P	D	P	<u>P</u>	<u>NC</u>
(A45)	Informal recreation and leisure	P	NC	NC	P	NC	<u>NC</u>	<u>P</u>
(A46)	Organised sport and recreation	D	NC	NC	RD	NC	<u>NC</u>	<u>D</u>
(A47)	Public amenities	P	NC	NC	P	NC	<u>NC</u>	<u>P</u>
(A48)	Tertiary education facilities that are accessory to an industrial activity on the	NC	NC	P	P	P	<u>D</u>	<u>NC</u>
(A49)	Tertiary education facilities not otherwise provided for	NC	NC	NC	D	D	<u>NC</u>	<u>NC</u>
Industry								
(A50)	Industrial activities	NC	NC	P	P	P	<u>P</u>	<u>NC</u>
Infrastructure								
(A51)	Development which complies with Standard I432.6.1 Transport	NA	NA	RD	RD	NA	<u>P</u>	<u>NA</u>

(A52)	Development which does not comply with Standard I432.6.1 Transport	NA	NA	NC	NC	NA	NC	NA
(A52)(A)	<u>Use and development that does not comply with Standard I444.6.8 Bulk Wastewater Infrastructure</u>	NA	NA	NA	NANC	NA	NC	NA
Subdivision								
(A53)	Subdivision which complies with Standard I432.6.1 Transport	NA	NA	RD	RD	NA	RD	NA
(A54)	Subdivision that does not comply with Standard I432.6.1 Transport	NA	NA	NC	NC	NA	NC	NA
(A52)(B)	<u>Subdivision that does not comply with Standard I444.6.8 Bulk Wastewater Infrastructure</u>	NA	NA	NA	NANC	NA	NC	NA
Transport								
(A55)	Bus depots and public transport facilities	NC	RD	RD	RD	RD	RD	NC
(A56)	Parking (non-accessory), including park and rides	NC	RD	RD	RD	RD	RD	NC
Trees								
(A57)	The removal of the English Oak at 507 Puhinui Road	NA	D	NA	NA	NA	NA	NA

I432.5. Notification

- (1) Any application for resource consent for an activity listed in Table I432.4.1 or I432.4.2 Activity table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in [Rule C1.13\(4\)](#).

I432.6. Standards

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

All activities listed in I432.4.1 and I432.4.2 must comply with the following permitted activity standards.

I432.6.1. Transport

I432.6.1.1. Construction Traffic

- (1) For construction traffic purposes only, any development of land within sub- precinct **D**, **sub-precinct C** and sub-precinct E must provide the following roading infrastructure upgrades prior to construction works commencing on the site (noting that compliance with this rule does not remove the need to comply with Rule I432.6.1.2):
 - (a) A new or upgraded intersection on SH20B that prioritises through traffic movements and meets the relevant performance criteria for temporary traffic management during the construction period of these works as set out in the NZTA Code of Practice for Temporary Traffic Management.

I432.6.1.2. Road infrastructure

- (1) Prior to any activities (excluding construction) commencing within sub- precinct D and sub-precinct E (**south**), the following road infrastructure upgrades must be constructed and operational:
 - (a) a new double lane roundabout on SH20B that provides localised widening on the SH20B approaches to allow for two circulating traffic lanes. The roundabout should include a free eastbound through movement for SH20B traffic;
 - (b) an additional southbound right turn lane from Roscommon Road (north) into Vogler Drive;
 - (c) a new road connection between SH20B (Puhinui Road) and McLaughlins Road; and
 - (d) widening improvements on the Puhinui Road approach to the SH20/Puhinui Interchange.
- (2) Total traffic generated by any landuse entering and exiting sub-precinct D and sub-precinct E shall not cumulatively exceed 1,035 vehicles per hour (vph) (in any hour). A traffic assessment demonstrating compliance will be required.

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

- (3) Traffic from any land use within sub-precinct D and sub-precinct E (**south**) exceeding 1,035 vph in any hour, shall meet (a) to (c) below. Traffic assessments (undertaken by a suitably qualified and experienced traffic engineer demonstrating compliance with (a) to (c) below must be submitted with any resource consent application for development and must utilise traffic data no older than two years at the time that a resource consent application is lodged for the development proposal. For the purposes of Standard I432.6.1.2(3) the 'baseline scenario' is the operation of the road network at the time the first resource consent application is lodged for activities within sub-precinct D and sub-precinct E (**south**).
 - (a) State Highway Interchange Operational Criteria (Puhinui Interchange and Cavendish Interchange):
 - (i) all-day: 95th percentile queues (not average queues) for each movement at intersections do not come within:
 - 140m of motorway off ramp diverge point
 - 140m of upstream intersection
 - queues shall not extend beyond dedicated storage lanes or exceed the queue lengths for the baseline scenario, whichever is greater
 - (ii) no individual traffic movement shall have a level of service (LOS) worse than LOS D, or have a degree of saturation higher than 95%. If the baseline scenario already operates at LOS E or F, then:
 - degrees of saturation shall be no more than the baseline scenario; or

- delay shall not increase beyond the baseline scenario by more than 10%.

Note: Degree(s) of saturation is defined to be the proportion of actual traffic movements using the intersection to the theoretical maximum capacity of the intersection.

(iii) The overall intersection LOS shall be no worse than LOS D.

(b) Local Road Intersection Criteria

(i) All-day: No individual traffic movement shall have a LOS worse than LOS E, or have a degree of saturation higher than 95%. If the baseline scenario already operates at LOS F, then:

- degrees of saturation shall be no more than the baseline scenario; or
- delay shall not increase beyond the baseline scenario by more than 10%.

(ii) The overall intersection LOS shall be no worse than LOS D.

(iii) 95th percentile queues (not average queues) shall not extend to be within 10m of an upstream intersection.

(c) Reliability Criteria (Puhinui Road between SH20 Interchange (Inclusive) and Orrs Road):

(i) during Peak Commuter Periods (Weekdays 7am to 9am, 1pm to 6pm): the average speed between Orrs Road and Puhinui Interchange (including the interchange) shall not decrease by more than 10% from the baseline scenario.

(ii) during Other Periods: the average speed between Orrs Road and Puhinui Interchange shall not reduce below 60km/hr (LOS E) or no worse than the baseline scenario at any time.

(4) Storage and lock up activities within sub-precinct C or sub-precinct E (north) shall comply with the following:

(a) The storage and lock up facility shall be unmanned.

(b) The total traffic movements from the Campana Road / Puhinui Road intersection (excluding movements associated with SPCA activities) shall not exceed a maximum of 50 movements per hour.

(c) The total traffic movements from the existing access to 457 Puhinui Road shall not exceed a maximum of 5 movements per hour.

Any other activities shall comply with standard (5) below.

(5) Traffic from any land use within sub-precinct C or sub-precinct E (north) exceeding 4(b) or 4(c), shall meet (a) to (c) below. Traffic assessments (undertaken by a suitably qualified and experienced traffic engineer) demonstrating compliance with (a) to (c)

below must be submitted with any resource consent application for development and must utilise traffic data no older than two years at the time that a resource consent application is lodged for the development proposal.

For the purposes of Standard I432.6.1.2(5) the 'baseline scenario' is the operation of the road network at the time the first resource consent application is lodged for activities within sub-precinct C or sub-precinct E (north).

(a) State Highway Interchange Operational Criteria (Puhinui Interchange and Cavendish Interchange):

(i) all-day: 95th percentile queues (not average queues) for each movement at intersections do not come within:

- 140m of motorway off ramp diverge point
- 140m of upstream intersection
- queues shall not extend beyond dedicated storage lanes or exceed the queue lengths for the baseline scenario, whichever is greater

(ii) no individual traffic movement shall have a level of service (LOS) worse than LOS D, or have a degree of saturation higher than 95%. If the baseline scenario already operates at LOS E or F, then:

- degrees of saturation shall be no more than the baseline scenario; or
- delay shall not increase beyond the baseline scenario by more than 10%.

Note: Degree(s) of saturation is defined to be the proportion of actual traffic movements using the intersection to the theoretical maximum capacity of the intersection.

(iii) The overall intersection LOS shall be no worse than LOS D.

(b) Local Road Intersection Criteria

(i) All-day: No individual traffic movement shall have a LOS worse than LOS E, or have a degree of saturation higher than 95%. If the baseline scenario already operates at LOS F, then:

- degrees of saturation shall be no more than the baseline scenario; or
- delay shall not increase beyond the baseline scenario by more than 10%.

(ii) The overall intersection LOS shall be no worse than LOS D.

(iii) 95th percentile queues (not average queues) shall not extend to be within 10m of an upstream intersection.

(c) Reliability Criteria (Puhinui Road between SH20 Interchange (Inclusive) and Orrs Road):

- (i) during Peak Commuter Periods (Weekdays 7am to 9am, 1pm to 6pm): the average speed between Orrs Road and Puhinui Interchange (including the interchange) shall not decrease by more than 10% from the baseline scenario.
- (ii) during Other Periods: the average speed between Orrs Road and Puhinui Interchange shall not reduce below 60km/hr (LOS E) or no worse than the baseline scenario at any time.

I432.6.2. Building height

- (1) Buildings must not exceed the heights as set out in Table 1 below:

Table 1:

Sub-Precinct	Maximum height (m)
Any building or structure located less than 40m from the edge of New Zealand Transport Agency Designation 6717 – State Highway 20B (Puhinui Road) as at 30 September 2013.	10m or the maximum height limit determined in accordance with the Auckland International Airport Limited Designation 1102: Specification for Obstacle Limitation Surfaces, whichever is the lesser

Note: "height" is to be measured using the rolling height method.

I432.6.3. Yards [rcp/dp]

- (1) Any building or structure must not project beyond the following minimum yard requirements set out in Table 2 below:

Table 2:

Yard	Sub-precinct								
	A	B	D	E	F	G	H	C	C1
Sites adjoining edge of State Highway 20B (Puhinui Road) – New Zealand Transport Agency Designation 6717 (as at 30 September 2013)	40m	40m	40m	NA	NA	NA	NA	<u>40m</u>	<u>40m</u>
Riparian yard	10m from the edge of the permanent and intermittent streams	10m from the edge of the permanent and intermittent streams	20m from the edge of Puhunui stream and 10m from the edge of all other permanent and intermittent streams	20m from the edge of Puhunui stream and 10m from the edge of all other permanent and intermittent streams <u>and wetlands</u>	10m from the edge of the permanent and intermittent streams	10m from the edge of the permanent and intermittent streams	10m from the edge of the permanent and intermittent streams	<u>10m from the edge of the permanent and intermittent streams and wetlands</u>	<u>10m from the edge of the permanent and intermittent streams and wetlands</u>
Coastal protection yard	50m	NA	NA	<u>50m</u>	25m	25m	50m	<u>30m</u>	<u>30m</u>

(2) Riparian yards must be planted with locally sourced indigenous species to a minimum depth of 10m from the edge of intermittent and permanent stream. Walkways and cycleways may be located within the riparian yard.

(3) Coastal protection yards must be planted with locally sourced indigenous species to a minimum depth of 20 metres.

(4) Puhinui Road yard:

~~(i) Landscaping must be provided to a minimum depth of 10 metres from the edge of State Highway 20B (Puhinui Road) – New Zealand Transport Agency Designation 6717, including retention of existing mature trees and provision of native trees, shrubs and ground cover plants, hard landscaping, connections with pedestrian linkage and landscaped grass areas within and along the full extent of the yard.~~

~~(ii) Should a notice of requirement not be received for the future public transport corridor by 1 January 2023 the yard adjoining the edge of State~~

~~Highway 20 (Puhinui Road) – New Zealand Transport Agency Designation 6717 as at 30 September 2013, shall be reduced to 10 metres.~~

~~Where a notice of requirement is lodged for the future public transport corridor by 1 January 2023, The yard adjoining the edge of State Highway 20B (Puhinui Road) - New Zealand Transport Agency Designation 6717 as at 30 September 2013, or subsequent amended designation, shall be reduced to 10 metres if it is not required to accommodate any part of the public transport corridor specified in the notice of requirement.~~

I432.6.4. Landscaping

- (1) In sub-precincts C-E, landscaped areas which in total comprise at least 10 per cent of a site must be provided and may include planting required under Standards I432.6.3.2 - I432.6.3.4 Yards above.
- (2) With the exception of the Puhinui Road frontage, a landscape buffer of 2m in depth must be provided along the street frontage between the street and car parking, loading, or service areas which are visible from the street frontage. This rule excludes access points but otherwise applies to sites in:
 - (a) sub-precincts B-F
- (3) The required landscaping in Standard (2) above must comprise a mix of trees, shrubs or ground cover plants (including grass).
- (4) Proposed buildings within sub-precinct C must, at the time of construction, be screened from Pukaki Marae and Crater Hill with landscape planting in accordance with a landscape concept prepared in consultation with mana whenua.

I432.6.5. Pūkaki Marae –Matukutureia viewshaft

- (1) Buildings and structures must not penetrate the floor height of the local viewshaft identified on Precinct Plan 3 – Pūkaki Marae –Matukutureia viewshaft.

Note: The floor of the view shaft is determined in accordance with the survey coordinates contained in Table 3 below, and “height” is to be measure using the rolling height method.

Table 3: Schedule of Coordinates

PT	Mt Eden circuit 2000		Height (AGL)	NZ Transverse Mercator 2000	
	Northing	Easting		Northing	Easting
IS1	787316.27	404106.31	9.01	5904259.71	1761093.45
IS2	787333.30	404183.63	9.25	5904275.30	1761171.07
3	785179.79	407301.46	54.20	5902064.32	1764248.53
4	785119.81	407259.67	54.05	5902005.13	1764205.64
5	785684.81	406505.35	43.02	5902584.03	1763461.89

I444.6.7. Archaeological Management Plan

- (1) As part of the first stage of development within sub-precinct C, An Archaeological

Management Plan must be prepared by an archaeologist, in consultation with mana whenua, council and Heritage New Zealand Pouhere Taonga.

I444.6.8. Stormwater treatment

(1) Earthworks within sub-precinct C & C1 must comply with the following:

(a) Sediment retention ponds must be a minimum of 3% of the contributing catchment area, regardless of the site slope and a decant earth bund and drop-out pit within the sediment retention pond catchment must be incorporated to reduce the sediment load.

(b) Silt control measures to be installed on-site before or during (as specified) earthworks commencement.

(c) The site must be progressively stabilised as areas of earthworks are completed.

(2) Built development and associated impervious surfaces in sub-precinct C must:

(a) Provide for water quality treatment via at-source stormwater devices for all contaminated impervious area.

(b) Provide 5mm retention for all roof area.

(c) Provide 5mm retention for the remaining impervious area where ground soakage is possible.

(d) Allow for only inert building materials.

I444.6.8 Bulk Wastewater Infrastructure

Purpose: To ensure subdivision and development within Sub-precinct C and / or Sub-precinct E (north) that requires reticulated wastewater servicing does not occur in advance of the bulk wastewater infrastructure upgrades required to service the development of Sub-precinct C and Sub-precinct E (north).

(1) The duplication of the Southwestern Wastewater Interceptor must be completed and commissioned prior to:

(a) an application being lodged for subdivision within Sub-precinct C and / or Sub-precinct E (north) that requires a ~~an additional~~ wastewater connection, and / or

(b) construction of any buildings or structure within Sub-precinct C and / or Sub-precinct E (north) requiring wastewater servicing.

(2) Standard I444.6.8 is also met where a resource consent application for subdivision or development in Sub-precinct C and / or Sub-Precinct E (north) is accompanied by written confirmation from the infrastructure services provider for the area that the bulk wastewater network has sufficient capacity to service the proposed subdivision or development.

I432.7. Assessment – controlled activities

There are no controlled activities in this precinct.

I432.8. Assessment – restricted discretionary activities

I432.8.1. Matters of discretion

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

- (1) for buildings and structures over 50m², parking (non-accessory) including park and rides, bus depots and public transport facilities:
 - (a) the effects on site layout and configuration;
 - (b) the effects of design and external appearance of buildings;
 - (c) the effects of landscape design and treatment;
 - (d) the effects of design consistency within and between sub-precincts;
 - (e) the effects of coherent design for Puhinui Heritage Gateway and surrounds;
 - (f) the effects of land use and transport integration; and
 - (g) the effects on Māori Cultural Landscape values.
- (2) for road infrastructure:
 - (a) the effects of location and design of transport improvements;
 - (b) consultation with road controlling authorities;
 - (c) the effects on integration of a transport network;
 - (d) the effects on a safe and efficient operation of transport network;
 - (e) the effects of traffic generation;
 - (f) methods of demonstrating compliance;
 - (g) the effects of provision of facilities that encourage alternative modes of travel; and
 - (h) the effects on Māori Cultural Landscape values.
- (3) for marine retail, motor vehicle sales, retail greater than 450m² per tenancy and offices greater than 500m² gross floor area per site:
 - (a) the effects on intensity and scale;
 - (b) the effects of design of parking, access and servicing;
 - (c) the effects of functionality; and
 - (d) the effects of the displacement of industrial activities.
- (4) for artworks and interpretive structures and facilities which provide for information in relation to the mana whenua history of the area:
 - (a) the effects on landscape character and amenity values; and
 - (b) the effects on Māori Cultural Landscape values.
- (5) for Urupā:
 - (a) effects on groundwater; and

- (b) visual effects on neighbouring sites or open spaces used for recreation.
- (6) for yards and landscaping:
- (a) the effects of scale and design of buildings;
 - (b) the effects of integration of development with neighbouring areas;
 - (c) integrated transport network;
 - (d) the effects of the nature, type, area and dimensions of landscaping provided, including any earthworks proposed as a component of the landscaping;
 - (e) the effects on ecological, amenity and Māori cultural landscape values of the coastal environment and margins of the Waokauri and Pukaki creeks;
 - (f) the effects on provision of landscaping and enhancement of significant heritage or outstanding natural features of the Maori cultural landscape;
 - (g) effects on Mana Whenua and Māori cultural landscape values;
- (7) for subdivision:
- (a) the effects on infrastructure;
 - (b) refer to matters I432.8.1(1) - I432.8.1(5); and
 - (c) effects on Maori cultural landscape values.
- (8) for dwellings:
- (a) effects of design and external appearance of buildings
 - (b) effects on Maori cultural landscape values
- (9) for earthworks in the Campana Road Structure Plan area:**
- (a) effects on archaeological values**
 - (b) effects on Maori cultural landscape values.**

I432.8.2. Assessment criteria

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

- (1) for buildings and structures over 50m², parking (non-accessory) including park and rides, bus depots and public transport facilities:
 - (a) the extent to which site layout and configuration:
 - (i) enables provision of setback and a high quality relationship to street;
 - (ii) enables good passive surveillance of the street and contributes to streetscape amenity;

- (iii) is compatible with the site development of adjoining sites and the streetscape;
 - (iv) enables the building to align with the street, to create a clear spatial system along the street where streets are curved, aligns with that curve, or alternatively is stepped in plan in relation to the curve;
 - (v) enables buildings on corner sites to be designed to respond to the site's prominence in the roading network and the adjoining road intersection;
 - (vi) car parking areas are designed and located to ensure an attractive site layout, particularly when viewed from the road or public open spaces;
- (b) The extent to which design and external appearance of buildings:
- (i) modulates the mass of large buildings, including any large facades, or includes transitional elements or use of contrast, including colour and material, to reduce apparent scale
 - (ii) avoids monotonous built form when viewed from public open space and public places (including the coastal marine area) through variation in building footprints, height and form;
 - (iii) avoids blank facades or walls along street frontages, or adjacent to and visible from other public spaces;
 - (iv) is sympathetic to existing built development and the wider natural, cultural and built heritage and landscape values of the area;
 - (v) frames and defines edges to roads, parks and stormwater reserves, and to emphasise key intersections;
 - (vi) service areas, loading docks and car parks are separated from and not facing the front yard;
 - (vii) site levels, building scale, development intensity, building form, colour and texture are used to reduce the apparent height and size of large buildings when viewed from the Puhinui Heritage Gateway or public open spaces;
 - (viii) front activities (i.e. the more active office, showroom or similar activities) are located fronting adjacent streets and reserves; and conversely 'back' activities (i.e. warehouse, distribution, industrial, storage) are in less visible locations;
 - (ix) materials and colours of buildings (including buildings on adjoining sites) are consistent;
 - (x) any security fencing are integrated with planting and buildings so as to avoid any adverse visual effect on adjacent roads, parks and stormwater management areas; and

- (xi) low glare, high cut-off exterior lighting are used, and integrated with the building and landscape designs.
- (c) the extent to which landscape design and planting:
- (i) is used to frame and define edges to roads, parks and stormwater reserves, and to emphasise key intersections;
 - (ii) achieves continuity to enhance the streetscape and character of the locality;
 - (iii) is of a similar scale as the proposed development, to provide adequate visual softening of large buildings and to screen car parking, loading and storage areas;
 - (iv) is integrated with the type, quality, character and standard of landscape design developed for the relevant sub-precinct;
 - (v) is consistent along the Puhinui Heritage Gateway;
 - (vi) retains existing trees and shelterbelts that may enhance the amenity of buildings, structures and works;
 - (vii) enhances the amenity of buildings, structures and works;
 - (viii) is capable of attaining a similar scale to proposed buildings, and relates appropriately to existing trees and shelterbelts on and immediately adjacent to the site;
 - (ix) provides a continuity of planting along road frontages wherever possible using species existing in the area;
 - (x) is placed so that it does not obstruct views of landscape or landmark features;
 - (xi) complements development in adjoining sub-precincts, contributes in a significant manner to the visual amenities of the site, and streetscape, and promotes a distinctiveness or sense of place appropriate for the wider precinct;
 - (xii) is designed to create visual interest, and contribute to the amenities of the area;
 - (xiii) extends the landscape and streetscape design elements of the Puhinui Heritage Gateway within and across road and other reserves and required yards (from building face to building face);
 - (xiv) incorporates standard elements (street trees, other planting, lighting, furnishings, directional signs); and planting of a naturally occurring, irregular form along and parallel to the Puhinui Heritage Gateway, contrasted with more geometric planting perpendicular to that route;

- (xv) defines front boundaries by using locally sourced volcanic stone walls, hedges or linear planting; and
- (xvi) uses specimen trees capable of attaining sufficient height to frame and define the edges of roads, parks and stormwater reserves, and to emphasise key road intersections.
- (d) Design consistency within and between sub-precincts:
- (i) The extent to which buildings, structures and parking are designed having regard to the context of adjoining sub-precincts and other surrounding land, natural features, buildings and structures.
- (e) Coherent design for the Puhinui Heritage Gateway and surrounds:
- (i) The extent to which buildings, structures and parking promote a coherent design for the Puhinui Heritage Gateway route and adjoining land by:
- ensuring a coherent spatial structure formed by the relationship of buildings to the street and to one another;
 - minimising the number of vehicle entrances onto the street;
 - aligning buildings to the street;
 - locating the office component of a development at the front (street) part of the development;
 - using consistent materials on buildings;
 - using consistent planting, paving, lighting and fencing;
 - ensuring existing trees and shelter belts are retained where they may contribute to maintaining amenity values;
 - providing trees along road berms and within front yards which are capable of reaching a similar scale as nearby buildings;
 - avoiding security fencing being closer to the front boundary of the site than the buildings on the site; and
 - enhancing the natural character of open space.
- (ii) the extent to which Pou, art, sculpture or other public amenity features located on land adjoining the Puhinui Heritage Gateway are of an appropriate design to represent the Māori and European history of the area and promote a distinctiveness or sense of place appropriate for the wider heritage area.

Note: pou, art, sculpture and other public amenity features should generally be located only in open space areas or on sites that will attract tourists.

- (f) for land use and transport integration:
- (i) whether sufficient roads are provided to create a connected roading pattern that avoids the need for rear sites;
 - (ii) whether roads are designed to a consistent, high-quality standard;
 - (iii) whether sufficient cycleway and walkway linkages and facilities are provided, and are designed to contribute to the employment, visitor and recreational user attractiveness of the heritage area;
 - (iv) whether the street and site layout avoids adverse effects on the safety and efficiency of the adjacent road network;
 - (v) the extent to which the safe and efficient operation of the State Highway and road network (including Prices Road) is compromised; and
 - (vi) whether there are opportunities to reduce or remove access points to the State Highway network.
- (g) Māori cultural landscape values:
- (i) the extent to which adverse effects on the Māori cultural landscape values identified in Precinct Plan 1 - Māori cultural landscape values and association of Mana Whenua with land and water are avoided, remedied or mitigated;
 - (ii) the ability to incorporate mātauranga Māori and tikanga Māori, recognising and providing for the outcomes articulated by Mana Whenua;
 - (iii) whether consideration of practicable alternative methods, locations or designs that would avoid or mitigate the impact on the identified Māori cultural landscape values;
 - (iv) the extent to which buildings, structures and works provide for the relationship of Mana Whenua with the Māori cultural landscape including through:
 - the incorporation of building design elements, art works, naming and historical information to reflect the values and relationship mana whenua have with the Puhinui area;
 - locating and orientating buildings and works to reference and respect the Māori cultural landscape values identified in Precinct Plan 1 - Māori cultural landscape values;
 - native landscaping, vegetation and design including removal and replanting;

- minimising landform modification where practicable and respecting the Māori cultural landscape values identified in Precinct Plan 1 - Māori cultural landscape values; and
 - maintenance of views and connections to and between important sites, places and areas, waahi tapu and other taonga.
- (v) whether sub-precinct B is developed in such a way as to provide an outlook from the Pūkaki Marae dominated by landscaped open space rather than buildings, carparks and vehicle accessways.

(2) for road infrastructure

The assessment criteria within I432.8.2(1)(g) - Maori cultural landscape values above also applies to road infrastructure.

(a) standard I432.6.1.2(1) and I432.6.1.2(2) Road Infrastructure:

- (i) the extent of consultation with the relevant Road Controlling Authorities (including NZTA, Auckland Transport and Auckland Airport) in relation to the overall design of the road infrastructure;
- (ii) the extent to which the proposal supports an integrated transport network including well-connected internal roads and connections to adjacent sites and sub-precincts. Whether particular attention is given to any connection with SH20B (Puhinui Road) to ensure the safe and efficient operation of the adjoining state highway network is not adversely impacted;
- (iii) the extent to which the transport network, including roads, pedestrian and cycling connections, is designed and constructed in a manner that is consistent with the requirements of any relevant code of practice or engineering standards;
- (iv) whether the location of development will adversely affect the ability to provide public transport based networks in the precinct;
- (v) the extent to which the development achieves the overall objectives of the precinct;
- (vi) the extent to which the street and site layout avoids adverse effects on the safety and efficiency of the adjacent road network; and
- (vii) whether there are opportunities to reduce or remove access points to the State highway network.

(b) standard I432.6.1.2(2) and I432.6.1.2(3) Road Infrastructure:

- (i) whether traffic generated by the development will adversely affect the safe and efficient operation of the road network;

- (ii) whether compliance with Standard I432.6.1.2(2) and I432.6.1.2(3) is demonstrated by:
- an assessment of the traffic generation of the proposal including all modes of transport that would support the land uses proposed;
 - an assessment of the performance of the local network as a result of the development showing compliance with performance criteria in Standard I432.6.1.2(2) and I432.6.1.2(3); and
 - a location policy that ensures specified development takes place in locations that, where relevant, supports sustainable transport mode share.
- (iii) whether there are opportunities to reduce or remove access points to the State highway network as part of the development of new road infrastructure.
- (3) for marine retail, motor vehicle sales, retail greater than 450m² per tenancy and offices greater than 500m² gross floor area per site:
- (a) intensity and scale:
- (i) whether the intensity and scale of the land use activity, in particular, the number of people involved and traffic generated by the activity (including vehicle noise and lights), is compatible with the planning outcomes identified in the Unitary Plan for the surrounding area.
- (b) for design of parking, access and servicing:
- (i) the extent to which at grade parking will be softened with landscaping, including tree planting;
- (ii) whether vehicle ramps are visible from the street, however, where necessary they should be minimal in length and integrated into the design of the building;
- (iii) whether vehicle crossings and access ways are designed to reduce vehicle speed, be visually attractive and clearly signal to both vehicles and pedestrians the presence of a crossing or access way;
- (iv) whether a safe and convenient pedestrian environment with a good standard of amenity is created within the site which:
- provides direct and well defined routes;
 - links car parking areas to building access points; and

- incorporates pedestrian linkages to adjacent sites, streets and public open spaces, (where appropriate).
- (v) whether pedestrian access between parking areas, building entrances/lobbies and the street provides universal access for people of all ages and physical abilities and provide a high level of pedestrian safety;
- (vi) the extent to which for commercial activities, suitable provision is made for on-site rubbish storage and sorting of recyclable materials that:
- is a sufficient size to accommodate the rubbish generated by the proposed activity;
 - is accessible for rubbish collection. Kerbside collection is generally not appropriate; and
 - is preferably located within the building or where it is not within the building, it is located in an area not visible from the street or public open spaces.
- (vii) the extent to which, where appropriate, a waste management plan is provided either at the time of lodgement or by way of a consent condition and:
- include details of the vehicles to be used for rubbish collection to ensure any rubbish truck can satisfactorily enter and exit the site; and
 - provide clear management policies to cater for different waste management requirements of the commercial tenancy and residential apartments.
- (c) functionality:
- (i) whether the features of the proposal that are necessary to meet the functional requirements of the activity are considered.
- (d) displacement of industrial activities:
- (i) whether offices and/or retail development discourage or displace permitted activities in the Business - Light Industry Zone;
- (ii) whether the scale and design of offices and/or retail development are likely to attract further similar or supporting activities; and
- (iii) the extent to which the proposal integrates with existing activities on-site and supports light industrial activities in the surrounding area.
- (4) for artworks and interpretive structures and facilities which provide for information in relation to the mana whenua history of the area:

(a) landscape character and amenity values:

- (i) whether the design and location of buildings and structures, and site landscaping should avoid, remedy or mitigate any adverse visual effects on the landscape character and amenity values of the area. The following aspects are particularly relevant:

building bulk;

- glare or reflections off exterior cladding;
- landform modification needed for building platforms;
- screening from neighbouring sites;
- views of the buildings from any public road or open space used for recreation, including any beach, coastal marine area, coastline, or regional park; and
- related signage.

(b) Māori Cultural Landscape values:

- (i) The assessment criteria within I432.8.2(1)(g) above also applies to artworks and interpretive structures and facilities.

(5) for urupā

(a) effects on groundwater:

- (i) whether an urupā would cause leachate emergence or contamination to groundwater; and

(b) visual effects on neighbouring sites or open spaces used for recreation:

- (i) [intentionally blank]
- (ii) the extent to which there are measures to mitigate visual effects on neighbouring sites or open sites used for recreation.

(6) for yards and landscaping

(a) whether the proposed yard reduction, and the scale and design of the buildings and structures, adversely affect the amenity values and visual character of the precinct and adjacent sites;

(b) the extent to which landscaping requirements met the yard reduction;

(c) whether the yard reduction will have an adverse effect on:

- (i) site access;
- (ii) providing services to the site;
- (iii) any adverse effects on stormwater disposal; and

- (iv) the ability to mitigate any adverse effects of stormwater on the water quality of receiving environments.
 - (d) whether the reduction of the Puhinui Road yard will compromise the future development of a rapid transit corridor;
 - (e) whether the size and species of planting in riparian and coastal yards contributes to the enhancement of cultural and ecological values, including ecosourcing, ecological corridors and linkages with existing vegetation and/or habitats;
 - (f) the extent to which a planting and maintenance plan provides for:
 - (i) the eradication of all invasive plant pests from the planting site both at the time of planting and on an ongoing basis;
 - (ii) animal pest control; and
 - (iii) ongoing maintenance of the planting, including the replacement of plants that do not survive.
 - (g) the extent to which development within the riparian and coastal yards will protect and enhance cultural and ecological values, and recognise and provide for the outcomes articulated by Mana Whenua;
 - (h) consideration of practical mechanisms to maintain or enhance the ability for Mana Whenua to access and use riparian and coastal yards for karakia, monitoring, customary purposes and ahikā roa;
 - (i) the extent to which the location and design of development within coastal yards protects and enhances the Mana Whenua values associated with any archaeological sites of interest or significance to Mana Whenua identified in the Significant Historic Heritage Places Overlay; and
 - (j) Consideration of any potential adverse effects of planting on the operations of the Auckland International Airport.
- (7) for subdivision:
- (a) infrastructure:
 - (i) assessment criteria I432.8.2(1) - I432.8.2(5)
 - (b) Māori cultural landscape values:
 - (i) the extent to which adverse effects on the Māori cultural landscape values identified in Precinct Plan 1 - Māori cultural landscape values and association of Mana Whenua with land and water are avoided, remedied or mitigated;
 - (ii) ability to incorporate mātauranga Māori and tikanga Māori, recognising and providing for the outcomes articulated by Mana Whenua; and

(iii) consideration of practicable alternative methods, locations or designs that would avoid or mitigate the impact on the identified Māori cultural landscape values.

(c) stormwater management:

(i) the extent to which, stormwater management reserves are developed as a connected system with pedestrian access and other landscaping to, create green corridors to enhance ecology of the area and providing a visual connection of green networks to the surrounding open spaces and coastal areas;

(ii) the extent to which the stormwater management approach incorporates mātauranga Māori and tikanga Māori;

(iii) the extent to which infiltration can be achieved to minimise impacts of frequent flows on stream health on sites by:

- setting aside 10% of the site or identifying a specific design to provide for on-site stormwater management as a pervious reserve, or multiple areas up to 10%;
- ensuring the pervious reserve is located at the down gradient part of each site after earthworks and is the connection point to the piped stormwater network;
- ensuring the pervious reserve is protected from compaction during earthworks, or ripped to maximise infiltration capacity if compaction cannot be avoided; and
- ensuring that sufficient space is provided in the site layout and road design to accommodate stormwater management devices.

(d) the extent to which the creation of bird habitat in stormwater management areas will increase the risk of bird strike to aircraft; and

(e) the extent to which any stormwater outfalls entering a stream from a piped network is set back from natural channels to minimise erosion, and the extent to which it is practicable to use a vegetated conveyance swale within the floodplain to provide energy dissipation and additional interception prior to runoff entering a stream.

(8) for dwellings

(a) whether the scale, form, design, height and colour of the dwelling is sympathetic to the surrounding environment; and

(b) whether the dwelling provides for the relationship of Mana Whenua with the Maori cultural landscape through:

(i) native landscaping, vegetation and design;

- (ii) minimising landform modification where practicable and respecting the Maori cultural landscape values identified on Puhinui: Precinct plan 1 - Maori cultural landscape values; and
- (iii) maintenance of views and connections to and between important sites, places and areas, waahi tapu and other taonga.

(9) Earthworks in the Campana Road Structure Plan area:

(a) The extent to which adverse effects on archaeological values are avoided remedied or mitigated with an appropriate archaeological management methodology.

(b) Māori cultural landscape values:

- (i) the extent to which adverse effects on the Māori cultural landscape values related to discovery of archaeological material are avoided, remedied or mitigated;
- (ii) the ability to incorporate mātauranga Māori and tikanga Māori, recognising and providing for the outcomes articulated by Mana Whenua;
- (iii) whether consideration has been given to practicable alternative methods, locations or designs that would avoid or mitigate the impact on the identified Māori cultural landscape values;
- (iv) the extent to which the location and extent of earthworks provide for the relationship of Mana Whenua with the Māori cultural landscape including through:
 - the incorporation of building design elements, art works, naming and historical information to reflect the values and relationship mana whenua have with the Puhinui area;
 - native landscaping, vegetation and design including removal and replanting; and
 - minimising landform modification where practicable and respecting the Māori cultural landscape values identified in Precinct Plan 1 - Māori cultural landscape values.

I432.9. Special information requirements

An application, where appropriate must be accompanied by:

I432.9.1. Buildings and structures over 50m²

- (1) Where a site has frontage to Puhinui Road, a perspective sketch or photomontage must be prepared showing the proposed scale and form of buildings when viewed from Puhinui Road (SH 20B); and
- (2) Planting and landscaping plan:

- (a) a landscape plan must be submitted showing proposed planting of the site. The landscape plan must include sufficient information to meet the relevant assessment criteria including the following:
 - (i) a schedule of plant species;
 - (ii) planting specifications including the number, size and location of individual trees and shrubs;
 - (iii) planting management plan, including weed management;
 - (iv) the location and design of public amenity features; and
 - (v) retention and enhancement of native vegetation, existing significant trees and natural features and recognition of the plant species once found within the site

1432.9.2. Development or subdivision of land within sub-precincts A-G

- (1) A plan showing the overall context of the land area relative to existing buildings, including any public open space, transport connections, and any approved buildings;
- (2) Where land re-contouring is proposed, a plan showing the relationship of site contours to existing and proposed streets, lanes, and any public open space;
- (3) A plan showing the location and layout of any proposed public open space including the general location of soft and hard landscaping areas, such as pocket parks, plazas and linking spaces that complement the existing public open space network, ecological linkages and any natural features to be retained or enhanced;
- (4) For all non-complying activities an integrated transport assessment, including evidence of consultation with the road controlling authority including New Zealand Transport Agency, Auckland Transport and Auckland International Airport Limited, and consideration of:
 - (a) all modes of transport that would support the land uses proposed;
 - (b) the possible location of and linkages to rapid transport networks;
 - (c) a location policy that ensures specific development takes place in locations that, where relevant, supports sustainable transport mode share;
 - (d) planning and development tools to facilitate sustainable transport;
 - (e) travel plans, as appropriate to encourage uptake of sustainable transport options by employees and visitors;
 - (f) car parking standards with justification for the number of spaces proposed so land is used efficiently and effectively;

- (g) provision, where appropriate, to be made for cyclists, including cycle storage;
 - (h) any relevant funding matters;
 - (i) the safe and efficient operation of the State highway and road network (including Prices Road); and
 - (j) opportunities to reduce or remove access points to the State highway network.
- (5) For restricted discretionary activities, a traffic assessment shall be provided to address the predicted cumulative network performance in compliance with Standard I432.6.1 Transport by a suitably qualified and experienced traffic engineer using techniques accepted by the relevant road controlling authority. For development or subdivision within sub-precincts D or E the assessment must also contain a report outlining the results of:
- (a) A survey of total hourly traffic volumes entering and exiting the sub-precincts for completed development; and
 - (b) A review of total hourly traffic volumes entering and exiting the sub-precincts for consented development not yet constructed or operational.
- (6) The general location and design of streets and lanes, including the design of all main road linkages, and including cross sections where applicable;
- (7) The location and design of public transport and active mode infrastructure including walking and cycling network;
- (8) Identification of the location and function of main pedestrian and cycling routes to and within the sub-precincts, and their relationship to connections with SH20B (Puhinui Road) and transport nodes. This must include representative cross-sections showing the width of footpaths, cycle paths and traffic lanes;
- (9) The location of stormwater, wastewater and water supply infrastructure, ~~and how that infrastructure will integrate with existing public networks, including evidence of consultation with Watercare Services Limited;~~
- (10) Areas to be developed for stormwater treatment and detention purposes consistent with the relevant network discharge consent;
- (11) Proposed staging of earthworks and building development and the means of managing any vacant land through the staging process;
- (12) The location, form of control, function and layout of road connections and corridor treatments, in particular those connecting with SH20B (Puhinui Road); and

Note: All connections to SH20B (Puhinui Road) are required to be designed in accordance with the NZTA's requirements for physical works

to State Highways.

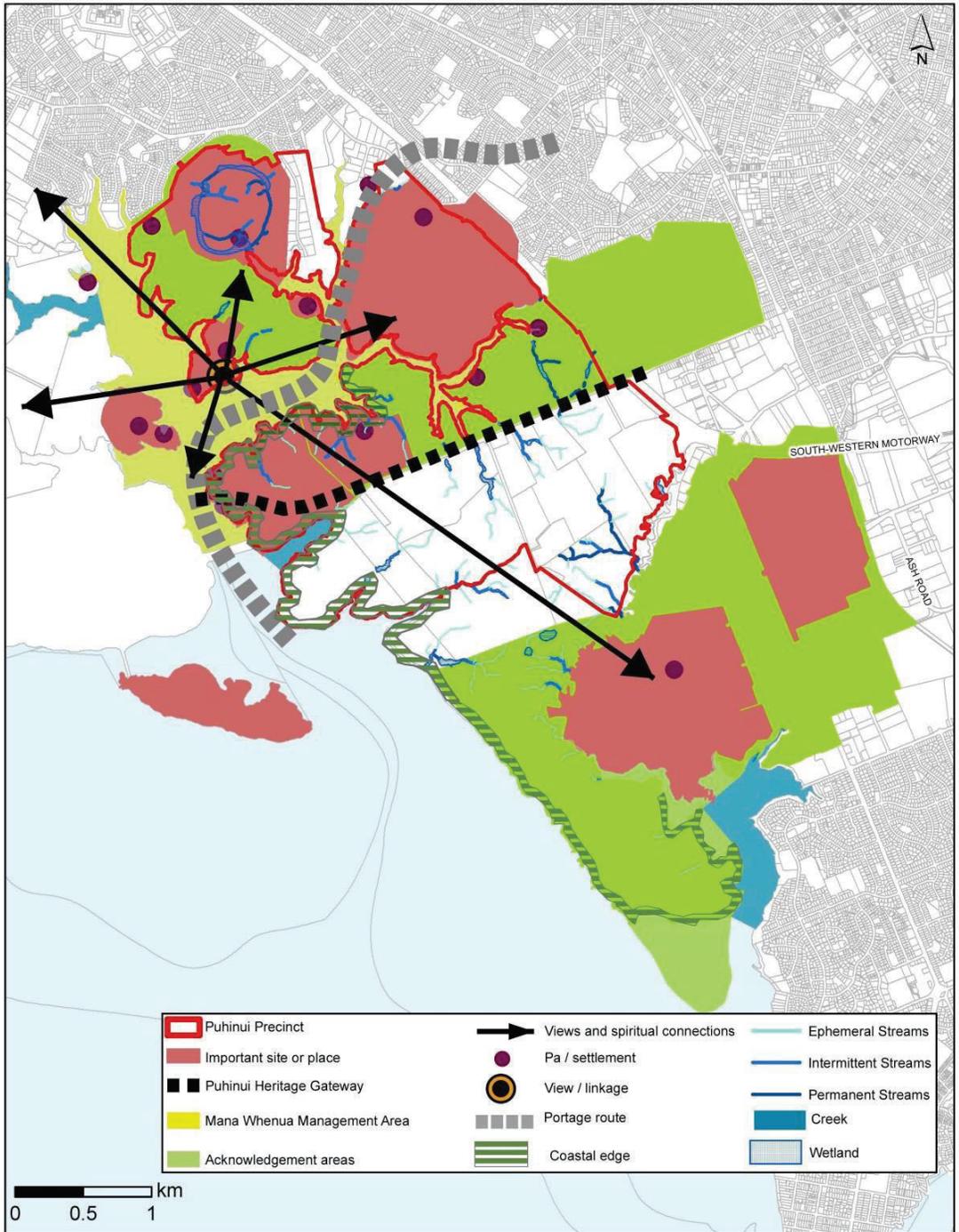
(13) Evidence of consultation with Kaitiaki contacts in respect of any potential wāhi tapu.

(14) Within the application for the first stage of subdivision or development of any site existing at [date of plan change approval] within Sub-Precinct C or Sub-precinct E (north) that requires reticulated services, the applicant must provide a Water and Wastewater Servicing Plan for the Sub-Precinct C and Sub-Precinct E (north) Area. The Water and Wastewater Servicing Plan must:

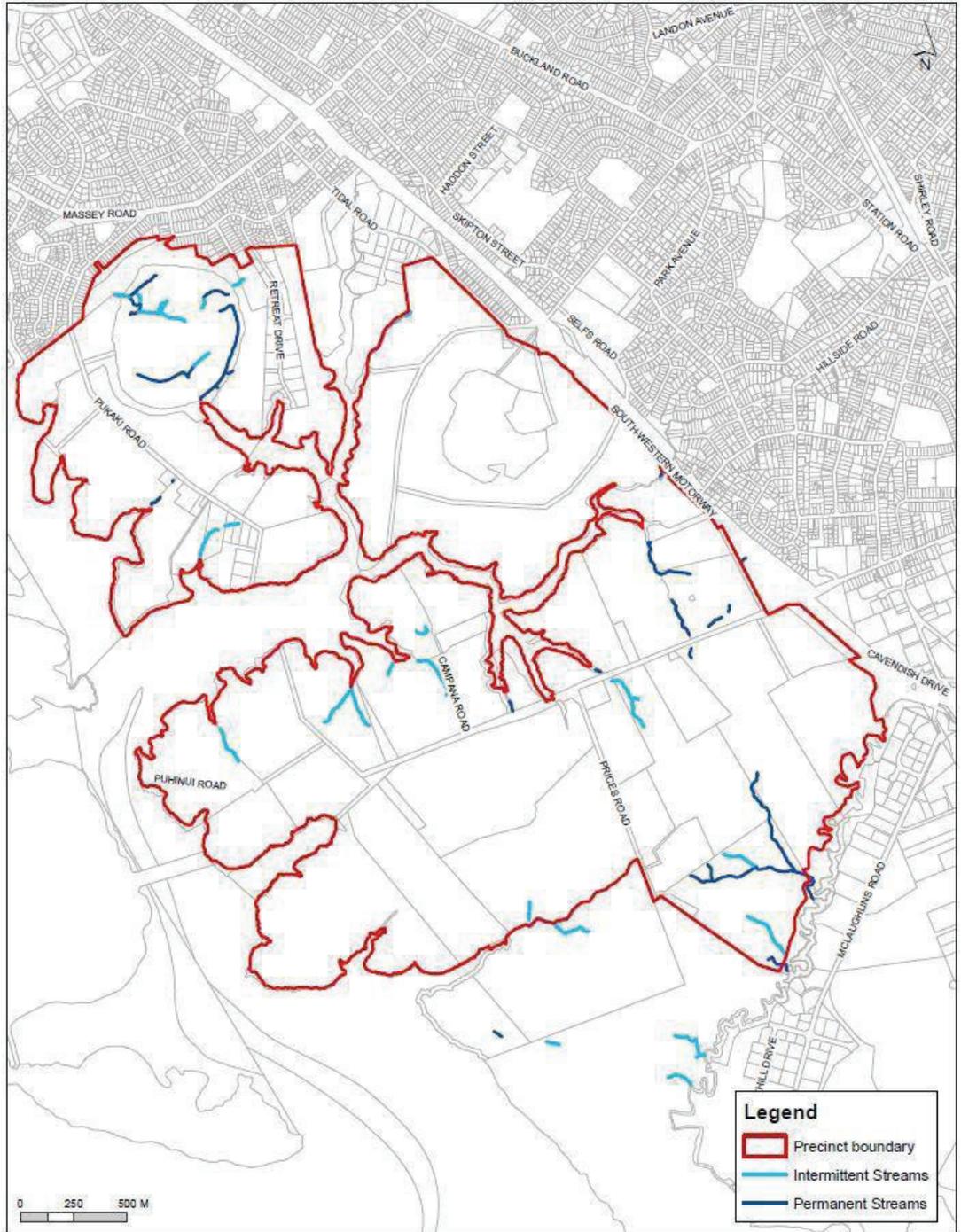
- i. Identify the location, size and capacity of the proposed local water supply and wastewater networks, including the proposed connections to the local network, within Sub-Precinct C and Sub-Precinct E (north).
- ii. Identify the timing, location, size and capacity of the key water supply and wastewater infrastructure dependencies located outside of the Precinct Area but are necessary to service Sub-Precinct C and Sub-Precinct E (north).
- iii. Identify all catchments outside Sub-Precinct C (but within FUZ) that may when developed connect to the Sub-Precinct C water supply and wastewater networks and demonstrate that the Sub-Precinct C networks are adequately sized to provide capacity for these catchments.

I432.10. Precinct plans

I432.10.1 Puhunui: Precinct plan 1 - Māori cultural landscape values



I432.10.2 Puhunui: Precinct plan 2 – Streams



1432.10.3. Puhinui: Precinct plan 3 – Pūkaki Marae – Matukutureia viewshaft



1432.10.4. Puhinui: Precinct plan 4 – Pūkaki Marae – Matukutureia viewshaft (survey diagram)

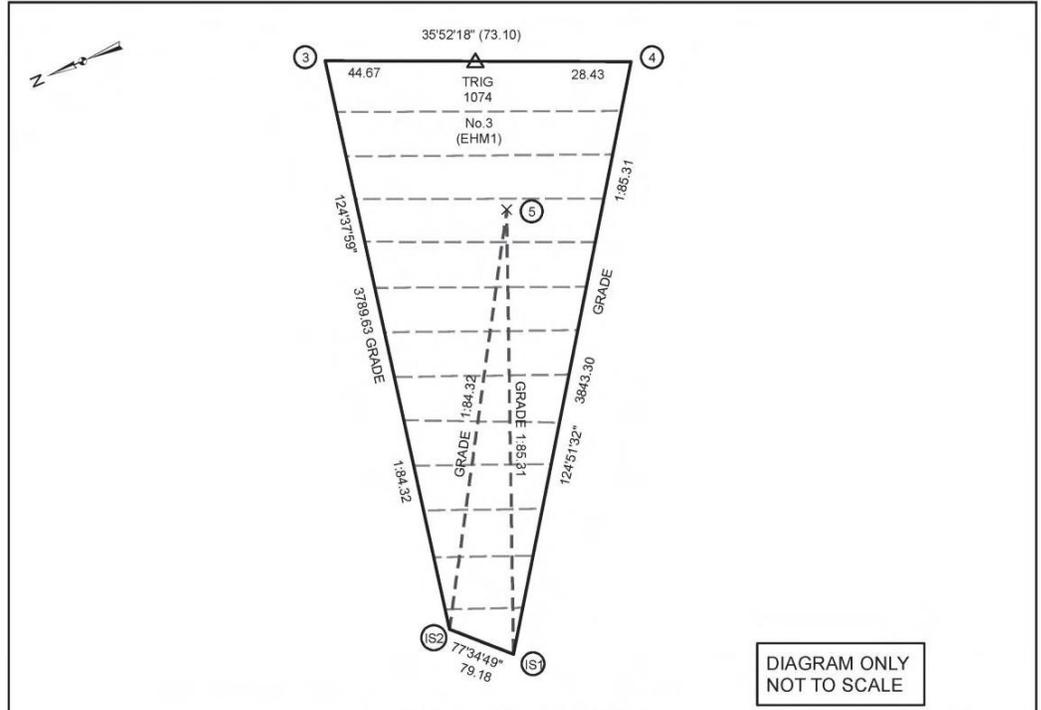
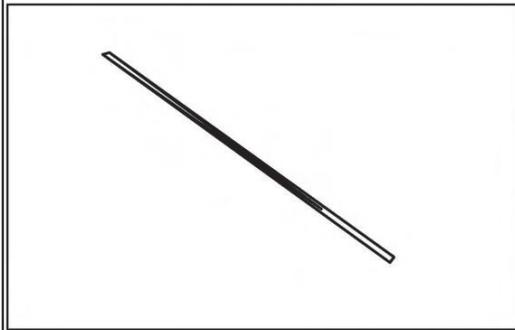


DIAGRAM ONLY
NOT TO SCALE

SCHEDULE OF COORDINATES

Pt No	DATUM 2000 MT EDEN CIRCUIT		New Zealand Transverse Meractor 2000		HEIGHT NEW ZEALAND VERTICAL DATUM 2016
	NORTHING	EASTING	NORTHING	EASTING	
IS1	787316.27	404106.31	5904259.71	1761093.45	9.01
IS2	787333.30	404183.63	5904275.30	1761171.07	9.25
3	785179.79	407301.46	5902064.32	1764248.53	54.20
4	785119.81	407259.67	5902005.13	1764205.64	54.05
5	785684.81	406505.35	5902584.03	1763461.89	43.02

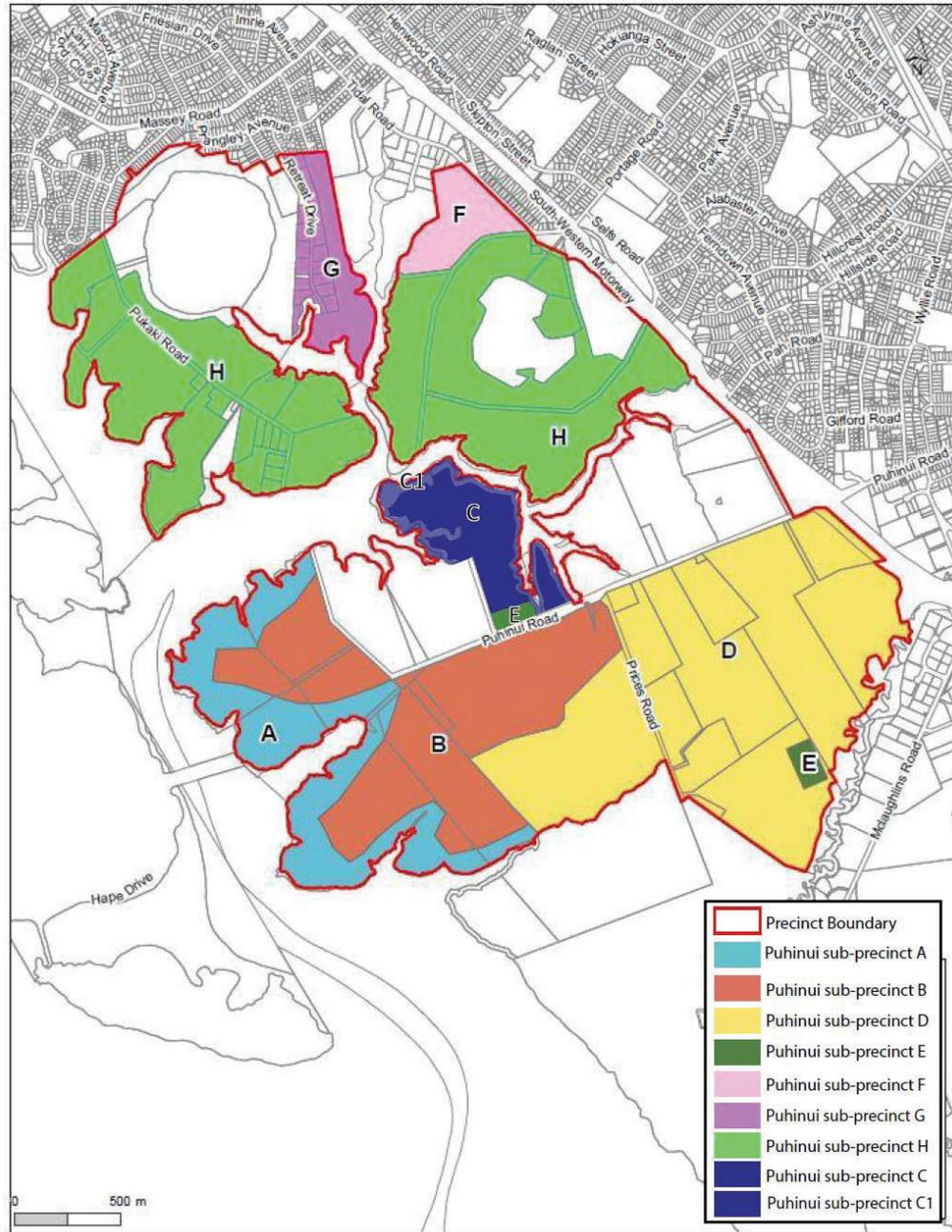


NOTES

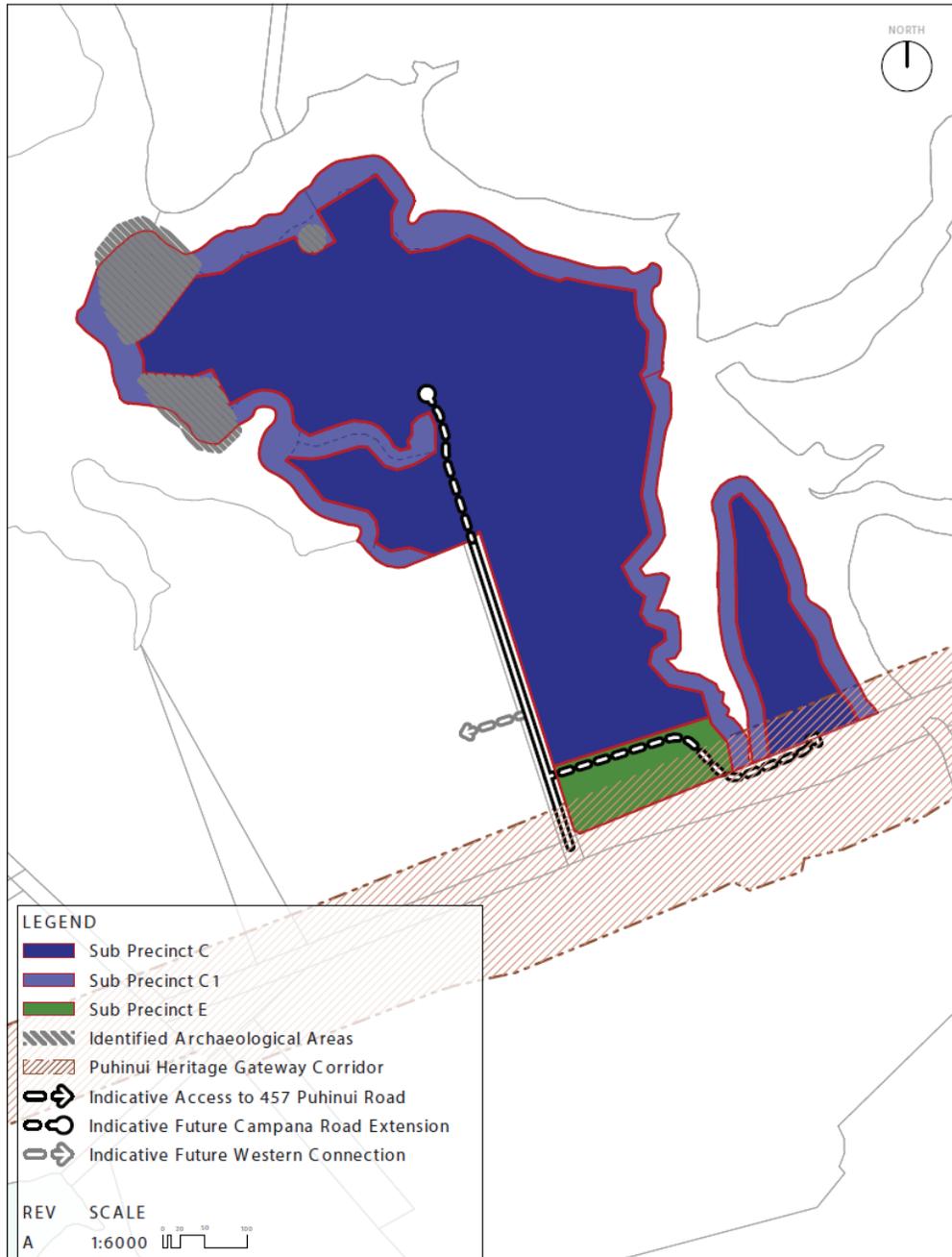
- LEVELS ARE IN TERMS OF NEW ZEALAND VERTICAL DATUM 2016 ORIGIN OF LEVELS
PUKAKI MARAE - 8 170 80 56547 RL 11.11
PRICES ROAD - 5 164 50 56547 RL 16.98.
- POINTS IS1 AND IS2 ARE 1.75m ABOVE IRON SPIKES BURRIED IN THE GROUND ON THE RESERVE SIDE OF THE FENCE. POINT 5 IS THE RL OF A TREE LINE ALONG THE EXTENSION OF PRICES ROAD INTO RESERVE/PARK.
- THE GRADIENT OF THE SIGHT LINE HAS BEEN DETERMINED USING THE HEIGHTS FROM IS1, IS2 TO 5.
- BEARINGS SHOWN ARE IN TERMS OF GEODETIC 2000 MT EDEN



I432.10.5. Puhinui: Precinct plan 5 – sub-precincts



I432.10.5. Puhinui: Precinct plan 6 – Campana Road Development Plan



LEGEND

- Sub Precinct C
- Sub Precinct C1
- Sub Precinct E
- Identified Archaeological Areas
- Puhinui Heritage Gateway Corridor
- Indicative Access to 457 Puhinui Road
- Indicative Future Campana Road Extension
- Indicative Future Western Connection

REV SCALE
A 1:6000