TO Kath Coombes- Acting Manager, Regional, North, West, and Islands, Planning and Resource Consents

FROM Sarah Wong – Senior Policy Planner, Regional, North, West, and Islands, Planning and Resource Consents

DATE 1 May 2026

SUBJECT **Update requested to the Auckland Unitary Plan (Operative in Part 2016) (AUP)**

I request an update to the AUP as outlined below:

Reason for update	Private Plan Change 103 - Silverdale West Industrial Area made operative
Chapter(s)	Chapter I Precincts Schedule 3 Significant Ecological Areas - Terrestrial Schedule Schedule 10 Notable Trees Schedule
Designation only	
Designation #	N/A
Locations:	N/A
Lapse Date	N/A
Purpose	N/A
Changes to text (shown in underline and strikethrough)	New text to be inserted: • New I561 Silverdale West Industrial Precinct • Additional rows into Schedule 10: Notable Tree Schedule • Additional row into Schedule 3 Significant Ecological Areas – Terrestrial Schedule Refer to Attachment C.
Changes to diagrams	New precinct diagrams to be inserted: • I561.10.1 Precinct Plan 1 Silverdale West Industrial Precinct • I561.10.2 Precinct Plan 2 Silverdale West Industrial Precinct: Additional Height Area • I561.11.3 Appendix 3: Transport Infrastructure Upgrades • I561.11.4 Appendix 4 Landscape Buffer Plan Refer to Attachment C.
Changes to spatial data	Add/ Amend GIS viewer planning maps: • Add new 'Silverdale West Industrial Precinct' boundary. • Amend zoning for the land within precinct boundary from Future Urban Zone to Business – Light Industrial Zone.

	• Add 4 identified trees to the Notable Tree Overlay layer. • Add additional area to the Significant Ecological Areas Overlay layer. • Add the land within the precinct boundary to the 'Stormwater Management Area – Flow 1' layer. • Delete the Macroinvertebrate Community Index – Rural notation from the land within the precinct boundary. • Add the Macroinvertebrate Community Index – Urban notation to the land within the precinct boundary. Refer to Attachment E.
Attachments	Attachment A: Decision on Plan Change 103 Attachment B: Clause 16 memo dated 14 January 2026 Attachment C: Corrections to text (strikethrough/underlining) Attachment D: Corrected text (clean) Attachment E: Updates to GIS Viewer

Maps prepared by: Mitesh Bhula Senior Geospatial Specialist	**Text Entered by:** Maninder Kaur-Mehta Planning Technician
Signature: 	**Signature:** 
Prepared by: Sarah Wong Senior Policy Planner – Regional North West and Islands	**Reviewed by:** Peter Vari Team Leader Planning – Regional North West and Islands
Signature: 	**Signature:** 
Authorised by: Kath Coombes Acting Manager Planning – Regional, North, West and Islands	
Signature: 	

Attachment A: Decision on Plan Change 103

Decision following the hearing of a Plan Change to the Auckland Unitary Plan under the Resource Management Act 1991

Proposed Private Plan Change 103 to the Auckland Unitary Plan

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Proposal

To rezone approximately 107ha of land at Silverdale West from the Future Urban Zone to Business - Light Industry Zone and to introduce a new Silverdale West Industrial Precinct.

This plan change is **APPROVED** with modifications to that publicly notified. The reasons are set out below.

Private Plan Change:	Private Plan Change 103 - Silverdale West Industrial Area
Applicants:	Fletcher Development Limited and Fulton Hogan Land Development (**Requestor**)
Hearing commenced:	Wednesday 2 April 2025
Hearing panel:	Karyn Kurzeja (Chairperson) Vaughan Smith Rebecca Skidmore
Appearances:	<u>For the Applicants:</u> - Janette Campbell and Elliot Maassen, Legal - Greg Dewe, Corporate - Hamish McLauchlan, Corporate - Tim Heath, Economics - Frank Pierard, Urban Design - Julia Wick, Landscape - Ellen Cameron, Archaeology - Philip Osborne, Infrastructure funding - Trevor Lee-Joe and Don McKenzie, Transport - Sam Blackbourn, Infrastructure - Robert White, Wastewater - Graham Ussher, Ecology - Karl Cook and Ross Cooper, Planning <u>For the Rodney Local Board:</u> - Louise Johnston, Deputy Chairperson

	<u>For the Submitters:</u> Tim Van Ameringen - online Auckland Council (as Submitter) represented by: - Michele Perwick - Planner - Carl Ackroyd - Ecologist Auckland Transport represented by: - Matthew Allan and Shamika Pujara, Legal - Robert Lee, Corporate - David Smith, Traffic - Catherine Heppelthwaite, Planning NZ Transport Agency represented by: - Nicola de Wit - Legal - Kathryn King - Corporate - Graham Norman - Transport - Greg Akehurst – Economics - Lesley Hopkins - Planning Watercare Services Limited represented by: - Sian Kilgour, Legal - Andrew Deutshcle, Corporate - Anna Jennings, Corporate - Jenny Vince, Planning Mammoth Ventures Limited and DP Boocock No 2 Trustee Limited represented by: - Burnette O'Connor, Planning <u>For Council:</u> - Peter Vari, Team Leader - Dave Paul, Planner - Craig Richardson, Traffic Engineer - July Zhou, Development Engineer - Gerard McCarten, Parks - Bridget Gilbert, Landscape Architect - Kirsty Myron, Ecologist - Lee Te, Kedan Li and Danny Klimetz, Stormwater - Rebecca Ramsay, Heritage - Ian Kloppers, Funding and Finance <u>On-Call:</u> - Nicole Li, Geotech - Cara Francesco, Heritage

	Hearings Advisor: - Chayla Walker
Hearing adjourned	4 April 2025
Commissioners' site visit	21 March 2025
Hearing Closed:	16 April 2025

Introduction

1. The private plan change request by Fletcher Development Limited and Fulton Hogan Land Development ("**the Requestor**") was made under Clause 21 of Schedule 1 to the Resource Management Act 1991 ("**RMA**") and, following receipt of all further information, Private Plan Change 103 ("**PC 103**") was accepted for processing by Auckland Council ("**the Council**") under Clause 25 of Schedule 1 of the RMA on 13 June 2024.

2. A report in accordance with section 32 and 32AA (in relation to the changes sought) of the RMA was prepared in support of the proposed plan change for the purpose of considering the appropriateness of the proposed provisions.

3. This decision is made on behalf of the Council by Independent Hearing Commissioners Karyn Kurzeja (Chairperson), Vaughan Smith and Rebecca Skidmore, appointed and acting under delegated authority under sections 34 and 34A of the RMA.

4. The Commissioners have been given delegated authority by the Council to make a decision on PC 103 to the Auckland Council Unitary Plan Operative in Part ("**AUP(OP)**") after considering all the submissions, the section 32 evaluation, the reports prepared by the officers for the hearing and evidence presented during and after the hearing of submissions.

5. PC 103 is a private plan change that has been prepared following the standard RMA Schedule 1 process (that is, the plan change is not the result of an alternative, 'streamlined' or 'collaborative' process as enabled under the RMA).

6. The plan change was publicly notified on 12 July 2024 following a feedback process involving Iwi, as required by Clause 4A of Schedule 1. Notification involved a public notice as well as letters to directly affected landowners and occupiers alerting them to the plan change. The latter step was aimed at ensuring that landowners and occupiers of properties affected by potentially significant changes were made aware of the proposed changes.

7. The submission period closed on 9 August 2024. A summary of submissions was notified for further submissions on 13 September 2024. A total of 20 submitters made 124 primary submission points and 6 further submitters made 74 further submission points on the plan change.

8. Nineteen of the 20 submissions were received on time. There was one late submission. This was an amendment to a submission that was lodged on time by

New Zealand Transport Agency Waka Kotahi ("**NZTA**"), but which the submitter requested be amended. The late submission was accepted under clause 37(a) of the RMA on 21 August 2024 by the Manager Planning - Regional, North, West and Islands, under delegation.

SUMMARY OF THE PLAN CHANGE

9. The proposed plan change is described in detail in the s42A Hearing Report. A summary of key components of the plan change is set out below.

10. PC 103 as notified, sought a change in zone of approximately 107ha of Future Urban zoned land at Silverdale West to Business - Light Industry Zone.

11. In addition to rezoning the land, PC 103 seeks to introduce a new precinct, referenced as the Silverdale West Industrial Precinct, to Chapter I Precincts of the AUP(OP). This precinct would overall rely on the existing provisions of the AUP(OP) but would also introduce several site-specific objectives, policies, activities and standards that reflect the desired outcomes for the area.

12. The primary purpose of the Precinct as notified is:

> *"to enable light industrial activities proximate to the urban growth in the wider northern areas of Auckland and the state highway transport network. Light industrial land use and subdivision activities are largely enabled through the underlying zoning, however the delivery of these within the precinct is closely aligned with the delivery of transport and other infrastructure upgrades needed to support the development of the precinct. Expected landscape amenity, stormwater and ecological outcomes are also articulated within the precinct and respond to mana whenua values."*

13. PC 103 also proposes to make the following amendments to the AUP(OP):

- Identifies four trees for inclusion within Chapter 3 Overlays – D13 Notable Tree Overlay Schedule 10: Notable Trees and on the Planning Maps.
- Adds the area to the Stormwater Management Control Area – Flow 1 on the Planning Maps.
- Deletes the Macroinvertebrate Community Index – Rural notation from the planning maps across the proposed Silverdale West Precinct and replaces it with the Macroinvertebrate Community Index – Urban notation.
- Adds an area of native Kānuka shrubland vegetation to the SEA Overlay.

14. The reasons given by the Requestor for the PC 103 Request include the following:

> *"The purpose of the PPC is to enable the provision of additional light industrial land in Silverdale West. The Applicants are the majority owners of the Plan Change area and intend to develop their landholdings in a manner consistent with the proposed zoning framework, which this PPC request will enable.*

The PPC is consistent with the objectives of the Council's planning documents and, in this regard, the reasons for the PPC are justified and consistent with sound resource management practice."[1]

15. In the Requestors' Joint Statement of Evidence (Planning) the plan change is summarised as[2]:

> *"The Silverdale West Private Plan Change (PC103) request proposes to rezone land within the Future Urban Zone to Business – Light Industry Zone and to establish the Silverdale West Precinct over the land in order to align future subdivision and development with the provision of the necessary transport wastewater and water supply and infrastructure, as well as landscape, stormwater management and ecological outcomes"*
>
> *"The overarching approach behind the development of PC 103 has been to adhere to the Structure Plan and rely on the existing operative provisions of the Auckland Unitary Plan – Operative in Part (AUP) to the extent possible"*

16. The final version of the proposed precinct provisions was provided along with the reply submissions from the Requestor on 11 April 2025.

THE SITE AND SURROUNDING ENVIRONMENT

17. The Requestor's 32 Analysis Report discussed the plan change area and set out the property details of the land included within PC 103. The s42 Hearing Report included a description of the site and the surrounding area[3].

18. The plan change area encompasses approximately 107.35 hectares of Future Urban zoned land just southwest of the Silverdale town centre (Silverdale West). Silverdale West is located in the North of Auckland some 30km (30 minutes drive) from Auckland's City Centre.

19. The plan change area is a physically well-defined area located between SH1 to the east and Dairy Flat Highway to the west. Agricultural land currently borders the south of the site, although that land also has a Future Urban zoning. The plan change area is generally triangular in shape, with individual land parcels creating a geometric pattern of shelterbelts and other farm boundary definitions.

20. A locality plan of the plan change area is included as **Figure 3** below.

[1] Silverdale West Plan Change Section 32 Analysis Report, Section 6.2, page 16
[2] Joint SoE of Messrs Cook and Cooper, paragraph 17 and 32.
[3] S42A Hearing Report, paragraphs 1 -7

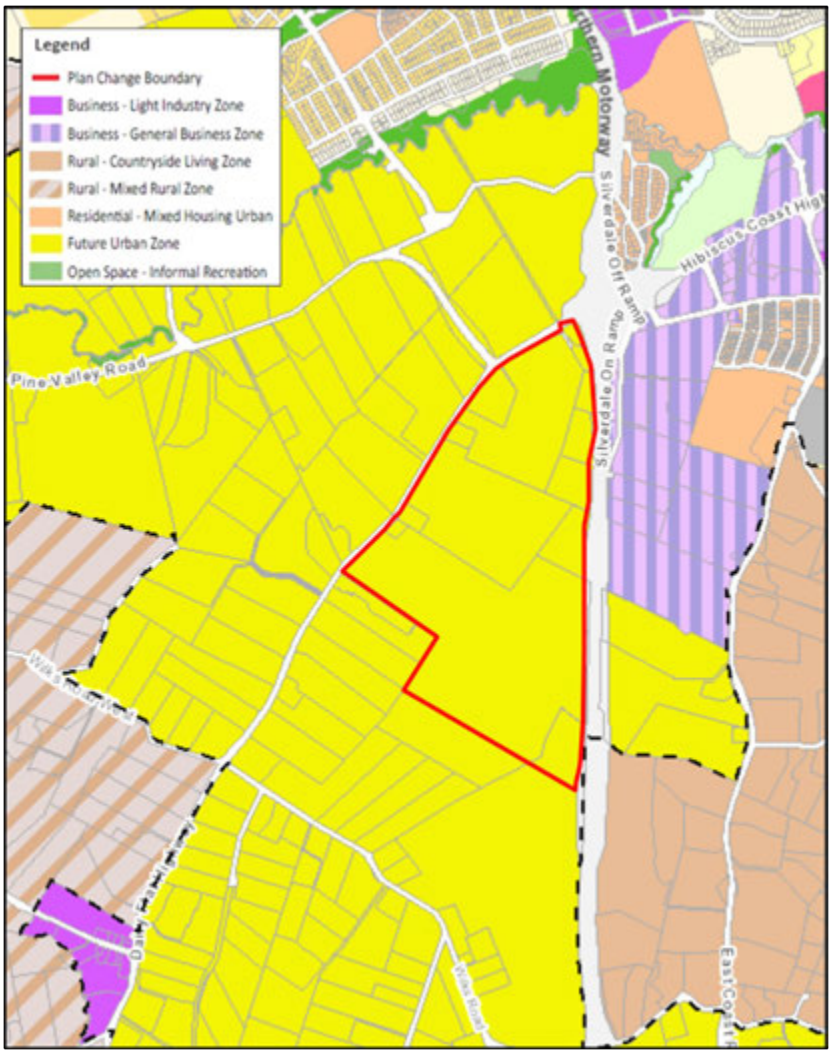


Figure 3 – Zoning Map of the Plan Change area.

21. The current land use within the plan change area is predominantly farming activity and the land is covered in pastoral grasslands, although there are some consented yard activities on smaller sites located in the east, adjoining the SH1 motorway. Various residential and farm buildings are present across the remaining plan change area. Smaller landholdings (especially along Dairy Flat Highway) have been more intensively managed as residential and lifestyle blocks.

22. The landform is a gently sloping valley with a network of watercourses which consists of small headwater streams and four permanent watercourses with the main watercourse, John Creek, being a permanent stream that flows south-north through the site. Two streams flow into this from the east and another stream flows from the southern boundary and joins John Creek at the southern end of the area. John Creek is not fenced, and it is highly degraded. Likewise, the smaller intermittent streams and ephemeral tributaries are in pasture areas, and consequently are highly degraded due to a lack of riparian cover and severe stock damage to stream beds.

23. Agricultural and past farming activities have removed almost all indigenous vegetation, although there are two defined clusters towards the northern extent of the plan change area. There is one area of Kānuka shrubland that is proposed to be identified as a Significant Ecological Area within the PC 103 area.

24. Much of the PC 103 area is viewed from SH1 and the surrounding elevated land east of the motorway.

25. SH1 adjoins the eastern boundary of the plan change area and can be accessed via the Silverdale Interchange. SH1 provides connections to Auckland, Silverdale, Warkworth, Wellsford and the Northland region. Dairy Flat Highway runs along the western boundary of the site and connects to SH1 and the Hibiscus Coast Highway in the north via the Silverdale Interchange.

26. The Hibiscus Coast Station and Park and Ride is located 450m from the northern extent of the site. This provides access to a number of bus routes to locations including Britomart, Waiwera, Gulf Harbour, Albany, Orewa and Millwater. The 986 bus-route connects the Hibiscus Coast Bus Station with the Albany Bus Station via Dairy Flat Highway. A bus route operation connecting the rapidly growing Milldale Precinct with the Hibiscus Coast Bus Station via Argent Lane commenced in November 2022.

27. In the wider context, the plan change area forms part of the extensive growth area in Auckland's North. In particular, the wider Wainui, Silverdale and Dairy Flat Future Urban zoned area is approximately 3,500ha extending from Upper Orewa in the north to Dairy Flat in the south.

28. In terms of land use and built form in the immediate locality, the plan change area is located directly southwest of the Silverdale town centre. There is an existing employment area (industry and general business zoning) and SH1 separating the plan change area from the town centre. The Milldale development, a new urban community, is located 1400m to the north of the plan change area. To the west and south of the plan change area is Future Urban zoned land. The land to the south is identified within Stages 2 and 3 of the Silverdale West Structure Plan. The land to the west is yet to go through a structure planning process however, the Council's draft spatial strategy for the north has indicated that this will be a high-density residential area with a supporting town centre.

29. The land within the plan change area is currently not serviced for reticulated water and wastewater and it does not include stormwater infrastructure. A very small part of the PC 103 area in the west near Pine Valley Road is subject to Designation 1480. The area is also subject to two recently decided Notices of Requirement for new and upgraded urban arterial road corridors with active mode facilities:

    - NoR8: North: Upgrade to Dairy Flat Highway between Silverdale Interchange and Durey Road in Dairy Flat (Auckland Transport). This affects the area immediately east of Dairy Flat Highway.

    - NoR4: State Highway 1 Improvements – Albany to Ōrewa and Alterations to Existing Designations 6751, 6760, 6759, 6761 also affects the PC 103 area immediately west of the existing SH1 motorway (NZTA).

30. At the date of this decision, NoR8 has been confirmed as Designation 1479, but aspects of the decision on NoR4 have been appealed. Three property specific appeals have been received, one related to a property north of the Silverdale Interchange, one at the southern end of Highgate Parkway and the other at Wright

Road, all outside the PC 103 area[4]. None of the appeals are therefore relevant to PC 103.

HEARING PROCESS

31. We directed the pre-circulation of expert evidence to provide all parties involved the opportunity to have read and considered any legal submissions, evidence or statements in advance of the hearing, and to assist the Hearing Panel in understanding the case being presented.

32. The s42A Hearing Report, released on 11 March 2025, recommended that the Hearing Panel approve PC 103, with modifications. The Reporting Officer for the Council, Mr Dave Paul stated[5]:

> *"Having considered all of the information provided by the Requestor, carried out an assessment of effects, reviewed all relevant statutory and non-statutory documents and made recommendations on all submissions, and subject to further evidence on matters set out in Section 9 above, I recommend that PC103 should be approved with modifications including the various modifications to the precinct provisions (including the precinct plan) that are discussed in this report. I have identified where further information/evidence is needed from the Requestor and submitters, and this may result in further modifications to the precinct provisions (including the precinct plan).*
>
> *Based on the PC103 Request documentation (including further information and assessment prior to notification) presented by the Requestor and the submissions and further submissions received, and having regard to the following planning instruments, it is my view that PC103 would (subject to the recommended modifications set out in Attachment AR1):*
>
> - *assist the council in achieving the purpose of the RMA;*
> - *give effect to the NPS-UD, NPS-FM;*
> - *give effect to the Auckland Unitary Plan - Regional Policy Statement;*
> - *be consistent with the Auckland Unitary Plan - Regional and District provisions;*
> - *be consistent with the Auckland Plan and the FDS;*
> - *be consistent with the Silverdale West Dairy Flat Industrial Area Structure Plan 2020."*

33. Mr Paul also provided an Addendum s42A Hearing Report on 10 March 2025 which was prepared to meet Direction 2 and considers the changes proposed to PC 103 as

[4] Statement of Evidence of Ms Hopkins, paragraph 35
[5] Section 42A Report at paragraphs 417 - 418

notified by the Requestor and should be read in conjunction with the Primary s42A Hearing Report. In the Addendum s42A Hearing Report Mr Paul stated[6]:

> *"As a result of my assessment in this Addendum S42A Report my recommendations on the submissions addressed remains the same as that in my Primary s42A Report, except in respect of Watercare submission 19.2 which I now recommend be accepted in full rather than in part as stated in my Primary s42A Report."*

34. Prior to the hearing, the Commissioners undertook a joint site visit on 21 March 2025 to the subject site and the local surroundings. An additional joint site visit was undertaken on 30 April 2025, after the hearing was closed.

TABLED HEARING STATEMENTS

35. We received a tabled Hearing Statement of Evidence from Ms Burnette O'Connor on behalf of Mammoth Ventures Limited and DP Boocock No 2 Trustee Limited on 25 March 2025.

LOCAL BOARD COMMENTS

36. Comments on PC 103 have been received from the Rodney Local Board. Ms Louise Johnston, the Deputy Chair of the Rodney Local Board presented a summary of the Local Board's feedback to the Hearing Panel from its meeting of 20 November 2024 when the Rodney Local Board resolved as follows:

    a) *whakarite / provide the following local board views on Private Plan Change 103 to rezone approximately 107ha of land at Silverdale West from Future Urban Zone to Business - Light Industry Zone and to introduce a new precinct.*

        i) *recognise the need for well-planned business and industrial zones within the Rodney Local Board area and acknowledge that large developers have the capacity to deliver well planned developments*

        ii) *express concern that for the Dairy Flat subdivision there [are] now several unplanned, industrial yards consented in the Future Urban areas at Wilks Road and Postman Road as these have cumulative effects on the rural character of the area*

        iii) *request that Private Plan Change 103 is declined or amended due to the following views:*
            A) *is an out of sequence development and does not align with Auckland Council's Future Development Strategy*

            B) *impacts on congestion and traffic safety, if Private Plan Change 103 is consented in its current form will impact negatively on the already over capacity motorway network between Silverdale and Albany including the Silverdale interchange*

            C) *creates congestion on the major transport corridor between State Highway 1 and State Highway 16 which serves inter regional transport as a designated alternative route between Auckland and Northland*

[6] Section 42A Addendum Report at paragraph 48

when the dome valley is closed. This transport corridor also connects Helensville to the Silverdale interchange, Pine Valley Road, Dairy Flat Highway, Hibiscus Coast Highway and State Highway 1 which will all be impacted by the proposed development

D) *requires developer funded transport infrastructure for an increased public transport service to the proposed industrial area, as the current bus service along Dairy Flat Highway from Hibiscus Coast Station to Albany is not an hourly service and does not operate in the weekends. There is no current funding in Auckland Transport's budget to increase this service, therefore public transport to the proposed industrial area will not be a viable option for employees and this will result in further congestion at the Silverdale interchange and along Dairy Flat Highway*

E) *Hibiscus Coast Station is within a walkable catchment to the proposed industrial area but there is no pedestrian or safe cycling access across the Silverdale interchange and the developers are not proposing to fund this infrastructure*

F) *Private Plan Change 103 does not include a contribution towards the future Wilks Road motorway ramps which form part of the supporting growth integrated transport infrastructure and will be served by this industrial area*

G) *proposed timing of the transport infrastructure to be funded by the developer such as signalising the Pine Valley and Dairy Flat Highway intersection needs to be revised and delivered at the start of the development if Private Plan Change 103 is granted*

H) *Watercare does not have the capacity to connect the proposed industrial area and therefore the developer and the local board do [not] support temporary waste and water solutions where waste is trucked off site.*

I) *full integrated storm water catchment planning has not been completed for Dairy Flat including how this development will impact the flood risk for the wider Dairy Flat and Silverdale areas*

J) *restrictions should be placed on the types of industry allowed so to minimise effects on nearby residential areas and flight paths from North Shore Airport*

K) *road widths within the light industrial area should be assessed to enable access for larger vehicles and oversized truck movements, for example vehicle testing services that may be located in the area*

L) *effects on at-risk species (including migratory birds) need to be assessed and mitigated*

b) *kopou / appoint a local board member L Johnston to speak to the local board views at a hearing on Private Plan Change 103*

c) *tautapa / delegate authority to the chairperson of the Rodney Local Board to make a replacement appointment in the event the local board member appointed in resolution (b) is unable to attend the private plan change hearing."*

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37. To the extent we are able, and in the context of submissions to PC 103, we have had regard to the views of the Local Board.

RELEVANT STATUTORY PROVISIONS CONSIDERED

38. The RMA sets out an extensive set of requirements for the formulation of plans and changes to them. These requirements were set out in the s42A Hearing Report[7].

39. The Requestor, in their plan change request dated 17 May 2024 provided an evaluation pursuant to s32 of the RMA, and the additional information (Clause 23) requested by the Council.

40. We do not need to repeat content of the Requestors' plan change request and s32 assessment report in any detail, as we accept the appropriate requirements for the formulation of a plan change have been comprehensively addressed in the material before us. However, in the evidence and at the hearing, we note that the Requestor proposed several changes to the plan change provisions in response to concerns raised by the Council in the interim s42A Hearing Report and the submissions received. A s32AA assessment was provided as a basis for the additional changes being sought.

41. We noted that the s32 assessment report clarifies that the analysis of the efficiency and effectiveness of the plan change is to be at a level of detail that corresponds to the scale and significance of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the proposal. Having considered the application and the evidence, we are satisfied that PC 103 has been developed in accordance with the relevant statutory requirements.

42. Clause 10 of Schedule 1 requires that this decision must include the reasons for accepting or rejecting submissions, while clause 29 (4) requires us to consider the plan change and to give reasons for (in this case) approving it. This decision gives effect to those clauses of the RMA. The decision must also include a further evaluation, in accordance with section 32AA of the RMA, of any changes that are proposed to the notified plan change after the section 32 evaluation was carried out. This further evaluation must be undertaken at a level of detail that corresponds to the scale and significance of the changes.

43. In our view this decision, which among other things, addresses the modifications we have made to the provisions of PC 103, satisfies our section 32AA obligations.

National Policy Statements

44. Pursuant to Sections 74(1)(ea) and 75 of the RMA the relevant national policy statements ("**NPS**") must be considered in the preparation, and in considering submissions on PC 103. Specifically, this plan change must "give effect" to the relevant NPS. We address this in this decision.

[7] Section 42A Report at Section 4

45. Consideration has been had by all parties as to whether the following NPS are relevant to the assessment of PC 103.

- The National Policy Statement on Urban Development 2020 – updated May 2022
- National Policy Statement on Freshwater Management 2020
- New Zealand Coastal Policy Statement 2010
- National Policy Statement for Highly Productive Land 2022
- National Policy Statement for Indigenous Biodiversity 2023.

46. A summary of each NPS is now set out below.

National Policy Statement on Urban Development 2020, updated May 2022

47. The National Policy Statement on Urban Development ("**NPS-UD**") came into force on 20 August 2020 and replaced the National Policy Statement on Urban Development Capacity 2016. It applies to all local authorities that have all or part of an urban environment within their District. Auckland City is listed as a "Tier 1" local authority. The NPS-UD was a response to the housing crisis in New Zealand and the need to rapidly build more homes.

48. The NPS-UD promotes intensification within urban environments, such as Auckland, as a means of increasing housing supply, supporting competitive land markets by providing sufficient development capacity to meet the different needs of people and communities and improving affordability to create 'well-functioning urban environments' that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future. All parties agree that the NPS-UD is relevant to PC 103.

National Policy Statement on Freshwater Management 2020

49. The National Policy Statement for Freshwater 2020 ("**NPS-FM**") provides local authorities with updated direction in the form of objectives and policies for how they should manage freshwater under the RMA. In the case of PC 103, the NPS-FM is of direct relevance, and Ms Myron (Council's Ecologist) considers that PC 103 needs to address the issue of some streams and wetlands which are proposed to be reclaimed within the PC 103 area in order to show how the provisions of the NPS-FM are being addressed.

New Zealand Coastal Policy Statement 2010

50. The New Zealand Coastal Policy Statement 2010 ("**NZCPS**") guides councils in their day-to-day management of the coastal environment. The NZCPS is the only compulsory NPS under the RMA.

51. John Creek, which drains the PC 103 area, flows into the Weiti Estuary and then to the Hauraki Gulf. While the PC 103 area is not within the coastal environment, it does

drain to the upper reaches of the Weiti Estuary. We therefore consider that the NZCPS is relevant to PC 103.

National Policy Statement for Highly Productive Land 2022

52. The National Policy Statement for Highly Productive Land 2022 ("**NPS-HPL**") provides direction to improve the way highly productive land is managed under the RMA. The NPS-HPL provides guidance on how to manage the subdivision, use and development of this non-renewable resource.

53. The NPS-HPL does not apply to existing urban areas and land that Councils have identified as future urban zones in district plans. As the plan change area was zoned Future Urban on 17 October 2022, the provisions of the NPS-HPL do not apply.

National Policy Statement for Indigenous Biodiversity 2023

54. The National Policy Statement for Indigenous Biodiversity 2023 ("(**NPSIB**") provides direction to councils to protect, maintain and restore indigenous biodiversity requiring at least no further reduction nationally. Given the range of watercourses, wetlands and vegetation located within PC 103, the NPSIB has direct relevance to PC 103.

Auckland Unitary Plan Regional Policy Statement

55. This plan change request must also "give effect" to the Auckland Regional Policy Statement ("**RPS**"). The purpose of the RPS is to achieve the purpose of the RMA by providing an overview of the resource management issues of the region; and policies and methods to achieve integrated management of the natural and physical resources of the whole region. We address the RPS further below in our decision.

56. We note that the RPS must give effect to any national policy statement and to the NZCPS. Further, it must not conflict with sections 7 and 8 of the Hauraki Gulf Marine Park Act 2000 and treat those provisions as a New Zealand Coastal Policy Statement.

Auckland Unitary Plan

57. The remaining provisions of the Auckland Unitary Plan (the regional (including coastal) and district objectives, policies and rules) must give effect to the RPS. They must also not conflict with sections 7 and 8 of the Hauraki Gulf Marine Park Act 2000 and treat those provisions as a New Zealand Coastal Policy Statement.

National Environmental Standards or Regulations

58. Under section 44A of the RMA, local authorities must observe national environmental standards in their district/region. No rule or provision may duplicate or be in conflict with a national environmental standard or regulation.

59. Both the Requestors' planners and Mr Paul considered that the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 and the National Environmental Standard for Freshwater

Regulations 2020 are relevant to the consideration of PC 103. These are briefly discussed below.

National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011

60. The National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 ("**NESCS**") is a nationally consistent set of planning controls and soil contaminant values. The standard ensures that land affected by contaminants in soil is appropriately identified and assessed before it is developed - and if necessary, the land is remediated or the contaminants are contained to make the land safe for human use.

61. The Requestor states that the NES-CS will apply at the time of development to manage contaminated land, and that consents under the NES and/or the contaminated land provisions of the AUP(OP) may be required prior to any redevelopment commencing. We are satisfied that this matter can be appropriately addressed by way of future resource consents.

National Environmental Standards for Freshwater Regulations 2020

62. The Freshwater NES set requirements for carrying out certain activities that pose risks to freshwater and freshwater ecosystems. The regulations require activities to comply with the standards which are designed to protect natural inland wetlands, protect urban and rural streams from in-filling, and ensure connectivity of fish habitat (fish passage) amongst other activities.

63. The Requestor considers that the delivery of key structuring elements within the plan change area is unlikely to require resource consent under the NES-FW, however they note that the relevant regulations will apply at the time of future development and this matter will be appropriately assessed through future resource consent processes. Again, we are satisfied that this matter can be appropriately addressed by way of future resource consents.

STRATEGIC CONTEXT

64. Section 74(2)(b)(i) of the RMA requires that a territorial authority must have regard to plans and strategies prepared under other Acts when considering a plan change.

65. The Requestor and the Section 42A Hearing Report set out a detailed strategic context to this plan change request and both provided a discussion on 'non-statutory' documents including the Auckland Plan 2050, the Auckland Future Development Strategy 2023-2053 and the Silverdale West Dairy Flat Industrial Area Structure Plan 2020. We address these below as they set the strategic context in which this plan change needs to be considered vis-à-vis the statutory planning documents.

66. The relevant recent Notices of Requirement prepared by Auckland Transport and NZTA are also briefly addressed below.

Auckland Plan 2050

67. The Auckland Plan 2050 prepared under section 79 of the Local Government (Auckland Council) Act 2009, is a relevant strategy document that the Council should have regard to when considering PC 103.

68. The Auckland Plan is the Council's key strategic document, setting out the social, economic, environmental and cultural objectives for the city. A key component of the Auckland Plan is the Development Strategy which describes how future growth will be accommodated up to 2050. The Auckland Plan focusses new development in existing urban areas and provides for 'managed expansion' in future urban areas. This managed expansion is with reference to structure planning processes.

Auckland Future Development Strategy 2023-2053 (FDS)

69. The Auckland Future Development Strategy 2023-2053 ("**FDS**") was adopted by Council in November 2023 and replaced the FULSS and the Auckland Plan 2050 – Development Strategy. It was prepared to satisfy the requirements under both the Local Government (Auckland Council) Act 2009 and the NPS-UD. We note that the FDS was not tested through the Schedule 1 process under the RMA.

70. Clause 3.13 of the NPS-UD states that the purpose of the FDS is:

> *"to promote long-term strategic planning by setting out how a local authority intends to:*
>
> *(i) achieve well-functioning urban environments in its existing and future urban areas; and*
> *(ii) provide at least sufficient development capacity, as required by clauses 3.2 and 3.3, over the next 30 years to meet expected demand; and*
> *(iii) assist the integration of planning decisions under the Act with infrastructure planning and funding decisions."*

71. Additionally, clause 3.17 of the NPS-UD states that the Council must have regard to the FDS when preparing or changing RMA planning documents, which includes PC 103.

72. Clause 3.8 relates to unanticipated or out-of-sequence plan changes. This states that the Council must have regard to the development capacity provided by the plan change if that development capacity:

(a) Would contribute to a well-functioning urban environment; and

(b) Is well connected along transport corridors; and

(c) Meets the criteria set out in the RPS.

73. The FDS identifies that approximately 1,500 -1,700 hectares of vacant business land is needed over the long-term. Silverdale West is identified in the FDS as a location for future land extensive business, such as manufacturing, logistics and construction, to serve the northern future urban areas and to help address local and sub-regional employment inequities and to contribute to emissions reductions.

74. The timing for Silverdale West (Stage 1) is not before 2030+. Please refer to **Figure 4** below:

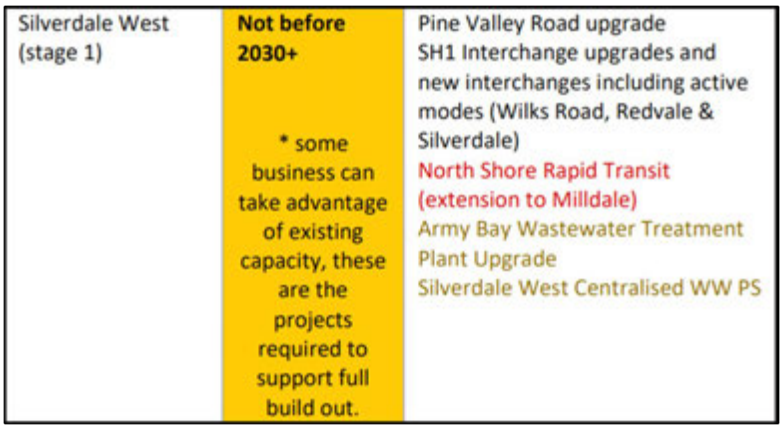


Figure 4 – Timing of Development in Future Urban Areas - Silverdale, Dairy Flat, Wainui East, Upper Orewa – Source: FDS

75. The specified key bulk infrastructure prerequisites to support development readiness include the following five projects:

- Pine Valley Road upgrade
- SH1 Interchange upgrades and new interchanges including active modes (Wilks Road, Redvale & Silverdale)
- North Shore Rapid Transit (extension to Milldale)
- Army Bay Wastewater Treatment Plant Upgrade
- Silverdale West Centralised WWPS

76. With respect to the above, the Requester stated[8]:

> *"The analysis to inform the Silverdale West infrastructure prerequisites is coarse and high level. Both the more detailed Integrated Transport Assessment, prepared by Stantec, and the water and wastewater servicing strategy prepared by Civix have confirmed that capacity, or an infrastructure solution, exists to enable development proposed within the Plan Change area to commence ahead of 2030 sequencing. If development occurs prior to the Council providing the necessary infrastructure upgrades, the Applicants have confirmed that they are capable and willing to cover those costs up front and will seek to enter into agreement(s) with Council to recover some of those costs over time where there is a wider public benefit from the provision of that infrastructure (refer Appendix 22). Further, the proposed precinct provisions including the trigger rules and monitoring requirements ensure that the Council maintains the ability to control further growth if the necessary*

[8] Silverdale West Plan Change Section 32 Analysis Report, Section 9.2, page 32

infrastructure upgrades are not in place and coordinate development capacity with the required transport upgrades to service development."

77. Of note is that the FDS states[9]:

> *"In some cases, the prerequisite infrastructure will need to be in place when development commences. In some cases, it will be appropriate for rezoning to occur and development to commence prior to or while the infrastructure prerequisite is in the process of being built and established. In other cases, staged development will be appropriate. Alternate approaches to infrastructure technology that achieve the same or similar outcome will also be considered.*
>
> *… Whilst this strategy sets infrastructure prerequisites that align with council's planned investment in future urban areas, it also signals a pathway for the private sector to fund infrastructure ahead of when the council can fund the required infrastructure."*

78. The Hearing Panel further observes that PC 103 does not apply to all of the Stage 1 area identified in the FDS and only covers the southern portion of it. The staging provisions in the precinct also mean that only a portion of the PC 103 area is proposed to be developed initially with the necessary infrastructure provided to achieve that. Subsequent stages of development in the Silverdale West Precinct are dependent on the provision of additional infrastructure.

Silverdale West Dairy Flat Industrial Area Structure Plan ("Structure Plan")

79. Before any urban development of the FUZ land can occur, the land must first be structure planned. Structure planning has been completed for Silverdale West (Stages 1-3) / Dairy Flat Industrial Area. The Structure Plan was adopted by the Council in April 2020 in response to the Council's Future Urban Land Supply Strategy 2017 which identified part of the Silverdale West Dairy Flat area specifically for business and sequenced it to be development ready in the period 2018 – 2022.

80. The Silverdale West Dairy Flat area was signalled to become the focus for future light industry growth in the urban north due to the urban growth proposed in the wider area and the imminent exhaustion of light industry zoned land supply in the North Shore, Silverdale and the Highgate Business Park. This will result in the land being the next nearest light industry zone location to urban Auckland.

81. The structure plan shows how the land can be urbanised taking into account constraints and opportunities. It shows the land uses and infrastructure required to service the land. It also shows how the area connects to adjacent existing and future urban areas and wider infrastructure networks. Important cultural values, natural features and heritage values are also addressed.

[9] FDS, pages 44 and 45

82. The total structure plan area is 603ha gross, however, once floodplains and roads are deducted, the net developable area is 350ha, of which 294ha is proposed for light industry purposes.

83. The key features of the Structure Plan are:

- light industry with a central area of heavy industry
- existing and an indicative new transport network
- existing and indicative new water and wastewater infrastructure
- indicative open space
- landscape protection measures including landscape buffers and view shafts
- stream areas and floodplains to be protected
- a staged approach to land development.

84. The Structure Plan is set out below in **Figure 5**:

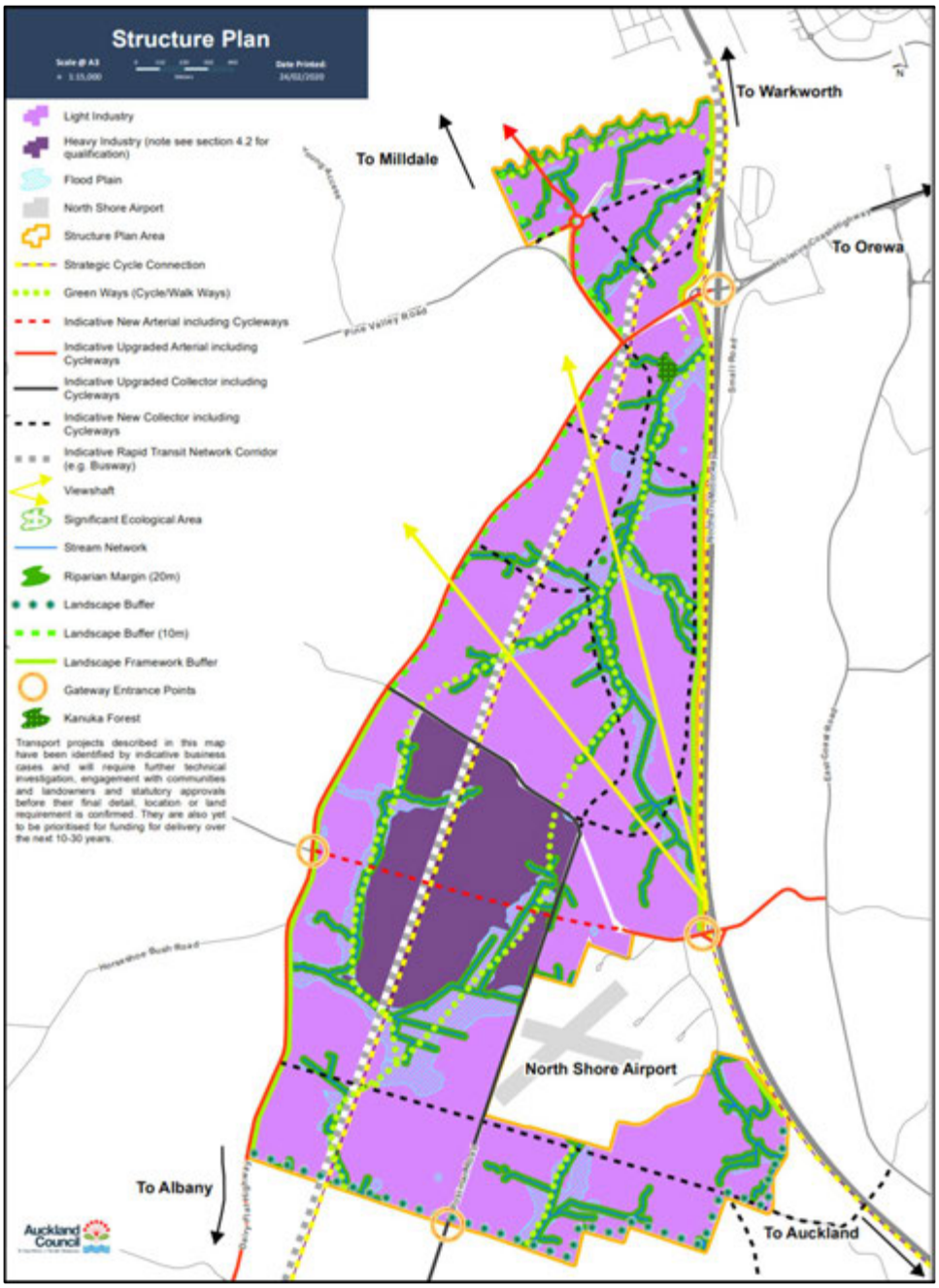


Figure 5 – Silverdale West Dairy Flat Industrial Area Structure Plan.

85. The structure plan includes a staging plan which determines which land is to be rezoned first and sets out a timeline for the rezoning of the remainder of the land. Three stages are proposed to align with the projected demand for land and the provision of infrastructure. The staging plan is set out below in **Figure 6**:

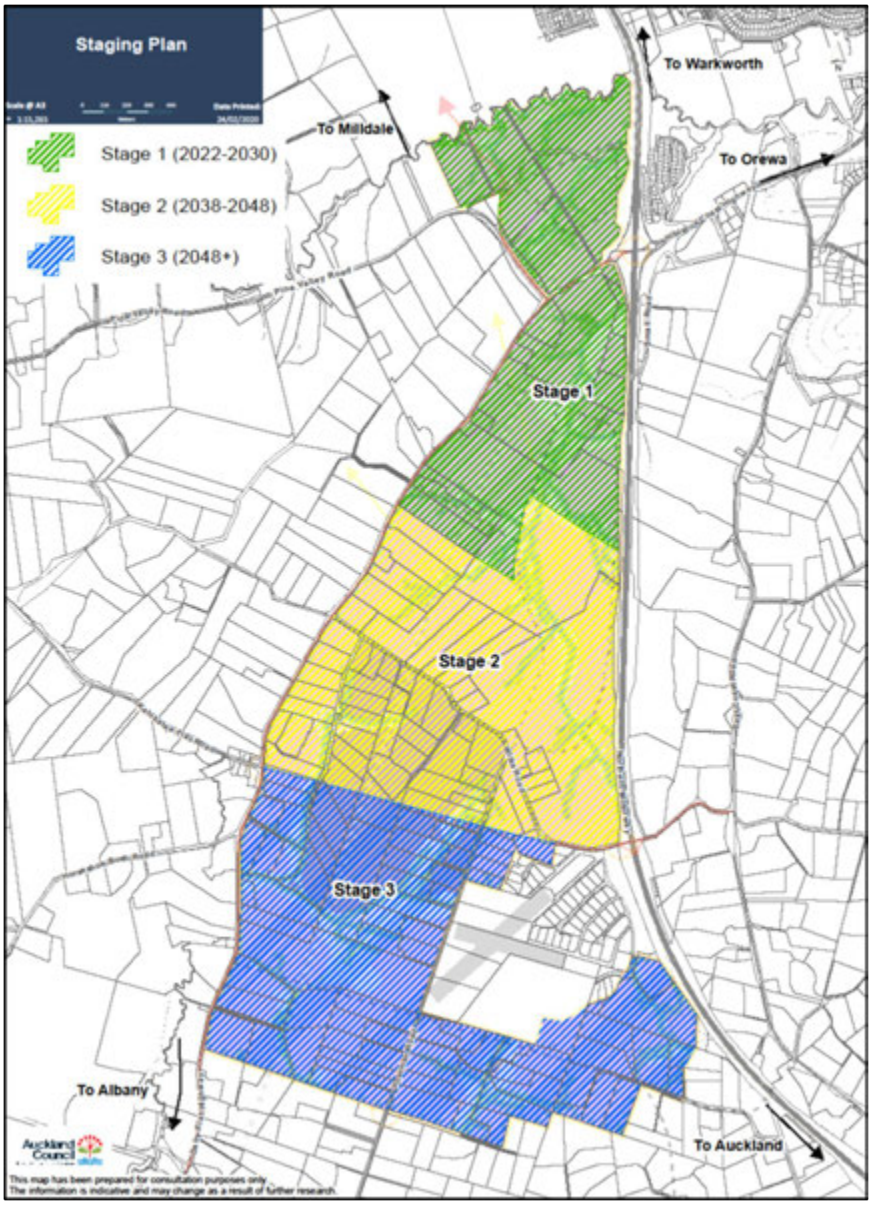


Figure 6 – Staging Plan

86. The structure plan will be implemented through a series of plan changes to rezone the FUZ land in accordance with land uses and staging indicated in the Structure Plan. PC 103 is one of the anticipated plan changes to give effect to the Structure Plan.

87. Of note to this plan change (and will be discussed later in this decision) is that several elements are identified in the structure plan relating to landscape. A view shaft is identified to help protect views from the motorway and landscape buffers are also identified along both Dairy Flat Highway and the SH1 motorway.

Notices of Requirement

88. The Notices of Requirement ("**NoR**") for North Auckland for the Supporting Growth corridors project were lodged on 20 October 2023 and Auckland Transport notified its decision on the NoRs on 23 January 2025. The proposed upgrade to Dairy Flat Highway to an urban arterial corridor with active mode facilities between Silverdale

Interchange and Durey Road in Dairy Flat (NoR8) has enabled the future provision of the first prerequisite set out in the FDS.

89. While the NoR8 upgrade was initially subject to a single appeal by Waste Management NZ Limited (which related only to conditions), the Environment Court has subsequently confirmed NoR8 in June 2025 (dismissing the only appeal).[10] Designation 1479 has now been confirmed and inserted into the AUP(OP).

90. NoR4 involves an alteration to the existing SH1 designation for a long-term future transport network for North Auckland. Specifically, it proposes a rapid transit corridor between Albany and Milldale and includes alterations to existing designations 6751, 6760, 6759, 6761. The intent is to provide fast, frequent, reliable and high-capacity public transport services for future communities in Milldale, Silverdale, Ōrewa, Wainui East and Dairy Flat.

91. The above project involves upgrades to the SH1 Interchange, which is another prerequisite set out in the FDS. We note there is currently no funding for detailed design or construction of these projects. NZTA anticipates the project will be delivered sometime within the next 30 years to align with Auckland Council's land use planning. As noted above, the project is currently in the appeal period, but no appeals are relevant to PC 103.

Government Policy Statement on Land Transport 2024

92. The Government released the Government Policy Statement on Land Transport ("**GPSLT**") in June 2024. It sets out the Government's land transport strategy including:

- what it expects to be achieved from its investment in land transport through the National Land Transport Fund (NLTF)
- what it expects to be achieved from its direct investment in land transport
- how much funding will be provided and how the funding will be raised
- how it will achieve its outcomes and priorities through investment in certain areas, known as "activity classes" (e.g. the maintenance of state highways or road policing)
- a statement of the Minister's expectations of how the New Zealand Transport Agency gives effect to this GPS.

93. Each GPSLT sets out the priorities for the following 10-year period and is reviewed and updated every 3 years.

94. The New Zealand Transport Agency ("**NZTA**") had to give effect to the GPSLT 2024 in developing its 2024 – 2027 National Land Transport Programme.

[10] Decision [2025] NZEnvC 194 Waste Management NZ Limited (ENV-2025-AKL-047) v Auckland Transport

Open Space Provision Policy 2016

95. The Open Space Provision Policy 2016 ("**OSPP**") informs the Council's investment decisions to create a high-quality open space network that contributes to Aucklanders' quality of life. It provides direction on the provision of open space at a network scale (across multiple open spaces rather than an individual site). Provision is considered on the basis of four inter-related factors being: function, distribution, location and configuration.

96. A network of open space is proposed within PC 103, some of which will be acquired at a later stage by the Council utilising this policy direction.

Requestors' Concept Development Plan

97. As set out in the urban design evidence for the Requestor, a concept development plan was prepared in collaboration with the project team, which sought to ensure that the plan change reflects good urban design practice.

98. Mr Frank Pierard considered that the concept development plan aligns with the Structure Plan and adopts a comprehensive urban design approach. This includes detailed site analysis, identification of opportunities and constraints that shape the site's development, along with the development of design principles which informed the key moves[11].

99. The Development Concept Plan, along with the Structure Plan, informs the precinct provisions and precinct plans IX10.1 and IX10.2. In brief, Mr Pierard said the proposal will[12]:

> *"(a) include a coordinated road network;*
>
> *(b) integrate natural features into an open space network;*
>
> *(c) set strategic landscape buffers to mitigate potential visual impacts and enhance amenity; and*
>
> *(d) enable 30-metre height variation in low-lying areas."*

FINDINGS AND REASONS FOR APPROVING THE PLAN CHANGE

100. The following sections address our overall findings on PC 103 and why we have approved it; having heard and considered all of the material and evidence before us.

101. We had extensive evidence before us, with parties requesting a considerable number of specific and detailed changes to the precinct provisions. Many of these were addressed by the Requestors' planners. Where they accepted them, they were incorporated into subsequent iterations of the precinct provisions, with the latest version provided as part of the reply submissions being those the Requestors'

[11] Statement of Evidence of Mr Pierard, paragraph 14
[12] Statement of Evidence of Mr Pierard, paragraph 17

planners ultimately supported. Those provisions they did not support were addressed in their evidence.

102. We have specifically addressed those matters and those changes sought that we considered were significant in the context of this decision. Where they have not been specifically addressed, the provisions we have accepted are those in the precinct provisions attached to this decision.

103. We also address the submissions received on PC 103 and the relief sought in those submissions. In this respect, in accordance with Clause 10(2) of the RMA, we have grouped together those submissions under the headings that were used in the Section 42A report for consistency.

104. With respect to further submissions, they can only support or oppose an initial submission. Our decisions, on the further submissions reflects our decisions on those initial submissions having regard, of course, to any relevant new material provided in that further submission. For example, if a further submission supports a submission(s) that opposes the plan change and we have recommended that the initial submission(s) be rejected, then it follows that the further submission is also rejected.

105. We also note that we must include a further evaluation of any proposed changes to the plan change arising from submissions; with that evaluation to be undertaken in accordance with section 32AA of the RMA. With regard to that section, the evidence presented by the Requestor, the Submitters and Council Officers and this report, including the changes we have made, effectively represents that assessment. All the material needs to be read in conjunction with this decision report where we have determined that changes to PC 103 should be made.

Reasons for the Plan Change Proposal

106. We accept the Requestors' rationale for seeking to change the AUP(OP) and rezoning the application site from FUZ to a Business – Light Industry zone with the addition of the Silverdale West Precinct, despite it being a reduced scale to that shown in the Structure Plan. This was detailed in the Application, evidence and the legal submissions.

107. Specifically, it has long been identified in strategic planning documents[13] that there is a concern over the scarcity of industrial zoned land to meet forecast demand in Auckland. Notably, this plan change will only provide for light industrial land as envisaged in the Structure Plan. As legal counsel for the Requestor submitted, there is no dispute that the land is appropriate for a light industrial zone. Moreover, there is no dispute that Auckland's north is in direct need of light industrial land[14].

108. We further note that the plan change area is largely consistent with the spatial outcomes specified in the Structure Plan adopted by the Council. The key differences being that the land north of Dairy Flat Highway has not been included within the plan

[13] Auckland Plan 2012, Directive 6.3, page 158
[14] Opening Legal Submissions, paragraph 3

change, and the southern boundary of the plan change area extends slightly further to the south than the Stage 1 boundary, into Stage 2.

109. The Requestor says that the selected plan change area ensures development does not trigger significant traffic infrastructure upgrades. The plan change application is also driven by the practical ability to develop the land without relying on public infrastructure upgrades or other parties. The Requestor, being FDL and FHLD are both experienced developers with established track records in land development. FHLD is also familiar with the area as the developer of nearby residential developments Millwater and Milldale. Together they comprise the majority owners of the plan change area.

110. Legal counsel for the Requestor submitted that PC 103 achieves an appropriate balance of unlocking much needed light industrial land while managing effects on the transport network and environment through staged development[15]. We note that the S42A Reporting Officer agrees, subject to some modifications to the precinct provisions.

111. For the reasons that follow, it is our view that the provisions of PC 103 (as we have determined them) are more efficient and appropriate in terms of section 32 and section 32AA of the RMA than those currently in the AUP(OP) and it satisfies the Part 2 provisions of the RMA. We address these matters below.

AREAS IN CONTENTION AND OUR FINDINGS ON THOSE MATTERS

112. Having undertaken a joint site visit, considered the submissions and further submissions received, the hearing report, the evidence presented at the hearing and the responses to our questions, the following principal issues in contention have been identified by the Panel:

- Whether the plan change should be declined because it is out of sequence with the FDS and the consequences of this on the planned development of the public bulk water and wastewater infrastructure to service this area, as well as on the planned SH1 interchange upgrades;
- Whether the precinct provisions should be amended to make it harder for development to precede local roading upgrades;
- Whether there is the ability to impose a financial contribution requirement in favour of NZTA under the RMA;
- If the above is so, whether it is appropriate to impose financial contributions within the Precinct to fund works on the State Highway network;
- Whether Watercare should be notified of resource consent applications for interim on-site water and wastewater solutions;

[15] Opening Legal Submissions, paragraph 6

- Whether interim on-site water and wastewater solutions should be in place prior to construction rather than prior to the issue of Section 224(c) certificates or the occupation of buildings;
- Whether the appropriate trigger for transport upgrades to be completed is at the time of occupation or Section 224(c) stage;
- Whether an interim shuttle bus service should be required in the precinct provisions to provide for active mode connections across SH1;
- What the most appropriate activity status is for buildings between 20m – 30m in height in identified areas;
- What the landscape buffer treatment should be adjoining SH1 and Dairy Flat Highway;
- Whether the Special Information Requirements should be strengthened;
- What are the most appropriate precinct provisions for the treatment of yards and riparian margins;
- Whether there should be additional precinct provisions to account for bats and lizards;
- What are the reasons why an identified area of Kānuka shrubland should qualify as an SEA;
- What are the most appropriate stormwater management provisions for the precinct; and
- Whether the request for additional land to be included in PC 103 is within scope of PC 103.

113. We respond to the above points in contention in addressing the key subject matter headings below.

Wastewater and Water Supply

114. Watercare opposes out-of-sequence development. Ms Sian Kilgour, Legal Counsel for Watercare submitted[16]:

> *Because Watercare's planning for its infrastructure is aligned with Council's population forecast and FDS, Watercare does not support out of sequence development. Out of sequence development leads to inefficiencies in the provision of infrastructure, poor technical outcomes and misaligned expectations between developers, tenants and the community. These are poor planning outcomes.*

[16] Legal submissions of Ms Sian Kilgour, paragraph 2.2

115. Ms Kilgour went on to state that if out-of-sequence development is to be enabled in the plan change area, it must be subject to planning controls that avoid development in the plan change area occurring ahead of the necessary Watercare infrastructure[17].

116. Dealing first with Watercare's primary relief, that PC 103 should be declined as it is out of sequence with that specified in the FDS. We begin with a summary of the economic evidence we heard in relation to the need for light industrial zoned land.

117. Mr Tim Heath provided economic evidence in support of PC 103 on behalf of the Requestor. Mr Heath is an experienced economic expert. It was his evidence that the population and industrial employment within the PC 103 catchment have been growing significantly faster than projected in the Council's Growth Scenario and the Silverdale Business Land Assessment 2018 (SBLA)[18]. He advised that the latter informed the allocation of future industrial land and its staging in the Structure Plan.

118. It was Mr Heath's opinion that failing to respond promptly to the surging demand for industrial land will constrain the growth of the local industrial employment base[19]. In addition, it was his view[20] that ensuring sufficient industrial land supply is essential to support increased local employment opportunities, foster commensurate growth in the local economy and contribute to a well-functioning urban environment.

119. He advised that based on high-level estimates, and considering recent industrial employment growth in the catchment, there will be a potential short-term shortfall of 86 - 108ha (gross) of light industrial land by 2028[21]. He noted this would be in addition to the existing vacant light industrial land capacity identified in the Housing and Business Development Capacity Assessment for the Auckland Region September 2023 (HBA) 2023.

120. It was Mr Heath's opinion that if PC 103 was declined, the continued growth of the catchment's industrial sector would likely be unnecessarily constrained, leading to significant market and land use inefficiencies, lost development opportunities, and potentially increased employment leakage from the local economy[22].

121. In addition to the above, Mr Heath reiterated that the PC 103 site is identified in both the Structure Plan and the FDS as the Stage 1 development for the Silverdale, Dairy Flat, Wainui East, and Upper Orewa urban growth areas.

122. He further added that the PC 103 site is strategically positioned to leverage its direct access to the nearby state highway network, its proximity to established industrial areas in Silverdale, and its convenient access to both existing and future workforces in Silverdale, Milldale, Orewa, Dairy Flat, Whangaparaoa and northern North Shore. It was Mr Heath's opinion that these locational characteristics make it the most

[17] Legal submissions of Ms Sian Kilgour, paragraph 2.3
[18] Statement of Evidence of Mr Tim Heath, paragraph 11
[19] Statement of Evidence of Mr Tim Heath, paragraph 12
[20] Ibid
[21] Statement of Evidence of Mr Tim Heath, paragraph 13
[22] Statement of Evidence of Mr Tim Heath, paragraph 14

appropriate and efficient option for live zoning within the structure plan area to meet immediate demand, support market growth, and enhance market efficiency[23].

123. It was Mr Heath's conclusion that PC 103 would deliver significantly more economic benefits than costs to the local and regional industrial economy, businesses, and communities, offering greater certainty for the future growth of the local industrial sector[24]. He verbally summarised the plan change proposal as being "an economic no-brainer".

124. While the demand for industrial land and the economic benefits that PC 103 would create were not in contention between the economic experts, we did note that Mr Akehurst disagreed with Mr Osborne's conclusion (based on Mr Heath's evidence) that the PC 103 land will have a significant positive or even any positive impact on industrial workforce commuting patterns. Mr Akehurst specifically did not agree that there would be any significant reduction in the number of commuters travelling out of the catchment[25]. We return to this matter later on in the decision.

125. We rely on the (generally uncontested) evidence of Mr Heath. It is therefore our findings that approval of PC 103 will provide vacant business land to meet the demand for local industrial zoned land.

126. With respect to bringing forward this portion of Stage 1 (together with a minor portion of Stage 2), ahead of the indicated timing in the FDS, it is our finding that this is appropriate. We note that the FDS identifies Silverdale as a location for business zoned land to provide for land extensive business to serve the northern future urban areas, given its past shortages.

127. The timing for the live zoning of the future urban areas, like Silverdale is associated with several infrastructure prerequisites identified respectively in the FDS. The growth is spread across 30 years to enable the Council time to fund and deliver the required bulk infrastructure to be able to produce quality urban outcomes in the identified future urban areas.

128. Silverdale was identified in the FDS with a timing of not before 2030+. This was subject to the following key bulk infrastructure provisions:

- Pine Valley Road upgrade
- SH1 Interchange upgrades and new interchanges including active modes (Wilks Road, Redvale & Silverdale)
- North Shore Rapid Transit (extension to Milldale)
- Army Bay Wastewater Treatment Plant Upgrade
- Silverdale West Centralised WWPS

[23] Statement of Evidence of Mr Tim Heath, paragraph 15
[24] Statement of Evidence of Mr Tim Heath, paragraph 16
[25] Statement of Evidence of Mr Akehurst, paragraphs 52 - 60

129. The evidence before us is that the transport infrastructure prerequisites listed above have now either been designated (with the SH1 decision still being subject to appeal as discussed earlier in this decision) and that the necessary suite of transport and bulk water supply and wastewater infrastructure requirements to support development within the plan change area have been identified through supporting expert technical analysis as discussed in the evidence. PC 103 includes all the necessary infrastructure upgrades as prerequisites to development and the delivery of this infrastructure can be met privately.

130. We also note that while out-of-sequence development has been generally discouraged, the NPS-UD now requires responsive planning[26], particularly where a plan change will provide for significant development capacity that is not otherwise enabled in a plan or is not in sequence with planned land release. We consider that PC 103 is one of these scenarios.

131. We note that the final servicing decisions in relation to water supply and wastewater are subject to further discussions with Watercare, but most importantly, there are a range of both temporary and permanent water and wastewater servicing solutions available, as was agreed by Watercare.

Whether the precinct provisions require development within the plan change area to be coordinated and aligned with the required bulk wastewater and water infrastructure upgrades?

132. As set out in the legal submissions and corporate evidence (and discussed above) Watercare's foundational position is that PC 103 is out-of-sequence and cannot be supported on the basis proposed by the Requestor. However, if PC 103 is approved, Watercare seek amendments to the precinct provisions to ensure that subdivision and development within the precinct is appropriately staged and coordinated with the provision of infrastructure to service the plan change area.

133. As we understand it, there are two remaining matters in contention between the Requestor and Watercare. In particular, Watercare considers two remaining essential amendments are required. These are:

> *"(a) construction of buildings that require water and wastewater servicing cannot commence until the bulk water supply and wastewater infrastructure is completed and commissioned (IX.11(1)(b)); and*
>
> *(b) applications that do not comply with the water supply and wastewater standard (IX.11) must, at a minimum, be limited notified to Watercare (IX.5(1A)).*"

134. Mr Andrew Deutschle, Head of Wastewater Planning at Watercare confirmed in his corporate evidence that the plan change area is not currently serviced by bulk water and wastewater infrastructure[27]. He advised that the infrastructure required for development of the plan change area includes upgrades to the wastewater network,

[26] NPS-UD, Subpart 2 – Responsive Planning Section 3.8 Unanticipated or out-of-sequence developments, page 16
[27] Statement of Evidence of Andrew Deutschle, paragraph 1.4

which are not planned to be completed before 2031. The Panel notes that this timing aligns with the "not before 2030+" timing under the FDS.

135. In terms of the water supply network, Mr Deutschle advised that the plan change area can be serviced by the metropolitan bulk water network which has sufficient capacity, however connections to service development in the plan change area are not in place[28].

136. Mr Deutschle confirmed that the long-term bulk servicing plan for the Silverdale West Stage 1 and 2 future urban areas is for connection to the Orewa 3 Watermain. This is currently anticipated to be completed in 2038. In the meantime, he advised[29] the plan change area could be serviced for bulk water supply following the delivery of a new bulk supply point ("BSP") to be located to the east of Argent Lane, south of the Wēiti Bridge and the completion of a section of the Orewa 3 watermain at Waterloo Road (Orewa Watermains Cross Connection). Delivery of both the new BSP and the Orewa Watermains Cross Connection is a prerequisite for the plan change area to connect to the public water supply network. Mr Deutschle stated that connections to the existing bulk water supply network, prior to these upgrades, will not be supported by Watercare[30].

137. The corporate evidence of Ms Anna Jennings, Manager of Major Developments at Watercare provided an update on the status of the commercial agreements between Watercare and the Requestor. She summarised the watermain upgrades required and the funding allocations in place in order to service the plan change area.

138. The evidence of Mr Robert White acknowledged that there is no public wastewater network capacity ahead of the Army Bay Wastewater Treatment Plant (WWTP) upgrade which is anticipated to be completed by 2031[31]. He also identified potential interim wastewater options[32] ahead of the Army Bay WWTP upgrade, which included tankering flows to a Watercare or privately owned/operated wastewater treatment plant, as well as on-site or off-site treatment and disposal to land, noting Watercare's acceptance of an interim wastewater solution.

139. Although Watercare's strong preference is for there to be bulk water and wastewater servicing completed and commissioned prior to subdivision and development of the plan change area, Mr Deutschle confirmed[33] that Watercare is not opposed in principle to the potential for temporary interim solutions being agreed upon to service the development. This is provided there are provisions requiring decommissioning of these interim servicing solutions when the bulk network has capacity. Mr Deutschle made it clear to the Hearing Panel that specific interim options, such as the inverted siphon rising main and tankering, are not acceptable to Watercare in any form.

140. Helpfully, discussions have also been held between Watercare and the Requestor in relation to the amendments being sought to the precinct provisions. Ms Jenny Vince

[28] Statement of Evidence of Andrew Deutschle, paragraph 6.12
[29] Statement of Evidence of Andrew Deutschle, paragraph 6.13
[30] Statement of Evidence of Andrew Deutschle, paragraph 6.15
[31] Statement of Evidence of Mr White, paragraph 14
[32] Statement of Evidence of Mr White, paragraphs 18 - 47
[33] Statement of Evidence of Andrew Deutschle, paragraph 1.7

prepared planning evidence on behalf of Watercare. She noted that both the plan change Requestor (in their evidence) and the Council Reporting Planner (in the Section 42A Hearing Report and Section 42A Addendum Report) have generally agreed to the provisions Watercare is seeking, including the proposed amendments to the objectives and policies of PC 103 as they relate to water and wastewater.

141. Ms Kilgour also advised at the hearing that the Requestor has largely agreed to the drafting of the water supply and wastewater standard proposed by Watercare, except that the Requestor considers the appropriate trigger should be "occupation" rather than "construction". We put questions to both parties to understand the rationale for their positions more fully.

142. Mr McLauchlan explained to the Hearing Panel that construction of all bulk pipework occurs over an 18-30 month period while bulk earthworks are completed[34]. However, he stated that connecting those pipes to wastewater disposal facilities or water supplies would happen ideally as buildings were finished, ready for occupation. He said that the construction period takes another 18-30 months. This requires disposal or water supply connections to occur before construction commences which pulls forward sizeable expenditure by 18-30 months, but given the anticipated delivery of a bulk water supply point in 2027 and additional wastewater capacity in 2031, he considered that this risks construction of facilities that are never needed.

143. Mr Deutschle stated in evidence that the key issue with enabling buildings to be constructed but not occupied prior to capacity being available, is that by the time the development is ready to be occupied, significant time and money will have been spent by both the developer and (he assumes), the intended occupiers of the relevant industrial buildings. Further, where subdivided lots have been presold to future occupiers, those future occupiers will then have an expectation of connecting to Watercare's water and wastewater networks once construction is complete[35]. He advised that this results in a reputational and political risk to Watercare. Upon further questioning he elaborated that this outcome puts pressure on Watercare to tanker waste.

144. It was Ms Vince's view that the water supply and wastewater standard should refer to "construction" to prevent the construction of buildings ahead of the bulk water supply and wastewater infrastructure being in place, as bulk water and wastewater are critical infrastructure that provide for people and communities health and safety[36].

145. Ms Vince considered this would give effect to the policy direction in the AUP (i.e. E38.2(4)) which requires infrastructure supporting subdivision and development to be planned and provided for in an integrated and comprehensive manner and provided for it to be in place at the time of the subdivision or development[37].

146. She also considered it was best practice to have appropriate bulk water and wastewater infrastructure available prior to construction to avoid developers being unable to obtain certificates of title or obtain building consent until the bulk

[34] Statement of Evidence of Mr McLaughlan, paragraph 48
[35] Statement of Evidence of Andrew Deutschle, paragraph 7.7
[36] Statement of Evidence of Jennifer Vince, paragraph 6.6
[37] Statement of Evidence of Jennifer Vince, paragraph 6.6(b)

infrastructure necessary to service the proposed development is commissioned and operational[38]. We note that the s42A Reporting Officer supported the drafting of the standard as sought by Watercare.

147. In relation to the notification provision, the Requestor was opposed to the wording sought by Watercare in its original submission. Messrs Cook and Cooper did not agree with provision being made for notification only being made to Watercare[39]. Firstly, they say, any application for an interim solution will be made under the Auckland-wide provisions which sets out expectations around notification. Secondly, there are potentially broader environmental impacts than simply on Watercare, so they considered that the ability for Council to notify such an application more broadly should be maintained.

148. The Reporting Planner also did not agree with Watercare on this matter. It was Mr Paul's view[40] that notification of resource consent applications not meeting the bulk water supply and wastewater standard should not be limited to just Watercare, as others may also have an interest.

149. Ms Vince held the opinion that it is critical that Watercare is notified of any non-compliance of the standard and the proposed interim measures that might be proposed, given that this could have implications on future connection to the bulk system.

150. In response to the concerns raised by the Reporting Planner and the Requestor around Watercare's proposed drafting of this provision, Ms Vince provided alternative wording which provides that the normal notification test would apply and also expressly references limited notification to Watercare for non-compliance with the water supply and wastewater standard [41].

151. Ms Kilgour explained that Watercare's concerns relate to non-compliance with the standard. She submitted this would likely mean that the Requestor would be seeking to construct buildings ahead of bulk infrastructure being available, and that the Requestor would then presumably seek to rely on interim servicing solutions[42].

152. Watercare considers they should be involved in the process where the developer is seeking to rely on interim self-servicing. Mr Deutschle confirmed this in his evidence, stating that Watercare has an interest, where interim solutions are proposed, to understand how the private facilities will operate, how any risk to Watercare will be mitigated, and how the plan change area will ultimately connect to the public wastewater network.[43]

153. Turning now to our findings, we agree that a robust infrastructure 'trigger' mechanism is required such that development can only proceed if capacity (by way of a public or private interim system) is available. This is in the context of the following precinct

[38] Statement of Evidence of Jennifer Vince, paragraph 6.6(c)
[39] Statement of Evidence of Messrs Cook and Cooper, paragraph 168
[40] S42A report, paragraph 308.
[41] Statement of Evidence of Jennifer Vince, paragraph 6.11
[42] Legal submissions of Sian Kilgour, paragraph 4.14
[43] Statement of Evidence of Andrew Deutschle, paragraph 1.7

objectives and policies, on which we note there is substantial agreement between the Requestor and Watercare:

> *"Objective (4): Subdivision and development are coordinated with the supply of sufficient transport, water supply, stormwater, wastewater, energy and communications infrastructure.*
>
> *Objective (4A): Subdivision and development does not occur in advance of the availability and capacity of bulk water supply and bulk wastewater infrastructure, except where an interim solution and associated decommissioning for water and / or wastewater servicing is proposed.*
>
> *Policy (5A): Ensure that subdivision and development in the precinct is coordinated with the provision of sufficient transport, stormwater, wastewater, water supply, energy and telecommunications infrastructure.*
>
> *Policy (8): Avoid subdivision and development that is in advance of the provision of functioning bulk water supply and wastewater infrastructure with sufficient capacity to service subdivision and development within the precinct area, except where an interim solution and associated decommissioning for water and / or wastewater self-servicing is proposed."*

154. We find that the above objectives and policies are consistent with the RPS and the Unitary Plan and are therefore the most appropriate way to achieve the purpose the Act.

155. We agree with the Requestor's planners that PC 103 includes provisions that specifically address the issues raised by Watercare, Auckland Council as submitter as well as the Council's Reporting Officer. The issues are identified in the precinct description and in Objectives (4) and (4A) and Policies (5A) and (8). A strong "avoid" approach to subdivision and development ahead of the availability and capacity of bulk water supply and bulk wastewater infrastructure is imposed, except where an interim solution and associated decommissioning for water and / or wastewater servicing is proposed. That policy direction within PC 103 is implemented by standard (IX6.11) requiring bulk water supply and wastewater infrastructure with sufficient capacity for servicing subdivision and development to be completed, commissioned and functioning prior to use / development and subdivision. Corresponding non-complying activity status applies under (A8) and (A9) in Table IX.4.1 Activity table where bulk infrastructure is not available at the time of use / development and subdivision respectively.

156. Notably, this approach is consistent with that taken in other recent precincts, noting the particular circumstances of that part of Silverdale West that PC 103 applies to.

157. Standard IX6.11 Bulk water supply and wastewater infrastructure is the trigger mechanism referred to above. We are satisfied that the following trigger sought by the Requestor is sufficiently robust to ensure that subdivision and development is adequately serviced with bulk water supply and wastewater infrastructure:

> *(1) Bulk water supply and wastewater infrastructure with sufficient capacity for servicing the proposed development must be completed, commissioned and*

functioning:

(a) In the case of subdivision, prior to issuing of a certificate pursuant to section 224(c) of the Resource Management Act 1991; or

(b) In the case of land use only, prior to a passed final inspection under the Building Act or occupation (whichever is the sooner) of any buildings for activities that would require water and / or wastewater servicing.

(2) [Deleted]

158. The above version of the standard was provided with the Requestor's closing submissions[44]. It includes further amendments in response to Mr Paul's closing remarks that he supported the PC 93 Warkworth South trigger which referenced a final inspection under the Building Act. Counsel for the Requestor submitted in the unlikely event that development occurs before any type of subdivision, this standard requires infrastructure to be in place before occupation; noting that Watercare seeks that infrastructure be in place before construction[45].

159. We note that the decision for Warkworth South (PC 93) was issued in May this year (and that the decision received no appeals). The final version of the wastewater and potable water servicing standard in that plan change decision reads as follows:

…

(3) All subdivision and development (excluding that in the Residential – Large Lot and Open Space – Conservation zones), shall be connected to a functioning and consented potable water and wastewater system (including treatment and associated discharge) with sufficient capacity to service that subdivision or development prior to:

(a) In the case of subdivision, the issue of s224(c);
(b) In the case of development only, the passed final inspection under the Building Act of any buildings (excluding those buildings not required to have a water or wastewater service).

160. We find in relation to Standard (3)(b), in the case of land use only, that it is also appropriate for the Silverdale West precinct standard to relate to the passed final inspection under the Building Act for any buildings that are required to have a water or wastewater service.

161. We further note it is also likely that any building consent applications lodged to undertake the construction of a new industrial building (a development only scenario), will require that the underlying land has already been prepared and certified before any building consent applications are able to be granted and that the timeframe advantages of 18-30 months that a later 'occupation' trigger would 'pick up' as suggested by Mr McLauchlan would be minimal.

162. The above wording very clearly sets out the triggers for both a subdivision and a land use only scenario. It provides a distinct point in time that is able to be monitored and

[44] Closing legal submissions, Appendix A, dated 11 April 2025
[45] Closing legal submissions, paragraph 59(b)

easily determined. We also find that the amended provision will ensure a robust standard which provides for subdivision and development that can only proceed if capacity (by way of a public or private system) is available. It will better give effect to the objectives and policies, as amended above.

163. Turning to the matter of notification, we prefer the evidence of Messrs Cook and Cooper, Mr White and the position of Mr Paul. Put simply, the matter of notification should be left to be assessed against the Act's usual tests.

164. Watercare does not need an express notification provision in the precinct provisions to be involved in or to prevent tankering to its own facilities. It is not obliged to take tankerloads of wastewater that arrive at its facility[46]. As Legal Counsel for the Requestor submitted, a specific notification provision, as sought by Watercare based on its concern for its reputation, would not serve any statutory purpose. The approach required by the statute is to determine notification based on effects[47]. Plainly, Ms Campbell submitted, the potential for trucking to generate bad publicity for Watercare is not an effect on the environment. She added that if there is the potential however for adverse odour effects on the public on the road, as Mr Deutschle suggested, it might warrant notification and if that were the case, Watercare could then participate[48].

165. We would add here, based on our own experience, that any Non-complying activity resource consent application for an interim servicing solution would likely be referred to Watercare for comment, as a minimum.

166. Overall, we find that the amended PC 103 provisions will implement the relevant RPS provisions. Further, they are the most efficient and effective method to enable the provision of much-needed industrial land while addressing the provision of bulk wastewater and water supply.

Transport

167. Mr Matthew Allan, Legal Counsel for Auckland Transport ("**AT**") succinctly summarised AT's case is broadly as follows:

> *(a) **With** the precinct amendments recommended by AT's experts, PPC 103 can be made to "give effect to" the higher-order directives about integrated planning, and can appropriately avoid or mitigate traffic effects from the industrial development.*
>
> *(b) On the other hand, **without** those amendments, AT maintains that PPC 103:*
>
> *(i) would not give effect to higher-order directives;*

[46] Water Supply and Wastewater Bylaw 2015 at section 15: "No person may discharge to the wastewater network except through an authorised connection to the network or otherwise as approved by Watercare."
[47] Closing legal submissions, paragraph 57
[48] Closing legal submissions, paragraph 56

(ii) could enable development that outpaces infrastructure, leading to adverse effects on the wider network; and

(iii) could not be supported.

(c) Therefore, AT's support for PPC 103 is conditional on the precinct provisions being strengthened so that development is sequenced with the delivery of transport upgrades.

168. The Panel will now address the specific issues that remain in contention in relation to transport matters. Before we begin however, we want to acknowledge the number of changes that have been made to the transport-related provisions proposed by the Requestor following discussions with the submitter parties, which has assisted to narrow the matters in contention.

169. Mr David Smith provided traffic evidence for AT. He identified two issues requiring further assessment, which we will address first before turning to the precinct provisions.

(a) Active Mode Connectivity Across the SH1 Silverdale Interchange

(b) Feasibility of SH1 Northbound Slip Lane Upgrade

Lack of a direct and safe active mode connection across SH1 Silverdale Interchange

170. Turning to the first matter, the lack of a direct and safe active mode connection across the SH1 Silverdale Interchange is unresolved between the experts. AT has requested a safe, active mode connection to the Hibiscus Coast bus station while NZTA sought new provisions requiring a safe connection for pedestrians and cyclists across SH1. Mr Richards has also recommended that the Requestor undertakes an assessment to determine the demand, benefits and cost to ascertain the appropriate time to provide an active mode connection across SH1[49].

171. The s42A Reporting Officer's view was that:

"…it is important that provision is made for active modes within the Precinct and where upgrades are required to the existing road network. I think it is unnecessary to require active modes beyond these from day one. In my view the benefits of providing additional land for industry, and enabling access to employment and services, provides more benefits, including transportation benefits, than not providing the industrial land because active modes are not immediately available from the Hibiscus Coast Bus Station."

"The cost of upgrading the Silverdale Interchange to accommodate walking and cycling will be considerable. Also, in the initial stages of the development, it would likely be used by very few people. The early development within the industrial area will likely be relatively small employers so the numbers seeking to access the PC103 area will be small and even smaller for those wanting to use active modes. The provision of active modes will be addressed as the

[49] S42A Specialist Report – Transport, prepared by Craig Richards dated 13 February 2025 page 2.

area develops and the traffic and active mode demands increase necessitating upgrades to the Silverdale Interchange. In my view, not providing for the industrial land now because active modes are not available initially, is inappropriate and short sighted. As long as the precinct provisions have facility to accommodate active modes in the future, in my view, this is a pragmatic and acceptable approach."

172. We note that Messrs Cook and Cooper were in agreement with Mr Paul. It was their view that NZTA and Auckland Transport have provided no beneficiary analysis to support requests for active mode connectivity across the interchange and no assessment of costs associated with those works. It is unclear to them how these requests relate to an identified infrastructure need that is appropriately designed and supported by requisite demand[50].

173. It was Mr Trevor Lee-Joe's opinion that an active mode connection does not need to be a prerequisite of development within the plan change area because[51]:

(a) Full active mode connectivity is already provided to the north, with the recent establishment of the Highgate Bridge connection. Notwithstanding this, it is likely that experienced cyclists would simply ride along the Hibiscus Coast Highway and over the interchange to access Dairy Flat Highway.

(b) The PC 103 demand for pedestrians from the east across the Silverdale Interchange is likely to be low, in the order of 15 pedestrians[52] and will not justify the requirement for constructing a special pedestrian route across the Silverdale interchange.

(c) It is likely that with the new dwellings being constructed in Milldale, many of the employees within the plan change area could be coming from that direction in any case.

(d) There is a preference for people to work close to their place of residence. PC 103 enables future residents in Milldale and also those further north an opportunity to take advantage of shorter commutes; and

(e) AT's future Rapid Transit Network (RTN) will establish a bus terminus off Pine Valley Road, which will tie in with the active mode connections along the southern end of Pine Valley Road which are proposed as part of the mitigation packages for PC 103. It is acknowledged that timing of the RTN is uncertain.

174. Mr Lee-Joe told us that the distance from the Hibiscus Coast bus station to the southern access of the plan change area is approximately 1.7km. He further advised the walkable distance to a significant transport stop is typically 800m to 1.2km, the equivalent of a 10–15 minute walk[53].

[50] Statement of Evidence of Messrs Cook and Cooper, paragraph 135
[51] Statement of Evidence of Mr Lee-Joe, paragraphs 67-69
[52] Statement of Supplementary Evidence by Mr Lee-Joe, paragraph 18
[53] Statement of Evidence of Mr Lee-Joe, paragraph 88

175. Notwithstanding all of the above, Mr Lee-Joe has investigated the potential for establishing a safe active mode connection between the plan change site and the Hibiscus Coast bus station. He concluded that the layout of the interchange, with roundabouts at both ends of the overbridge and the presence of on/off ramp connections, is not conducive for a safe and amenable active mode connection[54]. At our request Mr Lee-Joe provided us with a subsequent memo[55] indicating a potential walking route in the existing situation across SH1 from Pine Valley Road intersection to the Hibiscus Coast Bus Station.

176. Given all of the above factors, Mr Lee-Joe considered that an interim on-demand shuttle service would provide a more convenient means of connecting the two sites, until a permanent solution can be found. However, Ms Heppelthwaite has signalled some concern with such provisions in a precinct, although we note they are not without precedent (i.e. Highbrook Precinct of the AUP(OP)). Mr Allan commented that any precinct provisions would need to be drafted with care and should reflect the measure's interim nature.

177. We have carefully considered how the precinct provisions might incorporate an interim shuttle service requirement within PC 103, and we have reviewed the Highbrook Precinct example, as suggested to us by Mr Allan. Unfortunately, no party provided us with any suggested wording to consider in relation to this plan change application and we did not consider that it would be the best use of resources to direct the experts to conference on this matter.

178. The Hearing Panel has also undertaken a thorough site visit ourselves, and travelled by car through the SH1 intersection many times from several different directions. We especially noted the lack of formal footpaths and/or formal crossing facilities in existence. The Panel finds itself in agreement with Mr Lee-Joe that a safe and convenient active mode connection cannot be made within the existing SH1 intersection arrangements.

179. We do note however, as pointed out by Mr Lee-Joe, that the recent NoRs for the northern region indicate future plans for a full upgrade of the Silverdale interchange with comprehensive active mode connections albeit we acknowledge the evidence provided by NZTA indicated the timing of the SGA interchange upgrade which includes pedestrian/cycle crossings currently sits within the 2031-2041 decade.

180. It is our finding that there has not been a demonstrated demand to warrant mitigation of this matter in the form of a provision or a special information requirement within the precinct. We agree with Mr McKenzie (and Messrs Cook and Cooper) that this matter is best addressed either as part of NZTA's intended upgrading of the Silverdale interchange, or as part of Auckland Transport's ongoing management and delivery of transport services within the Dairy Flat Highway corridor. Undoubtedly, as the surrounding area develops, bus routes will be added which will provide an option for access across the interchange. In the meantime, we find that an interim shuttle service is an appropriate way forward, once demand has been demonstrated for such a service. We acknowledge, given the timing of the interchange upgrade, this

[54] Statement of Evidence of Mr Lee-Joe, paragraph 86
[55] Memo from Mr Lee-Joe, dated 4 April 2025

will mean the shuttle bus service may need to operate for a number of years until such an upgrade is complete. The responsibility for providing this service is yet to be understood, it could potentially be offered by a business establishing within the precinct.

Feasibility of SH1 Northbound Slip Lane Upgrade

181. The feasibility of a Northbound slip lane upgrade on SH1 was explored by the parties in conjunction with the above active mode discussions after the proposed slip lane on the western approach to the Silverdale Interchange was initially identified by NZTA as being a safety concern.

182. NZTA also made it clear in their evidence that they have not agreed to the mitigation proposed by the Requestor on their network, in particular the proposed northbound on-ramp because it does not accord with NZTA's planned upgrade works. The upgrades need to be in line with their long-term plans and not be incompatible with their interim works. Ms King provided the example of the interim bus priority lane through the intersection. She advised this has been designed and has funding within this 3-year period, but she is not sure on its delivery timeframe.

183. Mr Smith noted that the proposed northbound slip lane, which overlaps the SH1 designation as amended by NoR4, intends to provide a walk/cycle connection at the SH1 Silverdale interchange. It was his view that this meant that any future slip lane will be less direct, will require third party land and may have additional challenges with respect to ground levels. He recommended that more assessment be undertaken to confirm the feasibility and constructability of this proposed upgrade.[56]

184. The traffic evidence of Mr Graham Norman on behalf of NZTA advised that[57] he had considered the upgrades proposed by the Requestor in the context of the future interchange upgrades. He did not consider the Requestor's proposed upgrade to be well aligned with the planned NZTA future upgrade and therefore he did not consider they are likely to reduce the cost of this future project.

185. It was his opinion that the proposed interim upgrades proposed by the Requestor fail to address the gap in the walking and cycling network and that a contribution towards the provision for a grade separated shared path across the Silverdale interchange is more appropriate[58].

186. It was Mr McKenzie's opinion that NZTA's opposition to the proposed design suggests that it wants its "end solution" but cannot currently fund it or even commit to its delivery[59].

187. He stated that the Requestor is proposing an interim solution to enable growth within the Silverdale West area, and Mr Norman indicates that NZTA does not want to accept this proposal because it will potentially impact their uncommitted "end solution". Mr McKenzie could not support this strategic approach to addressing the

[56] Statement of Evidence of Mr Smith, paragraph 1.3(e)
[57] Statement of Evidence of Mr Norman, paragraph 56
[58] Ibid
[59] Statement of Supplementary Evidence of Mr McKenzie, paragraph 18

emerging transport demands associated with the Silverdale West area from a traffic perspective[60].

188. It was Mr McKenzie's view[61], that it is more appropriate to accept an interim upgrade when it is offered, work with the land-owner/developer to adjust the interim solution to fit within the "ultimate" solution especially as it is most likely that the "ultimate" design will differ from what has been included in the Notice of Requirement as the detailed design process proceeds over coming years. We agree with Mr McKenzie, noting that this particular upgrade would not be required until Stage 2 of the plan change area is developed.

189. With regards to the timing of the Requestors' proposed upgrades and the suitability of the design, plans prepared by Civix Ltd appended to Mr Lee-Joe's Supplementary Evidence[62] demonstrate that the slip lane can be built within the existing road corridor. It was Ms Campbell's submission that because it can be demonstrably built, NZTA's opposition is not a reason to decline the plan change[63]. We further note that the proposed upgrades and works within the NZTA's designation cannot occur without their approval, as the Requiring Authority.

190. We also note that all of the traffic experts agreed, including Mr Norman, from a safety perspective that it would not be an appropriate outcome to put at-grade active mode crossings as an interim measure through the Silverdale interchange.

191. We will return to the matter of financial contributions later on in this decision.

Objectives and Policies

192. AT has sought targeted changes to clarify and strengthen the wording of the relevant objective / policy provisions, and to provide policy guidance to ensure PC 103 aligns with integrated planning principles.

193. Ms Heppelthwaite has sought inclusion of a new or amended objective clearly requiring that subdivision and development must not occur until necessary transport infrastructure is operational. She considered the notified wording, requiring development to be "coordinated with" infrastructure, was insufficiently robust. Instead, Ms Heppelthwaite proposes explicit language, like that used in Objective 4B or similar, stating that development must not proceed ahead of the required infrastructure being operational. Specifically:

Either:

> *(4B) Subdivision and development does not occur in advance of the availability of operational transport (including regional and local transport infrastructure).*

Or alternatively replace (4) and (4B) with:

[60] Ibid
[61] Ibid
[62] Supplementary Statement of Mr Lee-Joe's, paragraphs 28 and 39
[63] Closing Submissions for the Requestor, paragraph 49

(4AA) Subdivision and development does not occur in advance of the availability of operational transport (including regional and local transport infrastructure) water supply, stormwater, wastewater, energy and communications infrastructure.

194. Mr Allan submitted[64] that this stronger wording better reflects the directive nature of RPS Policy B3.3.2(5)(a) and NPS-UD Objective 6, which require genuine integration and sequencing of urban development with infrastructure.

195. To complement this, Ms Heppelthwaite seeks a new Policy 5B to explicitly require subdivision and development not to proceed ahead of operational transport infrastructure identified in precinct standards. Her recommended wording for Policy 5B is:

(5B) Require that subdivision and development in the Precinct does not occur in advance of the availability of operational transport infrastructure identified in the Precinct standards.

196. Mr Allan submitted[65] that such a policy is important to provide a clear sequential threshold, offering stronger guidance at consent stage, and ensuring that transport infrastructure requirements are clear and effective.

197. Messrs Cook and Cooper explained that the approach that is taken to transport matters in the precinct involves all infrastructure first being addressed together (Objective (4) and Policy (5A)) then separately for specific direction as applicable to its availability[66].

198. The planning witnesses said there are clear reasons why failure to deliver wastewater servicing to the plan change area includes an 'avoid' policy (Policy IX.3(8)) which results in a non-complying activity status at the associated rules. Failure to deliver sufficient capacity within the water supply and wastewater networks serving the development raises public and environmental health concerns that warrant the more onerous requirements of the non-complying activity status[67].

199. It was the view of Messrs Cook and Cooper that the transport rules do not warrant the same response. They stated that failure to deliver the upgrades referenced in Columns 2 and 3 of Table IX.6.7.1 will result in traffic effects on an already busy network, not any broader or more urgent impacts, and the relevant assessment matters are readily able to be defined. They also considered that transport network matters involve complex interactions, and that change in the network arises from many wider factors, not just those arising from the development of the Plan Change area[68].

[64] Legal submissions of AT, paragraph 3.8(b)
[65] Legal submissions of AT, paragraph 3.8(c)
[66] Supplementary Evidence of Messrs Cook and Cooper, paragraph 34
[67] Supplementary Evidence of Messrs Cook and Cooper, paragraph 142
[68] Supplementary Evidence of Messrs Cook and Cooper, paragraph 143

200. However, it was Ms Heppelthwaite's opinion that a distinct policy is necessary because Policy 5A's requirement that development "is coordinated with" infrastructure only establishes a timing relationship, whereas Policy 5B's direction that development "does not occur in advance of" operational infrastructure creates a clear sequential requirement and threshold[69].

201. Ms Heppelthwaite considered this distinction is important for effective implementation through the precinct standards. It was her view[70] that this approach is required to ensure that traffic effects are properly mitigated from the outset of development. Without this clear policy direction, she considered there is potential for development to proceed with transportation effects that have not been adequately addressed. She consequently recommended retaining Policy 5B as a separate policy with an amendment to be more explicit regarding the specific infrastructure required.

202. Ms Michelle Perwick, who presented planning evidence on behalf of Auckland Council as Submitter, considered it was essential that Policy IX.3(5B) seeks to "avoid" subdivision and development that does not integrate with transport upgrades. The recommended amendment would then emulate Policy IX.3(8) which applies to bulk water supply and wastewater infrastructure[71]. She recommended that Policy IX.3(5B) be amended as follows:

> ~~*Require that*~~ *Avoid subdivision and development in the p*~~*P*~~*recinct* ~~*does not occurring*~~ *in advance of the availability of operational transport infrastructure identified in the precinct standards*.

203. Ms Perwick considered that the amended objectives and policy wording above would provide the most appropriate way to achieve the purpose of the RMA and ensure that the transport network upgrades are integrated with subdivision and development. She also considered that the amended provisions would be consistent with the NPS-UD and RPS, particularly Objective 6 and RPS B2.2.1(5), B3.2.1(5) and B3.3.1(1)(b)[72]. Notably, Ms Perwick did however advise at the beginning of the presentation of her evidence that she was also comfortable with the wording proposed by AT of "require that".

204. Having considered the evidence of Messrs Cook and Cooper, Ms Perwick and Ms Heppelthwaite, the Reporting Planner advised in his closing comments that he now agreed with the amendment proposed by Ms Heppelthwaite in her summary statement[73] of 2 April 2025 (Objective 4AA) which he considered would be a new Objective 4 as follows:

> *(4) Subdivision and development does not occur in advance of the availability of operational transport (including regional and local transport infrastructure) water supply, stormwater, wastewater, energy and communications infrastructure.*

[69] Statement of Evidence of Ms Heppelthwaite, paragraph 9.19
[70] Statement of Evidence of Ms Heppelthwaite, paragraph 9.19
[71] Statement of Evidence of Ms Perwick, paragraph 30
[72] Statement of Evidence of Ms Perwick, paragraphs 32 and 33
[73] S42A Closing Planning Comments from Mr Paul, dated 8 April 2025, page 7

205. Mr Paul considered that this simplifies the objectives and rationalises the matter previously raised into one objective. Notably, this revised objective does not refer to the interim wastewater solution and its decommissioning, but he considered that these are better dealt with in the policy[74].

206. Further, having considered Ms Perwick's evidence and her recommendation that the policy should refer to "avoid" he now agreed with this. It appears that Mr Paul did not take into account Ms Perwick's expressed support for "require that" during her hearing presentation. He held the view that given his recommendation that non-compliance with the related transport standards should be non-complying, the avoid policy is more appropriate to support this activity status. He therefore recommended that the policy should read:

> *"(4B) ~~Require that~~ Avoid subdivision and development in the Precinct does not occurring in advance of the availability of operational transport infrastructure identified in the precinct standards".*

207. Having weighed up all of the evidence, we have landed on a combination of the above, with the introduction of a new objective and a consequential new policy, as follows:

> ***Objectives***
>
> *…*
>
> *(4) Subdivision and development are coordinated with the supply of sufficient transport, water supply, stormwater, wastewater, energy and communications infrastructure.*
>
> *(4B) Subdivision and development does not occur in advance of the availability of operational transport (including regional and local transport) infrastructure.*
>
> ***Policies***
>
> *…*
>
> *(5A) Ensure that subdivision and development in the precinct is coordinated with the provision of sufficient transport, stormwater, wastewater, water supply, energy and telecommunications infrastructure.*
>
> *(5B) Require that subdivision and development in the precinct does not occur in advance of the availability of operational transport infrastructure identified in the precinct standards.*
>
> *…*

208. Firstly, it is our finding that both forms of infrastructure have equal importance in this precinct.

[74] S42A Closing Planning Comments from Mr Paul, dated 8 April 2025, page 7

209. We have retained the existing wording of Objective 4 as we agree with the evidence of Messrs Cook and Cooper and their overall approach to the provisions that all infrastructure should first be addressed together (Objective (4) and Policy (5A)). This is then followed by separate objectives and policies for specific direction.

210. We have adopted new Objective 4B as recommended to us by Ms Heppelthwaite. This results in an equivalent objective to Objective 4A for transport only which states that development must not proceed ahead of the required infrastructure being operational.

211. We do not agree that the objectives should be combined as Mr Paul has recommended to us, as this would remove the particular agreed wording relating to an interim solution and associated decommissioning for water and / or wastewater servicing proposed at the objective stage, and we disagree that the place to introduce this is at the policy stage.

212. With regards to the policies, we have retained the wording of Policy 5A for the reasons set out above. We have however introduced new Policy 5B based upon Ms Heppelthwaite's evidence, which we note Ms Perwick also supported.

213. Importantly, the Panel also notes that the Auckland Transport witnesses all preferred the wording of "require that", as opposed to the use of the word "avoid". The witnesses considered this wording would provide a clear, sequential threshold by explicitly requiring that subdivision and development did not proceed ahead of the identified operational transport infrastructure occurring. We agree and find that new Policy 5B will give effect to the higher order directives about integrated planning and will appropriately avoid and mitigate traffic effects from the industrial development of this land.

Activity Table - Wording of A3

214. Ms Heppelthwaite considers (A3) requires amendment to ensure that it gives effect to the overall structure of the precinct, better matches its purpose and to avoid situations where the 'first' application includes no or limited roading (e.g. a boundary adjustment or super lot) and subsequently (A3) falls aside without there being an overall assessment of the transport network (as would be provided for under the matters of discretion and assessment criteria)[75].

215. Mr Cook and Mr Cooper's initial proposed amendment to delete the word 'implement' in response to the matters raised above did not address her concerns. Ms Heppelthwaite sought changes to ensure that:

(a) Each 'stage' of subdivision or development is subject to (A3);
(b) Transport infrastructure is specifically included;
(c) The Special Information Requirement IX.9(1)) is reflected; and
(d) Once the infrastructure for a stage is operational, further applications within that stage revert to the Auckland-wide and zone rules.

[75] Statement of evidence of Ms Heppelthwaite, paragraph 9.25

216. Messrs Cook and Cooper confirmed that the key role of the precinct is to ensure that core infrastructure is in place to support development. That (A3) only applies to the first resource consent to 'enable' land is an important part of the overall structure of the precinct, with the intention being that subsequent development is managed principally by the underlying LIZ provisions. It was their view that the changes Ms Heppelthwaite is recommending would have the effect of all subsequent development triggering assessment under (A3) as a default.

217. We understand that Rules (A3), (A5) and (A6) work collectively to ensure that the transport infrastructure needed to support development is in place at the appropriate time. However, we agree with Ms Heppelthwaite that (A3) was not sufficiently robust to fulfil its purpose of implementing precinct structure and ensuring that transport infrastructure (excluding those in IX.6.7 which are addressed by (A5) and (A6)) is provided in a manner consistent with the Precinct Plan (or otherwise consented where it is not).

218. We agree that structural changes to the A3 rule are not needed, however we consider that the wording of A3 requires further clarification, to ensure that it is meeting its purpose, under both an entire precinct application, as well as a staged consenting approach, the latter of which was a concern of Ms Heppelthwaite.

219. We note that Messrs Cook and Cooper have since made further amendments to the wording of A3 in response to Ms Heppelthwaite's concerns. They now accept that the explanation within this rule and the note were leading to confusion, so they have deleted those. Messrs Cook and Cooper also acknowledged that reference to the 'first resource consent' is picked up in IX.6.7 and remains relevant to the transport upgrades and development thresholds and so it does not need to be duplicated in A3.

220. We agree with the amendments made by Messrs Cook and Cooper. The amendments make (A3) clearer and as a result the rule is more efficient and effective. We find that amendment will address the main concern of Ms Heppelthwaite which was this provision should apply to all subdivision, or all new buildings prior to subdivision, which will ensure that the overall structure of the precinct will be considered each time an application of this nature is made. This will also ensure that a highly connected street layout that integrates with the surrounding transport network is achieved. The special information requirement regarding the need for a transport assessment addendum will be required as set out in IX.9(2). Lastly, we find that there is no need for consequential changes to assessment criteria IX.8.2(1) as a result of the change made to (A3), as we consider that all of the relevant matters of assessment are already included.

Activity Table - Activity status for Non-compliance (A5) and (A6) and Transport Upgrade Standards

221. The rationale provided by Messrs Cook and Cooper for differentiating the activity statuses for IX.4.1(A5) and (A6) is that those upgrade elements set out in Column 2 of Table IX.6.7.1 are essential to support development within the precinct from its commencement and include the requirements to provide access into the precinct by

way of new intersections to Dairy Flat Highway[76]. It was their view that not providing those upgrades could result in transport safety impacts, and accordingly, the more onerous discretionary activity status has been applied to Rule IX.4.1(A6).

222. Mr Smith has reviewed the upgrades required in Columns 2 and 3 in the context of Mr Cook's and Mr Cooper's reasoning and it is his opinion that they are both equally important in terms of transport safety. He considers there is no transport reason why the Column 2 and 3 items should be separated[77].

223. Ms Heppelthwaite accepted Mr Smith's view on this and as part of her overall recommendations in relation to IX.6.7, she recommend amalgamation of Columns 2 and 3 and consequential deletion of IX.4.1 Table Rule (A6) as well as amendments to (A5)[78].

224. It was also Ms Heppelthwaite's opinion that non-compliance with the transport infrastructure requirements should be treated as a non-complying activity rather than retaining a split activity status with restricted discretionary for (A5) and discretionary for (A6) as proposed by Messrs Cook and Cooper[79]. We note that both Mr Paul and Ms Perwick supported Ms Heppelthwaite's approach[80]. She considered that this appropriately signals the importance of transport infrastructure provisions for the development, and the need for greater scrutiny of any proposed departures from the transport infrastructure requirements[81].

225. This would be consistent with the approach the Panel has taken for water/wastewater infrastructure requirements in the precinct (in relation to the objectives and policies), reflecting that both transportation and water/wastewater infrastructure are fundamental enabling components without which the development cannot function effectively or sustainably. We note that the Requestors' technical and planning assessments identify the transport upgrades as necessary for development to proceed without adverse effects on the surrounding network.

226. We also note that this would be consistent with A1.7 of the AUP(OP) regarding activity status. Section A1.7.3 describes restricted discretionary status as suitable where activities (bold added):

> *[…] are **generally anticipated in the existing environment** and the range of potential adverse effects is able to be identified in the Plan, so that the restriction on the Council's discretion is appropriate[82].*

227. Ms Heppelthwaite did not consider that failing to provide required transport infrastructure (which has been identified by the Requestors' own technical assessments as necessary to support the proposal) should be signalled as generally

[76] Joint Evidence in Chief for Messrs Cook and Cooper, paragraph 144
[77] Mr Smith's Statement of Evidence, paragraphs 8.1-8.5
[78] Statement of Evidence of Ms Heppelthwaite, paragraph 9.34
[79] Summary Statement of Evidence of Ms Heppelthwaite, paragraph 2.2(f)
[80] S42A Report, paragraph 326 and Statement of Evidence of Ms Perwick, paragraphs 36 to 40
[81] Summary Statement of Evidence of Ms Heppelthwaite, paragraph 2.2(f)
[82] Section A1.7.3 of the AUP(OP), page 9

anticipated in the existing environment, and therefore she did not support a restricted discretionary activity status for (A5) or (A6)[83].

228. Section A1.7.4 of the AUP(OP) addresses discretionary activities which are noted as "not generally anticipated to occur" as "effects are so variable that it is not possible to prescribe standards to control them in advance"[84].

229. Section A1.7.5 of the AUP(OP) sets out the circumstances when a non-complying activity status is justified (bold added):[85]

> *"A1.7.5 Non-complying activities*
>
> *[…]*
>
> *Activities are classed as non-complying where greater scrutiny is required for some reason. This **may include**:*
>
> *• where they are not anticipated to occur; or*
>
> *• where they are likely to have significant adverse effects on the existing environment; or*
>
> *• where the existing environment is regarded as delicate or vulnerable; or*
>
> *• otherwise where they are considered less likely to be appropriate."*

230. On the basis of the above, Ms Heppelthwaite considered that non-complying activity status is most appropriate. She observed that the list of bullet points in A1.7.5 is not exclusive or exhaustive but that it does provide guidance. It was her opinion that the first bullet point above would be met by this proposal[86].

231. Ms Heppelthwaite further noted[87] the mitigation works in IX.6.7 are mostly agreed between experts and therefore provide a clear outcome. However, in a scenario where the mitigation agreed to be provided was not proposed she considered that would be an outcome which is not "anticipated to occur" due to the comprehensive technical assessments that have already been provided to support the necessity of those works.

232. It was Ms Heppelthwaite's view that subdivision and development occurring without the required transport infrastructure upgrades could have potentially significant adverse effects on the transport network, which she notes is referenced in the second bullet point in A1.7.5[88].

233. Lastly, Ms Heppelthwaite also considered that "greater scrutiny" should be applied to proposals not meeting Standard IX.6.7 because provision of the identified transport

[83] Statement of Evidence of Ms Heppelthwaite, paragraph 9.36
[84] Section A1.7.4 of the AUP(OP), page 9
[85] Section A1.7.5 of the AUP(OP), page 10
[86] Statement of Evidence of Ms Heppelthwaite, paragraph 9.39
[87] Statement of Evidence of Ms Heppelthwaite, paragraph 9.39
[88] Statement of Evidence of Ms Heppelthwaite, paragraph 9.40

infrastructure is critical to support development of the precinct[89]. She noted that the Requestors' Integrated Transportation Assessment has specifically identified the various upgrades as "necessary" and "required"[90].

234. Ms Heppelthwaite further noted that departure from water and wastewater infrastructure requirements, also critical for the precinct, had been agreed as requiring a non-complying activity consent (along with specific Objective 4A and Policy 8)[91].

235. Messrs Cook and Cooper do not accept that Rules (A5) and (A6) meet that threshold and note the following:

> *"(a) The potential adverse effects are easily definable and relate to transport matters, and specifically to the safety and efficiency of the transport network;*
>
> *(b) There can be no significant adverse effects because a resource consent is triggered under (A5) or (A6). Adverse effects need to be appropriately avoided, remedied or mitigated; resource consent will not be granted if adverse effects are significant; and*
>
> *(c) The detailed information and requisite level of scrutiny are available via RDA and DA pathways, particularly noting the requirements of IX.9(2) – Transport Assessment Addendum."*

236. Related to the above matters, Ms Heppelthwaite has noticed that there is no rule in IX.4.1 to allow for variations from the designs specified in Appendix 1: Road function and design elements table or IX.11.2 Appendix 2: Road function and design elements table – external roads to the precinct. She therefore recommended[92] that a new activity be included in the Activity Table which allows for this to be assessed as a restricted discretionary activity, which would 'dovetail' with the Requestors' existing proposed matters of discretion and assessment criteria at IX.8.1(8) and IX.8.2(9). She considered this would be of assistance where detailed design results in minor variations. Ms Heppelthwaite has proposed new (5A) for the Activity Table to address this.

237. Mr Paul advised in his closing comments[93] that it was still his opinion that non-complying status is appropriate given the implications of the upgrade standards not being met. He added that Messrs Cook and Cooper have stressed the importance of the infrastructure upgrades required for each stage being in place before development could proceed. In his view, it should therefore follow that not providing the necessary infrastructure, should be treated as a non-complying activity. He added that he agreed with the reasoning provided by Ms Heppelthwaite and Ms Perwick.

[89] Statement of Evidence of Ms Heppelthwaite, paragraph 9.41
[90] Evidence of Mr Lee-Joe, 18 March 2025, paragraphs 18, 29(f).
[91] Statement of Evidence of Ms Heppelthwaite, paragraph 9.41
[92] Statement of Evidence of Ms Heppelthwaite, paragraph 9.43
[93] S42A Closing Planning Comments, page 4

238. Ms Campbell submitted, drawing on *Royal Forest and Bird*[94] and *Wakatipu Environmental Society*[95] that the correct presumption is to adopt the least restrictive regime that adequately addresses the effects of the activities[96], in this case the effects on the roading network. She said that no witness suggests that safety issues arise. If development were to proceed in advance of the upgrades anticipated, the effect would be on the level of service, i.e. the efficiency of the roading network might be decreased. Ms Campbell considered that it is possible that those effects might be for only a short period of time, for example, where the specified works are in train but not yet complete. She added that there remains the ability with either a restricted discretionary or discretionary activity status to enable an inappropriate application to be declined, should that be required[97].

239. Ms Campbell opined that a clear distinction had been drawn between a failure to provide wastewater infrastructure, which could have significant adverse effects both in terms of human health and environmental outcomes, and effects on the roading network, which could be substantially less severe and for only short periods of time[98].

240. The Hearing Panel prefers AT's case and agrees that non-complying activity status for such non-compliance is justified for the following reasons submitted by Mr Allan in his legal submissions for AT[99]:

(a) *The identified transport upgrades are essential to prevent potentially significant adverse traffic effects and maintain safety and efficiency on the road network.[20] It is Mr Smith's evidence that, in the absence of the identified upgrades, PPC 103 will have "potentially significant adverse traffic effects on the road network".[21]*

(b) *The application of non-complying activity status sends a clear and appropriately strong signal regarding the fundamental importance of these infrastructure upgrades, and ensures greater scrutiny is applied to departures from clearly specified infrastructure requirements.[22]*

(c) *This status is consistent with the AUP's criteria for non-complying activities under section A1.7 of the AUP. Section A1.7.5 expressly identifies non-complying status as appropriate where "greater scrutiny is required".*

(d) *In Auckland Council v Cabra Rural Developments Ltd, the High Court held that the Environment Court had misapplied the provisions of the RMA and failed to have regard to the AUP in relation to activity status.[23] The High Court stated that:[24]*

> *… by adopting a restricted discretionary activity status for applications that might have warranted careful scrutiny and detailed evidence (as the Court itself anticipated), the Court applied an activity status that*

[94] Royal Forest and Bird Protection Soc of New Zealand Inc v Whakatane District Council [2017] NZEnvC 51
[95] Wakatipu Environmental Society Inc v Queenstown Lakes District Council [1997] NZRMA 132
[96] Opening legal submissions, paragraph 116
[97] Legal Submissions, paragraph 116
[98] Legal Submissions, paragraph 117
[99] AT's legal submissions, paragraph 3.15(a) – (h).

does not anticipate close scrutiny at the resource consent stage. If an application requires greater scrutiny, a more onerous activity status should apply.

(e) *The Court stated that the activity statuses in section A1.7 of the AUP reflect the hierarchy of activities in the RMA.*[25]

(f) *Since Cabra was decided, the Supreme Court has endorsed the AUP's articulation of non-complying activity status in this regard in Royal Forest and Bird Protection Society of New Zealand Inc v New Zealand Transport Agency:*[26]

> *… As the AUP usefully explains, activities are accorded non-complying activity status where greater scrutiny of the proposed activity is required. This may be because, for example, the activity is not anticipated in the place proposed, it is likely to have significant adverse effects on the existing environment, the environment is particularly vulnerable or, more generally, the activity is less likely to be considered appropriate in that place.*[20]

(g) *Non-complying status aligns logically with the precinct's treatment of water and wastewater infrastructure. Both transport and water/wastewater infrastructure constitute fundamental enabling components without which the precinct cannot function sustainably…*

(h) *While resource consent for RDA applications can be declined, RDA status would, in terms of A1.7.3 of the AUP, signal that non-provision of critical infrastructure upgrades is "anticipated", potentially undermining certainty around transport outcomes.*[28]

241. The Hearing Panel also notes that a non-complying activity status has been employed in a number of other recent precincts (e.g. Waipupuke, Drury 2 and Spedding Block) to address the non-provision of essential transport infrastructure.

242. With regards to columns 2 and 3, we agree with the Requestor that it is clearer to keep the two items separated. However, we have made one amendment to Table IX.6.7.1 as the current wording of (a) in column 1 as proposed by the Requestor could be interpreted as only applying to row (a), when it is intended to apply to all the subsequent rows as well. To make this clearer, and to be efficient, we have added a separate row (as opposed to repeating the same sentence at the start of each row), before the Stage 1 part of the table so that this requirement now applies to all rows (a) – (e), inclusive.

243. We agree with Ms Heppelthwaite and Mr Paul, that it is appropriate for the insertion of an activity in the table that allows for minor variations from the detailed designs specified in Appendix 1: Road function and design elements table or IX.11.2 Appendix 2: Road function and design elements table – External roads to the Precinct, to be assessed as a restricted discretionary activity. We agree that this would 'dovetail' with the Requestors' existing proposed matters of discretion and assessment criteria at IX.8.1(8) and IX.8.2(9).

244. With regard to the remaining transport provisions, we have made consequential amendments to IX.8.2 Assessment criteria to reflect the change in activity status for (A5) and (A6) from restricted discretionary and discretionary respectfully, to a non-complying activity, and to incorporate consideration of new policy 5B.

Trip Generation

245. For the sake of completeness, we briefly address the matter of trip generation. For the reasons explained by Mr Smith[100] being that the trip generation used within the transport model may change and a higher trip generation may result, Ms Heppelthwaite recommended that Standard E27.6.1 (Trip generation) should continue to apply within the precinct in the usual way to ensure appropriate assessments are conducted, if the actual development generates more trips than modelled[101].

246. Mr Paul recommended acceptance of AT's submission point 14.32[102] that the trip generation standard should be applied in the precinct which involved a deletion of the reference to E27.6.1 from IX.6(2)(a)) although we note that this was not reflected in his recommended precinct provisions.

247. Mr Cook and Mr Cooper did not agree, given that a detailed ITA had been prepared by Stantec on the basis of what they understood to be conservative activity mix assumptions, and there were specific transport mitigations within the precinct provisions that will need to be delivered in order to enable the progressive development of the plan change area[103].

248. However, in the closing legal submissions, Ms Campbell advised[104]:

> *"The Applicants consider that their staging approach is effective and appropriate. However, to provide additional confidence that traffic effects will be managed by PC103, the Applicants have deleted "E27.6.1 Trip generation" from Standard IX.6(2)(a). An industrial activity that exceeds a trigger in E27.6.1 Trip generation will require resource consent."*

249. We further note that consequential amendments have been made by the Requestor to the precinct provisions to incorporate references to the E27.6.1 Trip generation standard in the matters of discretion and assessment criteria. We accept these amendments to the precinct provisions and note that this will address the concerns raised by Mr Smith and Ms Heppelthwaite.

[100] Statement of Evidence of Mr Smith, paragraphs 6.3 to 6.11 and 7.9
[101] Statement of Evidence of Ms Heppelthwaite, paragraph 1.3(i).
[102] S42A Hearing Report, page 76
[103] Joint Statement of Supplementary Evidence, paragraph 32
[104] Closing Legal Submissions, paragraph 47

Wilks Road/Dairy Flat intersection

250. PC 103 is proposing to upgrade the Wilks Road / Dairy Flat intersection with the introduction of traffic light signals. This is proposed upgrade number three in IX.11.3 of Appendix 3.

251. Mr Tim van Ameringen expressed his concerns[105] about safety to the Hearing Panel in relation to the Wilks Road / Dairy Flat intersection. We note that Mr van Ameringen's family have lived in Wilks Road West for approximately 26 years and during that time they have experienced the growth of their area and with it the increase of traffic, particularly along Dairy Flat Highway.

252. He said that the intersection had seen numerous high impact and deadly accidents over the years. He would prefer to see a roundabout upgrade, similar in style and size to that of the Dairy Flat Highway / Coatesville roundabout occur at this intersection. It was his experience that the Coatesville roundabout has proved very successful in the management of traffic behaviour, improving safety and diminishing the risks of accidents. Whereas he considered if traffic lights were installed instead, drivers (under pressure) could run the lights and still take risky manoeuvres.

253. Mr van Ameringen acknowledged that the speed limit along this section of road has been reduced in the recent year. It was his opinion however that this had not mitigated the intensity of traffic and the willingness of drivers to engage in risky manoeuvres at the Wilks Road/Dairy Flat intersection.

254. In response to Mr van Ameringen's concerns, Mr Lee-Joe advised[106] that roundabouts require significantly more land, whereas signals can be constructed within the existing road corridor. He said the signals will tie in with the signals at the PC 103 site accesses and the signals at the Dairy Flat Highway / Pine Valley Road intersection. It was Mr Lee Joe's opinion that signals are safer for active mode users. Further, he stated that signals operate better in situations of unbalanced flows. Overall, it was Mr Lee Joe's view that the signals will effectively manage the likely traffic effects.

255. It was Mr Smith's opinion[107] that a roundabout can be safer than signals due to the ability of a roundabout to reduce vehicle speeds. He noted that Designation 1487 for Dairy Flat Highway includes four-laning plans for the corridor and a dual-lane roundabout. Mr Smith supported including flexibility within the precinct provisions for either a roundabout or signals to be considered, noting that there will be several subsequent design stages including safety audits that require approval by AT.

256. Mr Smith also considered that reducing the speed limit along Dairy Flat Highway from 80 km/h to 60 km/h will result in a safer environment. He considered this to be of paramount importance should this intersection be signalised. He added that if the environment were to remain at the current 80 km/h, he would not support signals and instead would recommend a roundabout to be a safer treatment. Irrespective of the

[105] Speaking Notes of Mr van Ameringen
[106] Statement of Evidence of Mr Lee Joe, paragraph 80.
[107] Statement of Evidence of Mr Smith, paragraph 7.10

final form of the upgrade, he would expect the design to include provision for safe pedestrian and cycle movements and noted this would be subject to AT approvals[108].

257. In his supplementary statement, Mr Smith advised that he had one of his colleagues extract outputs from NZTA's Crash Analysis System for his interpretation. His assessment of that data was that the extracted key crash factors recorded included a failure to give way, loss of control and the rear ending of a slower vehicle when approaching road works. He advised there were no clear themes that strongly suggested there is an inherent road safety hazard at this intersection.[109]

258. In his concluding comments Mr Richards agreed with Mr Lee Joe and Mr Smith[110]. He maintained his opinion that roundabouts are safer for vehicles, and can be designed to be safe for walking and cycling. He acknowledged that traffic signals can also be safe in lower speed environments. Mr Richards also acknowledged that Designation 1487 has identified a roundabout at the intersection of the Wilks Road and Dairy Flat Highway. Therefore, he remains of the view that there should be flexibility in the provisions for either outcome to occur. It was his opinion that the wording proposed by AT in the provisions enables this. We agree with this outcome, as it provides flexibility when there is uncertainty around timing for the implementation of Designation 1487. We have consequently added AT's proposed wording to the road upgrade for Wilks Road / Dairy Flat intersection in Appendix 3.

Financial Contributions

259. The legal submissions for NZTA prepared by Ms De Wit advised that the outstanding matters from their submission are[111]:

(a) *"The need for a financial contribution rule requiring developers in the PC103 area to contribute to transport works (Silverdale Interchange upgrades and Wilks Road Interchange) which will enable the effects of PC103 on SH1 to be appropriately managed;*

(b) *Amendments to provisions relating to the landscape buffer to be provided between SH1 and the PC103 area; and*

(c) *Amendments to ensure that transport upgrades proposed by the Applicant must be implemented with the necessary road controlling authority approval and without broad discretion for alternative designs to be implemented."*

260. This section of our decision will concentrate on the first matter being financial contributions and whether there is the ability to impose a financial contribution requirement within the precinct provisions, in favour of NZTA, under the RMA. The remaining two matters are dealt with under other topic headings in this decision.

261. The focus of NZTA's suite of evidence was on the proposed financial contribution as a possible funding mechanism to ensure that the Requestor of PC 103 pays their fair

[108] Statement of Evidence of Mr Smith, paragraph 7.11
[109] Supplementary Statement of Mr Smith, paragraph 2.2
[110] Closing Comments of Mr Richards (Transport), page 1
[111] Legal Submissions for NZTA, paragraph 7.1

and equitable share towards the envisaged costs of the upgrade to the Silverdale West interchange, as well as the new Wilks Road interchange (south facing).

262. With respect to NZTA's legal submissions seeking a financial contributions rule, Ms de Wit submitted that[112]:

> *"(a) The Council has jurisdiction to include a financial contribution rule in the AUP;*
>
> *(b) The financial contribution rule meets the statutory tests and should be recommended by the Hearings Commissioners because:*
>
> *(i) PC103 will have adverse effects on the transport network;*
>
> *(ii) The Appellant's proposed mitigation will not appropriately manage the adverse transport effects of PC103;*
>
> *(iii) NZTA's proposed financial contribution rule is appropriate to mitigate those transport effects;*
>
> *(iv) The financial contributions rule will give effect to the National Policy Statement on Urban Development 2020 (NPSUD) and Regional Policy Statement (RPS), and implement the relevant AUP objectives and policies; and*
>
> *(v) The financial contributions rule is the most appropriate method to mitigate the effects of PC103.*
>
> *(c) The financial contributions amount proposed by NZTA is appropriate:*
>
> *(i) It is fair and reasonable; and*
>
> *(ii) It has been determined using a methodology that ensures the contributions are proportionate to PC103 impacts, and is applied proportionately to development in the PC103 area.*
>
> *(d) The drafting of the financial contributions rule meets the requirements of the RMA".*

263. The s42A Reporting Officer's report said[113]:

> *"The issue of how the funding of infrastructure that services a wider catchment is provided is not something that the District Plan and the Precinct can address. This needs to be addressed through separate funding agreements outside of the district plan."*

264. Ms de Wit submitted that the Council has jurisdiction to insert a financial contribution rule into the AUP(OP) to address the adverse effects of PC 103 on SH1. Ms de Wit

[112] Legal submissions for NZTA, paragraph 7.1
[113] S42A Hearing Report, paragraph 359.

opined[114] that this position was supported by her submission that the RMA provisions relevant to financial contributions "do not bar" Council from inserting a financial contributions rule into the AUP(OP) to address the adverse effects of PC 103 on SH1.

265. Despite the fact that Ms de Wit agreed that the RMA does not "touch on" the issue of collecting financial contributions for a third party, it was her submission that silence means that the RMA does not limit the purpose for which financial contributions may be required for an RMA purpose and that the Panel should not read that limitation into the statute.

266. While Ms de Wit also agreed with Ms Campbell that no court has directly addressed the equivalent issue in a binding manner, she advised there is case law that supports jurisdiction. Ms de Wit referred us to two cases[115] where the Environment Court has endorsed district plan rules that require payment of a financial contribution towards the upgrade of NZTA infrastructure to manage the effects of development on that infrastructure[116]. She advised that *Findlay* endorsed similar rules without discussing them and the *Transit NZ* case, which made statements on the issue but were not determinative to the matter, not being district plan provisions, would allow financial contributions to be set.

267. Ms de Wit also referred us to the *Central Otago District Council v Otago Regional Council* case which stated that financial contributions must be paid to the consent authority, and cannot be directed to be paid straight to another party[117]. However, she advised the decision acknowledges that an 'exception' might apply if only another party can carry out the works that will be funded by the financial contribution and noted that only NZTA can authorise works on SH1 so she submitted the 'exception' identified by the Court would apply[118] and that the *Central Otago* decision is in support of jurisdiction in these circumstances in this case.

268. Ms de Wit considered this was not a novel approach and that there are examples of similar district plan rules that enable the collection of financial contributions to support the delivery of NZTA infrastructure[119]:

- The first example was the New Plymouth District Plan which previously contained a rule requiring a financial contribution towards State Highway upgrades associated with traffic generated by development within a Structure Plan Area. Ms de Wit noted that the rule is not in the Proposed District Plan as the financial contribution was paid at the time the area was developed.

- The second example provided was the Waipā District Plan, which she stated also includes a rule that enables the Council to require payment of a financial contribution where transport infrastructure requires construction, upgrading or

[114] Legal submissions for NZTA, paragraph 13
[115] *Findlay v Waipa District Council [2017] NZEnvC 96 and Transit New Zealand v Southland District Council ENC Christchurch C42/06, 12 April 2006, at [51].*
[116] Legal submissions for NZTA, paragraph 14
[117] Legal submissions for NZTA, paragraph 15
[118] Legal submissions for NZTA, paragraph 15
[119] Legal submissions for NZTA, paragraph 16

improving – including "existing or proposed public roads managed by a road controlling authority other than Council".

269. Ms de Wit advised that NZTA acknowledges that seeking the imposition of a financial contribution has not been a common approach in the past, but the intention is to plan for growth better which requires a change in approach now. She added that the GPSLT also requires NZTA to seek funding contributions from beneficiaries and users of its infrastructure.

270. In terms of 'fairness', it was her submission that anyone with an interest in a future plan change will have the opportunity to participate in that process. The outcome of PC 103 will not be binding on a future plan change and the purpose and quantum of any financial contribution would need to be set in a manner that reflects the particular development that is the focus of that plan change, it was her submission that there is no procedural unfairness issue here.

271. In further support of her submission, Ms de Wit added[120] that the AUP(OP) already contains financial contributions rules, such that the relief would not be unique within Auckland's planning framework.

272. Notably, NZTA expressed their preference for the Council to enforce financial contributions in Council's capacity as the regulatory authority.

273. During the hearing, Mr Peter Vari tabled a legal opinion from DLA Piper[121]. The legal advice requested by Mr Vari related to the following questions:

(a) *"Does the Council's current Contributions Policy 2022 Variation A dated 1 June 2023 (Contributions Policy) provide for the taking of financial contributions? Or is it limited to the specific precincts in the Auckland Unitary Plan Operative in part (AUP) referred to in Schedule 6 of the Contributions Policy?*
(b) *Can financial contributions provisions be included in PC103?*
(c) *If financial contributions provisions were included in PC103, can the Council legal impose conditions on consents for financial contributions when the Council's Contributions Policy does not provide for this?*
(d) *Can the Council take financial contributions for a third party (i.e. for the New Zealand Transport Agency Waka Kotahi (NZTA)."*

274. In summary, DLA Piper responded as follows[122]:

(a) *"The Council's current Contributions Policy does not generally provide for the taking of financial contributions and the taking of financial contributions is currently limited to three specific AUP precincts referred to in Schedule 6 of the Contributions Policy.*

[120] Legal submissions for NZTA, paragraph 18
[121] Advice on financial contributions – Plan Change 103 (Private): Silverdale West Industrial Area, dated 4 April 2025.
[122] Advice on financial contributions – Plan Change 103 (Private): Silverdale West Industrial Area, dated 4 April 2025, paragraph 3.

(b) *While theoretically financial contribution provisions could be included in PC103, in light of the relevant provisions of the Local Government Act 2002 (LGA02), any amendments to precinct provisions would also necessitate a change to the Council's Contributions Policy. Without such a change to the Contributions Policy, which would involve a separate process to the plan change process, the taking of financial contributions under the Precinct would not be in compliance with the requirements of the LGA02 and open to challenge.*

(c) *There is little caselaw dealing with the issue of financial contributions for third parties. However, on balance in this case, we do not consider that it is anticipated that the Council could take financial contributions for NZTA. In any event, even if they were anticipated, the Contributions Policy would need to be amended to summarise this approach."*

275. With respect to the final point above, we note that DLA Piper advised[123]:

> *"As noted by the Court in the Central Otago District Council case, the RMA is silent on financial contributions for third parties. Potentially there might be an argument that there could be a greater rationale for financial contributions for third parties with specific functions like NZTA. However, if this was the case, we would have anticipated that this would be made clear in the legislation. Alternatively, to support an argument that the taking of the type of financial contributions being proposed was appropriate, we consider that functions, duties and powers relating to certain third party assets would ideally have been delegated to the Council."*

276. Mr Kloppers confirmed in his closing comments that the legal advice provided by DLA Piper is the view of the Infrastructure Funding and Development Strategy team.[124]

277. The Hearing Panel provided NZTA with an opportunity to respond to the Council's legal opinion. Ms de Wit filed supplementary legal submissions[125] on behalf of NZTA. In summary, Ms de Wit submitted that[126]:

> *"Decision-making on PC103 is governed by the RMA. The LGA and Contributions Policy do not limit the inclusion of a financial contributions provision in PC103 or constrain the Hearing Commissioners' consideration of NZTA's submission seeking a financial contributions provision for impacts of development on the State Highway network. The Commissioners should make their recommendations on PC103 within the RMA framework and any update to the Contributions Policy (if required) can be left to the separate LGA process; and*

[123] Advice on financial contributions – Plan Change 103 (Private): Silverdale West Industrial Area, dated 4 April 2025, paragraph 19.
[124] Closing Financial Contributions comments from Mr Kloppers, dated 8 April 2025
[125] Supplementary Legal Submissions for NZTA dated 8 April 2025
[126] Supplementary Legal Submissions for NZTA, paragraphs 3.1 – 3.2

As set out in the legal submissions on behalf of NZTA, the case law does not bar, and in fact supports, the inclusion of a financial contributions provision in PC103 for State Highway infrastructure."

278. The Requestor opposes NZTA's financial contribution provisions on the grounds that they are inequitable (in the timing of their collection and in their fair recovery against all beneficiaries), they are not triggered by the effects of the proposal, and they have not been demonstrated as the most appropriate way to achieve the objectives of the plan change[127].

279. Ms Campbell agrees with NZTA's submissions that the power to impose financial contributions is found in the RMA, not the Council's development contributions policy. However, Ms Campbell submitted that there is a difference between a power to impose financial contributions and a power to impose financial contributions to fund a third-party asset. In this respect, she stated the LGA supports an interpretation of the "silent" RMA provisions that financial contributions are to be collected by the Council for the Council, not the Council for a third party for payment towards its infrastructure.

280. The Hearing Panel notes that NZTA's supplementary submissions recognise, "it is not clear that [ss 102, 103 and 106 of the LGA] capture financial contributions relating to NZTA infrastructure".[128]

281. Ms Campbell observed that NZTA's case "rests on the absence of a prohibition rather than an express power". It was her submission[129], a 'mechanism that is in the nature of a tax cannot be authorised by silence'. In addition, the fact that the LGA requires the Council to hold a policy suggests that financial contributions should only be used for Council assets. Further, she submitted that Council would have no ability to have a policy under the LGA as to its approach to financial contributions for third parties about which it had no knowledge. In summary, the Requestor maintains that payment of financial contributions for a third-party asset is not lawful.

282. The Hearing Panel has closely reviewed the Council's policy on financial contributions in the AUP(OP). Notably, Chapter I1. Financial contributions is a very brief chapter located within the Precincts section of the plan. It states by way of background[130]:

"Section 108 of the Resource Management Act 1991 provides that when the Council grants a resource consent it may impose a condition of consent requiring that a financial contribution be made.

In certain precincts, financial contributions will be taken in accordance with the precinct rules in order to avoid, remedy or mitigate adverse effects of an activity on the environment. The precinct rules set out the purpose for which land may be required as a financial contribution, and the manner in which the level of contribution (i.e. the amount of land required) is determined.

[127] Closing Legal Submissions for the Requestor, paragraph 5
[128] Supplementary Legal Submissions for NZTA, paragraph 18
[129] Closing Legal Submissions for the Requestor, paragraph 79
[130] Chapter I1 Financial Contributions

….

I1.2. Objective

(1) Financial contributions of land are required in accordance with in the precinct rules in order to avoid, remedy or mitigate adverse effects of the proposed activity on the environment.

I1.3. Policies

(1) Require financial contributions of land for the purpose specified in the precinct rules.

(2) Determine the amount of financial contributions of land in accordance with the precinct rules and on a case by case basis.

283. We have also reviewed the three precincts in the AUP(OP) that currently contain financial contribution provisions[131]. We note that neither the financial contributions provisions nor any of the three precincts enable the collection of financial contributions to support the delivery of NZTA infrastructure. Further, the policy within Chapter I1 appears to focus on "financial contributions of land".

284. The evidence in support of NZTA's case is summarised below. Ms Kathryn King provided corporate evidence for NZTA. She addressed NZTA's statutory functions, as well as the funding and investment options available for NZTA infrastructure. Ms King advised that NZTA's position on PC 103 is that it does not ensure the safe and efficient operation of transport infrastructure in and surrounding the PC 103 area[132]. It was her view that as the Silverdale and Wilks Road interchange projects are needed to support development in the PC 103 area, there should be provisions within PC 103 requiring a fair and proportionate financial contribution towards the funding of those projects[133]. She concluded that financial contributions are preferable to the other options available to NZTA.

285. Mr Graham Norman provided transport evidence. He considered there are several gaps in the Requestor's assessment of the transport effects, including limited assessment of active mode demand and travel patterns, the assessment of vehicle demand which is not consistent with New Zealand data, (which he considered has more of a local context), as well as reliance on a model that was developed for a different purpose (Milldale).

286. He addressed the effects of PC 103 on the transport network, and the appropriateness of the mitigation proposed by the Requestor compared to the SGA upgrades. He considered the Requestor's assessment likely 'understates' the transport effects of PC 103[134].

287. Notably, Mr Norman did not undertake his own modelling of the transport effects of PC 103, however he considered the Requestor's assessment likely understated the

[131] I214 Wynyard Precinct, I330 Saint Lukes Precinct, and I336 Sylvia Park Precinct
[132] Supplementary Statement of Evidence of Ms King, paragraph 2
[133] Supplementary Statement of Evidence of Ms King, paragraph 2
[134] Supplementary Statement of Mr Norman, paragraph 5

transport effects of PC 103 due to the gaps in their transport assessment[135]. It was Mr Norman's opinion that the mitigation measures proposed by the Requestor were not appropriate, as it was uncertain they could be achieved and they did not align well with the SGA upgrade, given the anticipated timing is similar. He considered the upgrades proposed by the SGA are the more appropriate measure, occurring in one single upgrade[136].

288. Mr Norman considered the effects of PC 103 to, cumulatively with other development, contribute to the need for the Silverdale interchange upgrade and the new Wilks Road interchange. Due to this direct link he considered it appropriate for PC 103 to make financial contributions towards these infrastructure upgrades that are proportionate to the demand it will create for those upgrades[137].

289. Mr Norman has assessed the proportion of cost of the relevant upgrades attributable to the impacts of PC 103, and he commented on the method for attributing financial contributions to development within the PC 103 area. He considered the traffic demand from a full build-out scenario to be the most proportionate method as it compares the demand associated with the PC 103 area with total users[138]. It was his view that this method ensures that impacts created by other growth and existing users are not attributed to PC 103. He has calculated[139] that PC 103 will contribute:

- 8.8% of demand for the Silverdale interchange upgrade; and
- 3.2% of demand for the new Wilks Road interchange.

290. Mr Norman determined that the total financial contribution toward the two projects from the PC 103 area should be $18.4M.[140]

291. Mr Gregory Akehurst provided economic evidence. He addressed economic principles relevant to financial contributions and assessed whether the proposed financial contributions rule is fair and proportionate. It was Mr Akehurst's opinion that the most important principle when determining financial contributions is fairness, which means (in this case) that those who create the effects that require infrastructure investment pay a proportional share of the costs of that investment[141]. It was his view that early developers need to pay their share of future infrastructure to ensure that the full cost is not attributed to later arrivals[142].

292. He considered a key principle is that there is no distinguishing factor between local roads and state highways that means developers should contribute to one and not the other (where there is a clear link). It was his view that NZTA as a provider of infrastructure that helps facilitate and cater for growth should be able to collect financial contributions from those who benefit from that investment in much the same way that Council is able to collect development contributions to provide for local

[135] Supplementary Statement of Mr Norman, paragraph 5
[136] Supplementary Statement of Mr Norman, paragraph 6
[137] Supplementary Statement of Mr Norman, paragraphs 10 -11
[138] Supplementary Statement of Mr Norman, paragraphs 13
[139] Supplementary Statement of Mr Norman, paragraph 14
[140] Supplementary Statement of Mr Norman, paragraph 16
[141] Supplementary Statement of Mr Akehurst, paragraph 3
[142] Supplementary Statement of Mr Akehurst, paragraph 4

roads that achieve the same aim (to facilitate the development). If not, he considered there would be an inequity in funding for infrastructure that is very similar[143].

293. Mr Akehurst concluded[144] that Mr Norman's approach is appropriate as it is based on a robust assessment of load / demand and results in a fair and equitable distribution of costs based on the benefits received. He explained that Mr Norman's model has divided the costs of the infrastructure, by those that are generating the need once fully operational. He considered this is the only fair and equitable way to assess benefits received[145]. Mr Akehurst also observed that if the future costs of the upgrades increase there is a mechanism to adjust the financial contributions accordingly.

294. Lastly, Ms Lesley Hopkins provided planning evidence. She addressed the effects of PC 103 on the transport network and the need to mitigate those effects, and the consistency of the proposed relief with the planning framework. Ms Hopkins also provided a section 32AA analysis. It was Ms Hopkins' view that the policy framework supports an integrated approach to the planning and funding of infrastructure and managing the effects of growth on the transport network[146]. Ms Hopkins confirmed that she supports the use of triggers to control the release of land.[147] She considered the inclusion of a financial contribution provision is consistent with the policy framework and is an appropriate mechanism to address the adverse transport effects of PC 103.[148]

295. Upon further questioning, Ms Hopkins advised that the provisions within the I1 Financial Contributions chapter were very specific to land, so she did not consider they were applicable to the proposed financial contribution provision for PC 103. It was her view that she did not need to rely on that objective and those policies.

296. Messrs Cook and Cooper held the view that there is no effects basis on which to include a financial contribution provision within the precinct, as the transport network effects of PC 103 are being avoided by utilising existing capacity and are being mitigated by identified network upgrades[149].

297. They expressed a concern that the financial contribution mechanism proposed by NZTA does not address the growth from elsewhere in the Structure Plan area or from other users – current and future – of those interchanges[150]. They considered that NZTA's indicative approach has the potential to be highly inequitable over time and seems like a 'kneejerk reaction' to PC 103 on the basis that the opportunity to charge developers of the plan change area will be lost[151].

298. It was Mr Philip Osborne's view that Mr Akehurst was seeking to avoid one of the most significant differences between the two sets of roading infrastructure.

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[143] Statement of Evidence for Mr Akehurst, paragraph 29
[144] Supplementary Statement of Mr Akehurst, paragraph 6
[145] Supplementary Statement of Mr Akehurst, paragraph 12
[146] Supplementary Statement of Ms Hopkins, paragraph 13
[147] Supplementary Statement of Ms Hopkins, paragraph 15
[148] Supplementary Statement of Ms Hopkins, paragraphs 13 and 17
[149] Joint Statement of Supplementary Evidence of Messrs Cook and Cooper, paragraph 16
[150] Joint Statement of Supplementary Evidence of Messrs Cook and Cooper, paragraph 16
[151] Joint Statement of Supplementary Evidence of Messrs Cook and Cooper, paragraph 17

Historically, he reflected, state roading has been funded centrally due to the very fact that it is very difficult to accurately identify the individual beneficiaries of improvements to a network where improvements at one point benefit users further through the system.[152]

299. Mr Osborne identified a number of other factors[153] that gave him cause for concern, which relate not only to the distribution of benefits but to the equity of the method of financing. These included the timing of the infrastructure provision, the uncertainty of timing and provision, and the ability for the Requestor to 'benefit'. He reiterated that the key underlying issue relates to the fairness and appropriateness of the provisions sought and the method of funding[154].

300. It was Mr Osborne's opinion[155] that the economic cost benefit assessment provided by NZTA through the planning evidence highlights, at the very least, the lack of consideration for potential inequities and economic costs that have the potential to impact upon the market's ability to effectively and efficiently provide business land to meet demand and in themselves contribute to a more efficient transport network through improving local employment opportunities.

301. In addition to the above, Messrs Cook and Cooper considered that the section 32AA analysis provided by Ms Hopkins overstated the benefits of the financial contribution method and understated the costs[156]. In their view, inserting a financial contribution mechanism in PC 103 is not the most appropriate method for addressing the issue of future funding of long-term infrastructure projects. They consider it attributes the costs of that infrastructure far too narrowly, incorrectly assuming that it is only the developers of land that are benefiting from that infrastructure and that they should not be burdened with the associated costs. They consider it is also inefficient as it relates to unfunded projects within a designation that has been given effect to and therefore has no lapse date[157].

302. We turn now to our findings on this matter. It has not been sufficiently demonstrated to us that it is lawful for the Council to collect financial contributions for a third party, in this case NZTA. We agree with Ms Campbell's submission, that there is a difference between a power to impose financial contributions and a power to impose financial contributions to fund a third-party asset for payment towards its infrastructure[158]. No one has provided us with clear evidence that the RMA contains provisions that enables the taking of financial contributions relating to NZTA infrastructure.

303. The financial contribution provisions within the AUP(OP) did not provide us any further assistance in this regard.

[152] Supplementary Evidence of Mr Osborne, paragraph 9
[153] Supplementary Evidence of Mr Osborne, paragraph 11
[154] Supplementary Evidence of Mr Osborne, paragraph 14
[155] Supplementary Evidence of Mr Osborne, paragraph 18
[156] Joint Statement of Supplementary Evidence of Messrs Cook and Cooper, paragraph 21
[157] Joint Statement of Supplementary Evidence of Messrs Cook and Cooper, paragraph 22
[158] Closing Submissions for the Requestor, paragraph 79

304. The Panel also considered whether NZTA's proposed financial contributions framework was fair, reasonable and equitable? We explored through a series of questions with the NZTA witnesses, the costs and benefits of NZTA's proposed framework, particularly in relation to a timing aspect.

305. In short, we were not convinced that the financial contribution provisions being sought would be fair and reasonable on the Requestor, especially given the level of certainty, that the upgrades will actually be delivered in the anticipated timeframe. The specific NZTA projects identified, being the SH1 interchange upgrades and the Wilks Road upgrades have an indicative 6-year and 14-year timeframe, respectively (being 2031 and 2039). Ms de Wit advised these timeframes may move slightly depending on how growth proceeds. We note there is no lapse date on the designation nor has any source of funding been identified[159], meaning there is no certainty about when, or even if, these upgrades will occur.

306. These long-term and uncertain timeframes do raise equity concerns for us, as PC 103 would need to fund 'its proportion' of costs far in advance of the upgrades being in place and will have to internalise this cost in doing so, while later developments will contribute closer to the time the infrastructure is to be provided, in that same market.

307. Commissioner Skidmore used an analogy to explore the fairness of the proposed financial contributions matter further. The question posed to Mr Akehurst was if someone went into a shop to buy (and pay for) a product, but it wasn't there at the time, and there is no certainty when you would get the product or what that product would be like, is it fair that the shopkeeper still asks for payment for the product at that time? In translating this scenario to PC 103, we asked ourselves if it was fair that the Requestor was being asked to pay the financial contributions now, despite the fact that the intended upgrades are projected to be a minimum of 6 to 14 years into the future, all while there is a level of risk or uncertainty that the upgrades will actually be delivered. In response, Mr Akehurst acknowledged that there is a risk that the infrastructure upgrades do not go ahead and that you have over-collected for them, but he said you can only make a decision based on the best information that is available at the time in order to fund this infrastructure.

308. The Panel further noted that there are large areas of future urban zoned land remaining in the surrounding area. This land will be subject to several plan change processes over time. There is no certainty that the same or similar financial contribution mechanisms will be rolled out via other private plan change processes. Each plan change process is subject to its own process heard by different Hearing Panels. We therefore struggle to understand how a financial contribution process could be rolled out on a fair and equal basis with NZTA submitting on each plan change process. Ms King also confirmed that there is no Auckland-wide plan change proposal that is currently being prepared by NZTA to enable such an outcome to occur.

[159] Ms King advised that no funding has been identified for either of these projects by the National Land Transport Fund nor has it been identified for Crown Funding.

309. Ms de Wit confirmed that no financial contributions have been collected from past developments in this location. It is also not clear to us how other users from existing urban areas or growth from establishing urban areas (occurring outside of Future Urban zoned areas) in proximity to the Silverdale and future Wilks Road interchange would contribute their 'fair share' of any contribution owing to these infrastructure upgrades.

310. The GPSLT is a high-level policy document that Ms de Wit considers should be given consideration to by the Panel, but she acknowledges it is not a RMA policy document to be given effect to and therefore it has no statutory weight. What it does do however, is **direct** NZTA to be looking at alternative funding and financing arrangements, which is what NZTA are doing in seeking financial contributions on the PC 103 process.

311. We also note that despite Ms King advising NZTA will be seeking financial contributions on other larger private plan change applications as directed to by the GPS (both in Auckland and across the country), at the time of this decision, NZTA has not sought to achieve this approach elsewhere in Auckland.

312. We raised our concerns around the mechanisms for how this framework would operate with the Council being responsible for collecting the financial contributions. We consider this could create quite a burden on the Council. The witnesses from NZTA could provide no answers to this.

313. We also note that some development of the PC 103 area is able to be undertaken prior the NoR4 upgrades to the Silverdale interchange and the installation of the Wilks Road interchange being in place. This is an important point, and we do not agree that a financial contribution should be imposed in this situation.

314. We also do not consider that NZTA's proposed framework is fair or reasonable. We find that it would result in inequity across all users and there is no certainty that the infrastructure will be delivered in the timeframes indicated. We agree with Messrs Cook and Cooper that NZTA's financial contributions mechanism does not address growth from elsewhere in the area or from other users of the interchange. The Panel therefore find that the financial contributions framework proposed is not the most appropriate way to achieve the objectives of the plan change in terms of the s32 tests. Further the do-nothing option in relation to financial contributions is the most appropriate approach.

315. Putting the above to one side for the moment, it is our finding that the traffic effects of PC 103 on the Silverdale interchange and the Wilks Road upgrades are appropriately mitigated by the provisions within PC 103. Notably, this includes the required transport upgrades that the Requestor has committed to undertaking, as set out in Appendix 3 of the proposed precinct provisions, as well as the staging of the land development. We disagree with Mr Norman's evidence in that regard. We note that all of the traffic experts, with the exception of Mr Norman, agreed that the traffic model utilised was appropriate, this includes AT.

316. Further, together with the Requestor having agreed, albeit late in the process, to include the ability for the trip generation mix to be revisited, we consider that the matter relating to trip generation is resolved and overall that the traffic effects of PC

103 are in fact, well understood (and mitigated). We therefore agree with Messrs Cook and Cooper who consider that "there is no effects basis on which to include a financial contribution provision within the precinct"[160].

317. During our questioning of the experts, we also explored alternative methods for funding of the infrastructure, such as development agreements or cost sharing agreements in terms of s32 of the Act. Ms Hopkins said she did not consider that supplementary funds were an appropriate tool for PC 103. Nor did she consider that an Auckland-wide plan change to introduce a region-wide financial contributions policy was an appropriate mechanism as the specific projects required to support that land use need to be well defined so that the proportion of demand can be calculated. She considered that a general approach could lead to disproportionate costs being applied. It also was not clear to her where any region-wide provisions would appropriately sit within the AUP(OP). It was Ms Hopkins opinion that the specific provisions sit more comfortably in a precinct[161].

318. Lastly, on this matter, we agree with Ms Campbell's submission about the benefits of cost-sharing agreements, specifically, precincts involve the Council as a third party with no real "skin in the game" - a clearly less efficient and effective approach than the two concerned parties dealing with each other directly[162]. We note that this option was not included in Ms Hopkin's s32AA Assessment.

Landscape Buffers

319. The genesis for the landscape buffers is found in the Structure Plan. The Structure Plan identifies two amenity-related landscape buffers along the SH1 and Dairy Flat Highway interfaces of the precinct. The buffers are to assist with the mitigation of adverse effects on the landscape and visual amenity values of the surrounding area arising from the changing land use to industrial.

320. With regard to the SH1 interface, the Structure Plan advises that an overall goal of a 40m buffer along the motorway is intended to create an attractive gateway from SH1 / Silverdale interchange. It also identifies that there are situations where the landform and existing planting obscure views of the area from the motorway and that it is possible to amend the 40m depth of the buffer along the interface where existing, unmodified landform features will be retained, existing vegetation is protected on private land, or consented landscape planting provides an effective visual screen that mitigates to the same extent adverse visual effects of industrial development from views from the motorway as a 40m landscape buffer would. In terms of the Dairy Flat Highway interface, a 10m landscape buffer is identified.

321. PC 103 takes a more nuanced approach to the SH1 buffer than the Structure Plan. The Requestor made provision for a landscaped buffer along the SH1 and Dairy Flat Highway interface based upon the specific analysis provided by Ms Julia Wick.

322. Following further analysis of the site, a continuous planting buffer of 10m-15m along the SH1 corridor interface and a 5m buffer along the Dairy Flat Highway interface

[160] Joint Supplementary of Messrs Cook and Cooper, paragraph 16.
[161] Supplementary Statement of Ms Hopkins - Appendix 1
[162] Closing Submissions for the Requestor, paragraph 92

were recommended by Ms Wick to achieve the visual and amenity objectives of the Structure Plan. It was also recommended that this planting should incorporate a diverse range of plant species and vegetation heights, including low plantings, mid-height shrubs, and taller trees, to create a regular rhythm and reinforce the area as a gateway feature. In addition, Ms Wick recommended[163] the design emphasise bold forms, textures, and colours to enhance visibility at high speeds (100 km/h). It was her view that larger tree species, reaching at least 20m in height, should be included to provide scale, containment, and visual mitigation of the surrounding built environment.

323. Ms Wick was of the opinion that the gateway effect being sought along the SH1 corridor can be more effectively achieved through thoughtful design, including tree clusters, upright groupings, and a variety of plant species[164].

324. This translated into the proposed PC 103 provisions in the following manner, IX.6.4 Landscape buffer (State Highway 1 interface) and Appendix 4 in the notified provisions which establish a landscape buffer varying between 5m and 15m in depth of continuous buffer planting which accommodates a range of plant species and scales of vegetation to create an effective gateway feature. In recognition of the impact that the change to the designation boundary proposed in NoR 4 would have, provision was made in the rule for Standard IX.6.3 Yards to apply in the event that a NoR is lodged or designation confirmed for transport works within the area of the buffer.

325. Ms Wick recommended the use of landscape design to emphasise bold forms, textures, and colours to enhance visibility at higher speeds (100 km/h). She recommended that larger tree species, reaching at least 20m in height, should be included to provide scale, containment, and visual mitigation of the surrounding built environment[165].

326. With regard to the Dairy Flat Highway buffer, a more conventional approach to the establishment of a visual buffer between industrial activities within the precinct and Dairy Flat Highway (and the future residential areas opposite) has been taken. Ms Wick identified that there is no mention of the need for visual mitigation in this area, consequently, she considered the gateway effect could be achieved through thoughtful design of the planting. This could include tree clusters, upright groupings, and diverse plant species, rather than just adhering to a standard 10-metre width[166].

327. Through notified Standard IX.6.5 Landscape buffer (Dairy Flat Highway interface), a minimum depth 5m landscape buffer was proposed either from the edge of the road widening required under Standard IX.6.6 Road widening setback along Dairy Flat Highway, or from the legal road boundary once the road widening designation is in place.

328. The 5m continuous planting buffer along the interface with the Dairy Flat Highway corridor was proposed to be planted with a mixture of trees, shrubs, or ground cover

[163] Statement of Evidence of Ms Wick, paragraph 13
[164] Statement of Evidence of Ms Wick, paragraph 37
[165] Supplementary Statement of Ms Wick, paragraph 6
[166] Statement of Evidence of Ms Wick, paragraph 38

plants along the full extent to achieve multi-layered plantings and be arranged to achieve a regular structure and rhythm reinforcing a gateway feature.

329. Ms Wick concluded that the proposed approach to the landscape buffer for both the Dairy Flat Highway and SH1 interfaces will effectively meet the objectives outlined in the Structure Plan. It would provide visual mitigation for the roadway interfaces and create a high-quality amenity and gateway experience at these locations[167].

330. Furthermore, she considered that the broader landscape design, which aims to visually "break up" the industrial buildings, will incorporate interventions within the masterplan, such as 20-metre-wide planted stream corridors, large-scale tree planting in internal streetscapes, and amenity planting throughout the site. It was Ms Wick's view that these measures will help to minimise the visual impact of the industrial development and soften its dominance, particularly when viewed from elevated residential properties (in the east)[168].

331. Messrs Cook and Cooper agreed with Ms Wick that a different approach was appropriate for the Dairy Flat Highway buffer (to that for SH1) because the land in PC 103 will not be developed until the southern side of Dairy Flat Highway is delivered as required by the transport provisions in PC 103[169].

332. Messrs Cook and Cooper considered this method to be appropriate to achieve the RMA and the AUP(OP) provisions, as there would be a buffer in place to maintain and enhance amenity values, noting these would be enjoyed by people travelling on SH1 or in more distant elevated positions, until such time as the Designation is confirmed for public transport works along the SH1 margin of the PC 103 land[170].

333. They considered however, that upon the designation being confirmed, the implementation of the buffer standard would no longer be an efficient or effective planning mechanism because the notice occupies the whole of the buffer required in standard IX.6.4, meaning development and subdivision of the land and provision of any buffer would be controlled by the notice/designation[171].

334. To maintain the provision for amenity, Standard IX.6.4 provided for the rear or side yard requirements of Standard IX.6.3 to apply to the new boundary with SH1. This is on the expectation that any need for an additional amenity buffer would be provided at the time the SH1 improvement works are implemented, and any surplus land is returned, while ensuring that amenity is achieved by the 5m side or rear yard (including 3m landscaping requirement) under Standard IX.6.3.

335. NZTA's submission sought amendments to provisions relating to the landscape buffer to be provided between SH1 and the PC 103 area. Specifically, NZTA sought to ensure that the proposed landscape buffer is re-aligned or setback from SH1 to prevent overlap between the buffer and NZTA's NoR4. It was Ms Hopkins' view that

[167] Statement of Evidence of Ms Wick, paragraph 42
[168] Statement of Evidence of Ms Wick, paragraph 42
[169] Joint Statement of Evidence of Messrs Cook and Cooper, paragraph 184
[170] Joint Statement of Evidence of Messrs Cook and Cooper, paragraph 181(a)
[171] Joint Statement of Evidence of Messrs Cook and Cooper, paragraph 181(b)

the landscape planting within NoR4 cannot be relied upon to mitigate the adverse visual effects of PC 103 in the long term[172].

336. The Section 42A Hearing Report recommended rejecting NZTA's submission on the basis that the boundary of the designation is unclear as NoR4 is under appeal[173]. In response, Ms Hopkins noted that the appeals on NoR4 are property specific appeals outside of the PC 103 area, meaning it is highly unlikely the boundary between PC 103 and the SH1 designation boundary (as amended by NoR4) will change as a result of the appeals[174]. Ms de Wit also noted that NoR4 has interim effect from the date NZTA gave notice. Accordingly, no person may do anything that would prevent or hinder the work to which the designation relates without the prior written consent of NZTA[175]. As such, Ms de Wit stated that no planting within the NoR4 boundary (or designation) required by the PC 103 provisions can be undertaken by the Requestor unless and until agreed with NZTA[176].

337. NZTA proposed an amendment to the relevant landscape buffer provision to enable consideration of engagement with NZTA as the road controlling authority[177].

338. In response to NZTA's evidence, and the uncertainty of this outcome, in light of NoR4, Standard IX.6.4 – Landscape Buffer (SH1 Interface) was updated by the Requestor to address the impact of the proposed change to the designation boundary. The provision was amended to say if a designation for transport works is confirmed within the buffer area, the requirements of Standard IX.6.4 will no longer apply. Instead, the rear or side yard requirements of Standard IX.6.3 will apply to the new boundary (2m +3m landscaping).

339. The Hearing Panel explored this scenario further during the hearing with the relevant experts. We raised concern about the erosion of the landscape buffer width from the original 40m indicated in the Structure Plan to a 3m planted yard and the impact that may have on creating a gateway arrival experience. In response to our questions, Ms Wick confirmed that the Requestor's proposed amendments would mean that the landscape buffer would not be required (as it sits within the designation) and she considered the only way those outcomes can be achieved is by adding those same elements within the yard setback. We also noted the amended provisions included no requirement to actually plant the yard.

340. Mr Cook considered that the situation has changed since the Structure Plan was adopted in 2020, but he acknowledged that was a matter for consideration. However, it was his opinion that the proposed response is an appropriate one. This was in the background that there is no timeframe for the works to take place (as the designation has been given effect to), and this creates a level of uncertainty which requires a different approach be taken as well.

[172] Statement of Evidence of Ms Hopkins, paragraph 37
[173] S42A Hearing Report, paragraphs 384-387.
[174] Statement of Evidence of Ms Hopkins, paragraph 35
[175] RMA, s178.
[176] Legal submissions for NZTA, paragraph 69
[177] Legal submissions for NZTA, paragraph 70

341. Mr Cooper considered it would be highly inefficient and ineffective to put the buffer in the wrong place. This would have an effect of neutralising land between the buffer and the edge of the future infrastructure. Upon reflection Messrs Cook and Cooper considered given the limited portion of land that would be subject to the buffer, that it would be better deleted. A consequential amendment to that would require that the yard is expressly identified as a requirement along that boundary.

342. We asked the Requestor's planners if the removal of the landscape buffer and its replacement with a 3m yard would achieve the second purpose set out in the Structure Plan which involved provision of an effective visual screen that mitigates visual effects of industrial development from users of the motorway. Mr Cook advised that while that was not a policy, he considered it would achieve that outcome, in the context of the above[178].

343. Our reading of proposed Policy 14 for the precinct is that it requires development to have a landscaped setback to protect the interface with the surrounding land use and to maintain a sense of openness and naturalness. The intention of the proposed policy wording in this setting was not entirely clear to us, given the original intentions of the Structure Plan. We looked to the overarching objective (Objective 8) for some guidance, which only contained a broad reference to managing the interface with surrounding land use. It was our finding that the policy direction proposed lacked clarity about its intentions and how any outcomes sought were to be achieved.

344. In closing remarks, Ms Gilbert advised she remained supportive of the 15m landscape buffer rather than the Requestor's proposed yard control (2m plus 3m landscape strip) and noted that the Requestor's experts supported the 15m width landscape buffer for the majority of the SH1 interface, prior to the confirmation of the NoR4 amended SH1 designation boundary[179].

345. She reiterated[180] that the purpose of the SH1 buffer relates to establishing a screening and filtering effect to achieve an appropriate interface between the highway and industrial zoned land, along with a gateway intention at the northern end. It was Ms Gilbert's opinion, that this is not just a gateway function (as inferred by the Requestor's planning evidence) and she noted that this dual purpose is acknowledged in both Ms Wick's[181] and Mr Pierard's evidence[182].

346. Ms Gilbert disagreed with relying on the Landscape and Urban Design Management Plan requirements under NoR4 to augment the SH1 landscape buffer. It was her view the highway is an established landscape element (rather than a new landscape element), plus industrial land-use tends to be considered as having a reasonably high tolerance for highway development (for example, it is not sensitive in the way that a residential audience would be). For these reasons, she considered it is quite unlikely that the highway expansion would necessarily trigger landscape mitigation (via the Landscape and Urban Design Management Plan strategy) of the scale

[178] Day 2, Session 2 at 18.00
[179] Ms Gilbert's Hearing Notes, dated 4 April 2025, paragraph 1
[180] Ms Gilbert's Hearing Notes, dated 4 April 2025, paragraph 2
[181] Statement of Evidence of Ms Wick, paragraphs 29 - 42
[182] Statement of Evidence of Mr Pierard, paragraph 65

originally considered appropriate by the Requestor for the majority of the SH1 interface[183].

347. Further, in relation to the Special Information Requirements, Ms Gilbert explained that the landscape buffers should include trees that can grow to 20m at maturity. It was her view that a 3m landscape strip is of an inadequate scale to support mature trees of this scale. By way of background, she had originally supported relaxation of the 15m buffer width towards the northern end of the SH1 interface due to the benefit afforded by mature plantings on the relevant properties that were protected via resource consent, as the 'new' buffer was going to be building on existing vegetation patterns[184].

348. In response to questions raised by us, Ms Gilbert considered that using buildings to contribute to gateways can be a very successful tool. However, it was her experience that would require buildings to have a restricted discretionary activity status with location specific assessment criteria guiding the appropriate outcome. Ms Gilbert pointed us to an example of this working well which was the development fronting Highbrook Drive (in the Highbrook Light Industry area) which has a RDA activity status[185].

349. Ms Gilbert noted the other gateway ideas mentioned by some of the Requestor's experts include Auckland International Airport. She advised the rocks and planting treatment at the entrance to the airport are approximately 90m in width (on both sides of the road)[186].

350. In his closing remarks, Mr Paul stated given that NZTA indicated that they are comfortable with the location of the NoR4 designation boundary, he recommended that a 15m buffer should apply from the designation boundary[187].

351. Mr Paul agreed with Ms Gilbert that it is not appropriate to rely on the motorway corridor and planting within it, to mitigate the effects of development on the adjoining land. He therefore disagreed with Ms Hopkins and Mr Cook and Mr Cooper's proposed wording in the note to IX.6.4 Landscape buffer defaulting to yard provisions[188].

352. He did not consider that defaulting to the yard provisions from the designation boundary provided the appropriate 15m landscape buffer from the designation boundary as recommended by Ms Gilbert. It was his view that if it is appropriate for a yard to be determined from the designation boundary, that the landscape buffer should also be determined from that location[189].

353. Mr Paul further noted that Mr Cooper, in response to one of our questions, suggested that if the designation boundary was used, the buffer could end up stranded if the extent of the designation was reduced in the future, however, Mr Paul noted the

[183] Ms Gilbert's Hearing Notes, dated 4 April 2025, paragraph 3
[184] Ms Gilbert's Hearing Notes, dated 4 April 2025, paragraph 4
[185] Ms Gilbert's Hearing Notes, dated 4 April 2025, paragraph 5
[186] Ms Gilbert's Hearing Notes, dated 4 April 2025, paragraph 6
[187] S42A Closing Planning Comments, page 1
[188] S42A Closing Planning Comments, page 1
[189] S42A Closing Planning Comments, page 1

same thing could happen with planting using the yard provisions if development occurred before the designation was reduced[190].

354. We prefer the evidence of Ms Gilbert and Mr Paul. Despite the Structure Plan being a matter to have regard to, we find that the provision of the landscape buffer is a key outcome for Silverdale. We have consequently retained the provision requiring a landscape buffer adjoining SH1 (and Dairy Flat Highway) and adopted the amendments recommended to us by Mr Paul for IX.6.4 Landscape buffer, with the exception of the recommended minimum depth of 15m (which we return to below). The Panel also considers it is imperative that the dual purpose of the visual landscape buffer is stated within this standard and we have included the second purpose being to provide for a gateway experience entering Silverdale.

355. We have also made some consequential amendments to IX.6.5 to make the purpose clearer that the standard is referring to a visual landscape buffer. For consistency between the two buffer standards, we have also deleted the reference to the "legal road" boundary, as we prefer the reference to simply state that the buffer be set back from the boundary (with the road designation). Lastly, we have added the respective designation numbers to each standard so that it is clear which designation boundaries are being referred to.

356. We note that this gateway creation is reinforced in the development of two precincts on the opposite side of PC 103 (on the eastern side of SH1), which are both highly visible from the motorway. The Silverdale 2 Precinct includes objectives, policies and standards to assist in creating a vegetated landscape, helping to frame the entrance to the Hibiscus Coast Highway[191]. In particular, Policy 6 states:

> *"Provide a landscape buffer along the boundary of State Highway 1 to assist in screening development within the precinct from the motorway."*

357. We further note that the Silverdale 3 Precinct has responded to its proximity to SH1, with provisions that require careful management of all development within the precinct to assist in creating a high-quality gateway (and strong sense of arrival) to the Hibiscus Coast[192]. Of direct relevance is Policies (3) and (5), as set out below:

> *"(3) Achieve a quality gateway experience through the establishment of sensitively designed prominent buildings located within a vegetated framework.*
>
> *(5) Create a planted interface with tall trees along the western edge of the precinct adjacent to State Highway 1 (the motorway) providing filtered views to assist in integrating the development into the wider landscape when viewed from the motorway and to complement the high quality built form."*

358. The Panel notes that in the Silverdale 2 Precinct a landscape buffer area with a minimum width of 5m is required, which must be landscape-designed and planted in grass, trees and shrubs. In the Silverdale 3 Precinct, a 5m building yard is required

[190] S42A Closing Planning Comments, page 2
[191] Silverdale 2 Precinct, I536.1. Precinct Description
[192] Silverdale 3 Precinct, I537.1. Precinct Description

for sites with a Gateway Frontage Control, 50 per cent of which must be planted in shrubs, with a minimum width of 2m. While we acknowledge the different land use activities enabled in these precincts, we find the approach taken helpful to our determination of a suitable response for PC 103.

359. It is our finding that the landscape buffer should have a minimum depth of 10m from the boundary with SH1 Designations 6759 and 6760. We have sought to achieve an appropriate balance between enabling much needed light industrial zoned land in this location while seeking to deliver on the dual-purpose intentions of the Structure Plan in an efficient and effective manner. The minimum 10m depth will enable the desired planting outcomes to be achieved, such as multi-layered native planting (with the inclusion of trees with the ability to grow to a minimum of 20m in height at maturity when adjoining SH1) which will assist to minimise the visual impact of the industrial development and soften its dominance, particularly when viewed from elevated residential properties, whilst also providing sufficient room to create a gateway experience at Silverdale.

360. The landscape buffer standard is as follows:

"IX6.4 Landscape buffer (State Highway 1 interface)

Purpose:

- *To provide a visual landscape buffer between industrial activities within the precinct and State Highway 1.*
- *To provide for a gateway experience entering Silverdale.*

(1) A building or parts of a building within the State Highway 1 Landscape Buffer area shown on IX.10.1 Silverdale West Industrial Precinct: Precinct Plan 1 must be set back from the boundary with State Highway 1 Designations 6759 and 6760 as shown on IX.11.4 Appendix 4 - Landscape Buffer Plan, by the minimum depth of 10~~5~~m. ~~shown on IX11.4 Appendix 4 – Landscape Buffer Plan.~~

(2) The setback must be planted in accordance with Special Information Requirement IX.9(4) Landscape Buffer Planting Plan. ~~and Table IX6.4.1~~

~~*Landscape buffer (State Highway 1 interface) below.*~~

~~Table IX6.4.1 Landscape buffer (State Highway 1 interface)~~

~~Address (as at 23 August 2023)~~	~~Minimum Planting Width Within Setback~~
~~1738 Dairy Flat Highway Lot 1 DP 480626~~	~~5m~~
~~Diary Flat Highway Lot 2 DP 480626~~	~~10m~~
~~Sec 6 SO 308591, Dairy Flat Highway Silverdale 0931~~	~~10m~~
~~1744 Dairy Flat Highway. Sec 9 SO 308591, Sec 10 SO 308591~~	~~15m~~
~~1748 Dairy Flat Highway. Pt Allot 210 Psh Of Okura SO 18072, Sec 19 SO 308591~~	~~15m~~
~~1748A Dairy Flat Highway~~	~~15m~~
~~1636 Dairy Flat Highway Lot 1 DP 208687~~	~~15m~~
~~193 Wilks Road Lot 1 DP 433431~~	~~15m~~

~~Note:~~

~~In the event that a Designation is confirmed for public transport works within the Landscape Buffer (State Highway 1 Interface), the requirements in Standard IX6.4 do not apply. The rear or side yard requirements of Standard IX6.3 apply to the new boundary.~~

361. We have made consequential amendments to the precinct description and the relevant objective and policy, as well as the matters of discretion and assessment criteria and the special information requirements with respect to the SH1 interface matters, to recognise the dual purpose of this landscape buffer and in the last case, to ensure that the landscaping adjoining SH1 would be effective, as follows:

IX.1 Precinct Description:

…

Landscape Buffers

The precinct provides a landscaped buffer along State Highway 1 and Dairy Flat Highway to achieve a gateway experience entering Silverdale and to mitigate adverse effects on the landscape and visual amenity values of the surrounding area arising from the changing land use to industrial.

…

Objective (8)

The precinct is subdivided and developed in a comprehensive~~ly developed~~ and integrated way to establish an industrial environment that responds to natural site features and landform, manages the interface with surrounding land use,

contributes to a strong sense of arrival at Silverdale, supports public and active transport use and respects mana whenua values.

…

Policy 14

Require ~~development~~ a landscape buffer to be established adjacent to Dairy Flat Highway and State Highway 1 to mitigate adverse effects arising from the industrial activities on the visual amenity of the surrounding area and to contribute to the arrival experience at Silverdale. ~~protect the interface with the surrounding land use and maintain a sense of openness and naturalness through a landscaped setback.~~

IX.8.1 Matters of discretion

(4) ~~(5)~~ Development that does not comply with IX6.4 Landscape buffer (State Highway 1 Interface)

(a) Visual amenity effects.

(b) Gateway experience to Silverdale.

IX.8.2. Assessment criteria

(6) Development that does not comply with IX6.4 Landscape buffer (State Highway 1 Interface):

(a) the extent to which planting is designed to achieve a regular structure and rhythm along State Highway 1 reinforcing a buffer; and

(b) the extent to which the integrated site layout, building and landscape design provides a high quality and visually attractive frontage to State Highway 1 and contributes to a gateway experience entering Silverdale.

IX.9 Special information requirements

(4) Landscape Buffer Planting Plan

(a) An application for land modification, development and subdivision which adjoins State Highway 1 or Dairy Flat Highway must be accompanied by a planting plan identifying the location, species, planter bag size and density of the plants.

(b) *Plant species should be utilised to create multi-layered native planting consisting of low edge planting, mid-height shrubs/trees as well as taller tree species (with the ability to grow to a minimum of 20m in height at maturity when adjoining State Highway 1). This planting is to be arranged to achieve a regular structure and rhythm reinforcing a gateway feature.*

Viewshaft

362. The Structure Plan identified a viewshaft across the south-western portion of the PC 103 area, which looks northwest towards Lloyds Hill.

363. The Panel understands that the location of the viewshaft shown on the Structure Plan map comes from Bridget Gilbert's Landscape Assessment that supported the Structure Plan (shown in Appendix 10 of the report "Landscape Development Principles Diagram").

364. Mr Pierard introduced a new "Opportunities and Constraints" diagram in his evidence[193] noting that it had been updated from the original Urban Design Statement to reflect the removal of the viewshaft to Lloyds Hill, as shown in the Structure Plan, since it does not apply to the site.

365. In response to our request to have this explained further, Mr Pierard advised that the viewshaft as originally shown across the site was in fact a mapping error and that the viewshaft is actually located further to the south of the site.

366. Ms Gilbert confirmed in her closing remarks that she agreed with the comments made by Ms Wick and Mr Pierard in relation to the location of the viewshaft[194].

367. The Panel find that the mapping error occurred back at the Structure Plan stage. In any case, all the experts agree that it should not apply to the site, which is a useful starting point to clarify ahead of our next topic, as the original presence of the viewshaft limited the area that any proposed height increase would apply to.

Activity Status of Buildings 20m – 30m in Height

368. The Requestor is seeking the identification of an area within the precinct to enable additional height of between 20m – 30m as a controlled activity. This is borne out of the need to provide for the evolving functional requirements of industrial development.

369. Ms Campbell observed that there is no disagreement that additional height within the precinct is appropriate. The disagreement is how that additional height should be provided for in the precinct provisions.

370. Ms Perwick for Auckland Council as Submitter considered that buildings within the Additional Height Area should be classed as a restricted discretionary activity, whereas Messrs Cook and Cooper consider that it should be a controlled activity.

371. This is in the context that the underlying zone is Business - Light Industry where new buildings up to 20m in height are a permitted activity. The Panel does note that the Business - Light Industry zone enables greater building height than the standard maximum building height of 20m through a Height Variation Control in the planning maps, as enabled in Policy 5 of the underlying zone. However, the Panel was not provided with any examples of where these areas currently occur within the Auckland region. Buildings higher than 20m (and that do not meet the zone standards) are deemed to be a restricted discretionary activity, and must be considered against the matters set out in H17.8.1(4).

[193] Statement of Evidence of Mr Pierard, paragraph 39
[194] Hearing notes from Ms Gilbert, paragraph 10

372. Mr Pierard observed that the plan change land area naturally slopes away from the eastern and western boundaries, creating a dip in the landscape. He explained that this has provided an opportunity for greater height to be absorbed into the landscape[195]. Consequently, a 30m height variation has been sought to align with the site's topography, facilitating efficient use of lower-elevation areas while minimising visual impacts on the surrounding environment.

373. It was his view that the topographical characteristics of the site combined with the 100m setback from Dairy Flat Highway and the 120m offset from SH1, specifically for the 30m additional height area, provided a transition to potential future land uses and ensured that any additional height can be accommodated without significant adverse visual dominance effects[196].

374. It was also Mr Pierard's opinion that the future buildings will be partially or fully screened by the required buffer planting specified in IX.6.4 and IX.6.5 (Landscape buffer SH1 and Dairy Flat Highway interface), further mitigating potential visual impacts[197].

375. Ms Wick also considered that additional height up to 30m could be accommodated in the areas within the centre and lower lying portions of the site. She considered this additional height to be appropriate from a landscape and visual effects perspective, specifying the same reasons as Mr Pierard[198].

376. Ms Wick made the following recommendations, for new provisions to be included within the precinct provisions[199] in response to the Auckland Council submission requests[200], to assist with reducing the visual mass of the taller buildings on this land:

    (a) *Utilising subdued, recessive colours, providing variation in materials and finish of facades (roof colours that have a maximum LRV of 40%);*

    (b) *Creating variation in roof profiles with consideration given to the overall roofscape when viewed from the elevated position around the site; and*

    (c) *All rooftop servicing and planting should be designed as an integral part of the roofscape with particular consideration given to the view from the elevated context.*

377. We note that Ms Wick's above recommendations have been incorporated into the now proposed controlled activity[201] precinct provisions at IX.7. These provisions enable control over materiality, finish, form and colour and will assist to manage any adverse visual amenity effects through the ability to impose resource consent conditions in relation to those matters over which control is reserved.

[195] Statement of Evidence of Mr Pierard, paragraph 61
[196] Statement of Evidence of Mr Pierard, paragraph 62
[197] Statement of Evidence of Mr Pierard, paragraph 62
[198] Statement of Evidence of Ms Wick, paragraph 45
[199] Statement of Evidence of Ms Wick, paragraph 46
[200] Auckland Council Submission Point 13.9
[201] The activity status for buildings up to 30m was also amended from a permitted activity to a controlled activity in response to the Auckland Council submission.

378. Ms Wick concluded that the proposed additional 10m height is considered a more efficient use of land, will provide for variation and interest to the built form of the industrial area, and will not result in visual dominance effects[202].

379. Ms Perwick did not support a controlled activity status for the following reasons[203]:

(a) *controlled activities cannot be declined and must be granted by the Council and only conditions placed on a resource consent.*

(b) *the range of design matters (such as facades, colour and roof form) that are likely to influence the appropriateness of buildings of this scale can be very difficult to clearly articulate via consent conditions.*

(c) *a restricted discretionary activity status is more appropriate for buildings in the Additional Height Area, which would also require location specific assessment matters and matters of discretion.*

380. Ms Perwick considered that the above reasons also align with the AUP(OP) descriptions of different classes of activities in section A1.7 of the AUP[204]. She considered the additional height activity comfortably falls within the ambit of a restricted discretionary activity[205].

381. We discussed the different classes of activities earlier in our decision. In particular, we noted that Section A1.7.3 of the AUP(OP) classes activities as restricted discretionary activities where they are generally anticipated in the existing environment and the range of potential adverse effects is able to be identified in the AUP(OP), so that the restriction on the Council's discretion is appropriate.

382. We further note that controlled activities are discussed in Section A1.7.2 of the AUP(OP). Controlled activities are classed as controlled where the activity is in keeping with the existing environment and the likely effects are well understood and able to be avoided, remedied or mitigated by conditions.

383. Ms Gilbert confirmed that a restricted discretionary activity status remains her preference. From a landscape perspective, she did not support a controlled activity status for buildings that are between 20m and 30m high. This is because of the range of design matters that are likely to influence the appropriateness of buildings of this scale and which, in her experience, can be very difficult to clearly articulate via consent conditions. It was Ms Gilbert's view, that a restricted discretionary activity status with location specific assessment matters and matters of discretion is a preferable planning method to ensure an appropriate outcome from a landscape effects perspective[206].

384. Mr Paul agreed with Ms Gilbert's assessment.[207] He noted that resource consent applications for controlled activities cannot be declined and must be granted by the

[202] Landscape Effects Assessment and Design Advice, dated 20 August 2023, page 8
[203] Statement of Evidence of Ms Perwick, paragraph 45
[204] Statement of Evidence of Ms Perwick, paragraph 46
[205] Statement of Evidence of Ms Perwick, paragraphs 48 and 49
[206] Addendum s42A Landscape Memorandum, dated 27 February 2025
[207] S42 Addendum Hearing Report, paragraph 14

Council and that only conditions can be placed on a resource consent. He agreed with Ms Gilbert that a restricted discretionary activity status is more appropriate for buildings in the Additional Height Area, to account for location specific assessment matters.

385. Ms Campbell questioned in the closing legal submissions why the Council should have the power to decline consent for an industrial building in an industrial zone when the landscape and visual design effects of additional building height have been assessed and provided for in provisions through the plan change process.

386. Messrs Cook and Cooper considered that a controlled activity status is appropriate, and they did not agree with the restricted discretionary activity classification as that activity status means consent can be refused. They considered that status was unnecessary because the location of the area in which buildings could reach 30m is lower-lying land that is separated from the edge of the plan change area and even further from sensitive receivers. Further it was their view that the relevant issues for determining appropriateness of building height beyond the 20m permitted height and up to 30m are design-related and can be addressed by conditions. Accordingly, they considered that a controlled activity status is the most efficient and effective at giving effect to the identified RPS provisions[208].

387. It was also their view that because a restricted discretionary activity status already applies for over-height buildings under section C1.9 of the AUP, there is no benefit to having the same status for an activity that has already been assessed as part of the plan change as being appropriate.

388. We asked Ms Perwick if there were any additional matters that should be included if the activity status was a restricted discretionary activity. She noted that the Council's submission recommended a cross-reference back to the policy, but apart from that she considered that all the matters that should be included are included within the proposed provisions.

389. Ms Perwick added that it is the restricted discretionary activity status nuance that you do not get with a controlled activity, which is more controlled in the way it is considered. Certain listed matters are 'ticked off', as opposed to there being a degree of discretion, to which an activity achieves the relevant objectives and policies. A council officer would have to rely on the matters listed, as that is what they are limited to. Further, the officer would not be able to consider the wider effects on the environment with regards to its locational aspect. She also considered that crafting the condition could be more difficult, if an officer were restricted to matters of control in relation to the matter.

390. It is our finding that a controlled activity status is more appropriate than a restricted discretionary activity. The likely effects of buildings between 20m and 30m are well understood as a result of the assessment undertaken by the Requestor's experts and are able to be avoided, remedied or mitigated by conditions in relation to those matters over which control is reserved.

[208] Joint Statement of Evidence of Messrs Cook and Cooper, paragraph 178

391. Specifically, the provisions enable control over key building design matters, namely: materiality, finish, form and colour which will assist to manage any adverse visual amenity effects for viewers from elevated vantage points outside the Precinct, through the ability to seek additional information on these matters of control and to impose resource consent conditions, should that be necessary. We therefore prefer the evidence of Messrs Cook and Cooper.

392. Further, exceeding the maximum height limit of 20m is already a restricted discretionary activity in the underlying zone, and is subject to a wider range of matters of discretion; we therefore consider this activity status is a better fit in the overall hierarchy, within the context of the AUP(OP), especially given that greater building height is enabled through a Height Variation Control in the Business - Light Industry zone as a permitted activity (Policy 5) outside of this precinct.

393. The controlled activity status will provide certainty for future resource consent applicants in the identified Additional Height Area, and respond to a growing need to provide for the functional requirements of industry in an efficient manner by enabling taller buildings in a specified location.

394. We also find that the controlled activity status and the specified matters of control will allow for consideration of the locational aspects of the proposed building. We note that proposed Policy 15 states: "Enable additional building height to meet the functional requirements of industry **while responding to the landform**" (Our emphasis added). We conclude that a controlled activity status will be more efficient and effective in achieving the wider objectives sought, in both the precinct itself, as well as the existing Light Industry zone.

Riparian Yards

395. The precinct includes proposed provisions for planting riparian margins and building setbacks from streams and rivers to 'fill a gap' in the underlying Auckland-wide provisions. This is consistent with other recent greenfield precincts. The proposed standard requiring revegetation will improve water quality as well as enhance waterways and amenity within the precinct.

396. The concept of public access along streams and wetlands forms one of the key design principles articulated within the Urban Design Statement and was discussed in the evidence of Mr Pierard[209]. This outcome is supported by Standard IX.6.2(1)(b) Streams and natural inland wetlands which provides for walkways and cycleways to be located within riparian margins (where they are wider than the minimum 10m requirement) outside the first 10m from the top of the stream bank.

397. Dr Graham Ussher recommended a standard minimum 10m wide planted riparian margin for most streams. However, in the case of John Creek he supported a 20m margin width for those parts of the creek over 3m wide. Dr Ussher noted the RMA requires a minimum 20m margin (not necessarily planted) where streams are greater

[209] Statement of Evidence of Mr Pierard, paragraphs 57 -58

than 3m wide[210]. Messrs Cook and Cooper considered this will ensure that at the time of subdivision a 20m esplanade reserve can be accommodated.

398. Dr Ussher also recommended[211] a rewording of IX.6.2 (1)(c). He considered the amendment did not make sense in that it referred variously to wetlands, riparian areas, and wetland planting areas. He recommended that this be reframed as a higher-level standard (as a new IX.6.2 (2)). The Requestor's planners relied on Dr Ussher's expertise and subsequently amended the wording accordingly.

399. We note that a further minor change was made by Messrs Cook and Cooper to reformat the building setbacks element of the standard, which they considered was more effective as a sub-clause (2) rather than as a sub-clause (d) to the riparian margins element of the standard.

400. Auckland Council as Submitter requested a 20m riparian margin be required under Standard IX.6.2. We acknowledge that Healthy Waters also requested 20m riparian and wetland yards and planting. In Healthy Waters' closing statement, Mr Danny Klimetz challenged the adequacy of applying the 10m minimum setback requirements without comprehensive assessments of site-specific risks, benefits, and potential effects[212].

401. It was Mr Klimetz's opinion that the minimum requirements alone do not ensure that the desired environmental and ecological outcomes highlighted by the Requestor will be met.

402. It was Mr Klimetz's view that the 10m minimum margin in the AUP(OP) is intended solely as an absolute minimum, with actual riparian margins and yards expected to exceed this based on site-specific evaluations. Consequently, he recommended a 20m minimum margin if comprehensive site-specific assessments are not currently conducted[213]

403. Ms Myron also strongly supported a 20m riparian margin outcome[214]. It was her view that both riparian and wetlands margins are integral elements of the health of those ecosystems. She added that as the margin width increases, the effectiveness of removing sediments, nutrients, and other pollutants from surface water runoff as well as providing habitat provisions increases.

404. Messrs Cook and Cooper did not agree with a 20m riparian margin and considered there to be no effects basis for that requirement[215]. They considered that such a requirement would depart from the standard AUP(OP) approach. They further noted that the precinct has been set up to encourage and enable wider than standard riparian margins, but not to require them without basis.

405. Messrs Cook and Cooper explained that the intention of the above was simply to provide for building setbacks to ensure that, at the time of subdivision, any required

[210] Statement of Evidence of Dr Ussher, paragraphs 91(b) and (c)
[211] Statement of Evidence of Dr Ussher, paragraphs 91(d)
[212] Hearing Notes of Healthy Waters, paragraphs 2.2(b) and (c)
[213] Hearing Notes of Healthy Waters, paragraph 2.3
[214] Hearing Notes of Ms Myron dated 8 April 2025
[215] Joint Statement of Evidence of Messrs Cook and Cooper, paragraph 195

20m esplanade reserve is able to be accommodated[216]. We note that this Auckland Council submission point was later resolved when the Requestor's planners agreed to amend the 20m to state 25m instead. This was to accommodate a combination of the 20m esplanade reserve and a 5m yard.

406. Messrs Cook and Cooper did not consider that an equivalent 20m setback provision was appropriate for wetlands as there is no equivalent provision to the esplanade reserve requirement for wetlands. They noted that the NES-FM includes provisions relating to activities within 10m of natural inland wetlands that will apply to development processes, and they considered that those do not need to be duplicated as part of PC 103[217].

407. It was Ms Myron's opinion[218] that not all of the wetlands had been delineated with the pasture exclusion method being correctly applied. She recommended a 10m planted buffer for all natural inland wetlands, noting that no standards had been provided with regard to wetland buffers.

408. Ms Myron was also concerned about the lack of fauna surveys[219]. She considered that the identification of habitats of indigenous fauna did not give effect to AUP(OP) policies or the NPS-IB, notably bats and lizards. She concluded that the lack of identification of these species will not provide for effective direction to species specific habitat restoration and or appropriate lighting standards.

409. Mr Paul agreed with Ms Myron's recommended amendments to the precinct provisions which relate to strengthening the objectives and policies in relation to streams and wetlands, removing the provisions on ecological off setting, introducing provisions regarding lighting and strengthening the provisions about riparian and wetland planting[220].

410. Dr Ussher considered it was unusual to have a requirement such as IX.6.2A when the ecological need is not demonstrated or supported by evidence. He told us that controls on artificial lighting are most frequently applied where there is suspected use of a site by bats, or where High Value Bat Habitat is present and the future possible use of the site by bats is anticipated. He also considered it to be usual to tie a requirement around artificial lighting to the outcome of a bat survey at the resource consent stage, or to a survey that defines locations of High Value Bat Habitat that will be retained through the consent process. He confirmed his support for lighting controls at a site where bats are known, or where a survey of bats and bat habitat could result in bat-related values needing to be protected from uncontrolled artificial lighting. It was his opinion, this matter is more appropriately considered at the resource consent stage.

411. After having reviewed the Reporting Officer's reports, the Requestors' planners' and the ecologists' evidence and other recent AUP(OP) precinct provisions on this

[216] Joint Statement of Evidence of Messrs Cook and Cooper, paragraph 205(a)
[217] Joint Statement of Evidence of Messrs Cook and Cooper, paragraph 205(b)
[218] Ecological Assessment Memo from Kristy Myron, paragraph 6.2
[219] Ecological Assessment Memo from Kristy Myron, paragraph 6.5
[220] S42A Hearing Report, paragraph 223

matter, Ms Perwick advised[221] that she generally accepted the Requestor's view that a 10m riparian yard is sufficient and that requiring a 20m riparian margin would be a departure from the standard AUP(OP) approach and that it generally has not been sufficiently justified by an analysis of the potential effects on the environment. She also recommended some wording amendments for proposed standard IX.6.3[222]

412. Ms Perwick noted that this approach is consistent with the AUP(OP) business zone provisions, including the Light Industry zone, which specifies a 10m riparian margin from the edge of all permanent and intermittent streams[223].

413. Ms Perwick further noted that the Requestor's approach is consistent with other greenfield precincts which have recently been live zoned and where 20m building setbacks are provided from the banks of rivers and streams measuring 3m or more. We note this is also consistent with the requirements of E38.7.23.2 (Subdivision establishing an esplanade reserve) of the AUP(OP)[224].

414. The Panel also notes that Mr Ackroyd supported[225] the provisions in proposed standard 'IX.6.2 Streams and natural inland wetlands' This extended to the special information requirements for wetlands in IX.9.1(b), (c) and (d), as proposed by the Reporting Officer and the Council's ecological specialist, Ms Myron.

415. Mr Ackroyd has however recommended an additional clause be added[226] as follows:

> *"(c) Riparian and wetland planting plans must be prepared by a suitably qualified and experienced person, with regard had to the provisions Appendix 16 Guideline for native revegetation plantings."*

416. Ms Perwick[227] also supported the addition of the above clause to the Special Information Requirement in IX.9 for riparian planting, which would require planting plans to be prepared by a suitably experienced and qualified person.

417. We also note that Mr Gerard McCarten[228] provided additional recommendations for wording amendments to the precinct provisions in relation to the indicative open space network associated with the stream network, in order to clarify and better explain the approach to open space in the precinct.

418. Messrs Cook and Cooper disagreed with the additional amendments being sought, and in addition to their views above, they noted again that the NES-FW has a comprehensive regime for the management of wetlands. Consequently, they considered the amended provisions were not necessary in the precinct[229].

[221] Statement of Evidence of Ms Perwick, paragraph 50
[222] Statement of Evidence of Ms Perwick, paragraph 55
[223] Statement of Evidence of Ms Perwick, paragraph 51
[224] Statement of Evidence of Ms Perwick, paragraph 52
[225] Statement of Evidence of Mr Ackroyd, paragraphs 5.2 – 5.3
[226] Statement of Evidence of Mr Ackroyd, paragraphs 5.4
[227] Statement of Evidence of Ms Perwick, paragraphs 59-61
[228] Statement of Evidence of Mr McCarten, paragraph 2.1
[229] Supplementary Statement of Messrs Cooks and Cooper, paragraph 70

419. Turing first to the reliability of the ecological assessment work that has been undertaken by Dr Ussher and his team. The Hearing Panel prefers the ecological evidence of Dr Ussher. We note that Ms Myron's ecological assessment appears to be based upon a single site visit organised for the Council during which Dr Ussher has advised she restricted her visit to a thin corridor from Dairy Flat Highway at 1636 Dairy Flat Highway towards SH1 where two of the mapped wetlands were viewed over an approximate time of 1.5 hours[230]. Whereas, we note that Dr Ussher and his team have spent at least 250 person hours on the site and they have assessed all accessible parts of it using the full suite of investigative tools which is standard practice for assessing stream and wetland classifications and delineations.[231]

420. We therefore find that Dr Ussher's ecological values assessment of the site was thorough and proportionate to the degree to which the environment has been modified and degraded. As set out above, considerable time has been spent on site investigations in relation to the identification of watercourses, wetlands and indigenous vegetation. We note that the identification of fish, native lizards and bat presence has relied upon a combination of site observations, assessment of onsite habitat quality, existing database records, and Dr Ussher's knowledge of similar sites around Auckland. We find that the resultant information base can be relied upon to provide a robust basis for both the plan change maps and the precinct provisions.

421. We accept Mr Klimetz's and Ms Myron's position that a greater width of riparian margin will always be better. However, we agree with Ms Perwick that a 20m riparian margin would be a departure from the standard AUP(OP) approach and that a width of 20m has not been sufficiently justified by an analysis of the potential effects on the environment. We therefore agree with Dr Ussher, Messrs Cook and Cooper, Ms Perwick and Mr Ackroyd that a minimum of a 10m wide riparian margin is appropriate.

422. We agree with Messrs Cook and Cooper that it is not appropriate to require an equivalent minimum 10m setback provision for wetlands as there is no equivalent provision to the esplanade reserve requirement for wetlands. We also agree that the NES-FM provisions relating to activities within 10m of natural inland wetlands will apply to development processes, and that those do not need to be duplicated as part of PC 103.

423. There is no ecological evidence before us that demonstrates the need to place controls on artificial lighting. Dr Ussher's evidence was that the likelihood of bats is low, and the most potential for bat habitat is along John Creek or within native forest patch IV1, which is proposed in the plan change maps and provisions to be formally protected[232]. We further note that the protection of bats is a matter for the Wildlife Act, and that often bat surveys, controls, and protection, or pre-felling protocols would be matters of consideration for resource consents.

424. We agree with the latest version of Standard IX.6.2 Streams and natural inland wetlands as amended by the Requestor and attached to the closing legal submissions. We have however made one minor amendment to a sub-heading,

[230] Statement of Evidence of Dr Ussher, paragraph 73
[231] Statement of Evidence of Dr Ussher, paragraph 74
[232] Statement of Evidence of Dr Ussher, paragraph 35

deleting the sub-heading 'Wetlands' and replacing it with the word 'Vesting' instead, as this standard relates to the vesting of riparian margins of both streams and wetlands.

425. We also agree with the addition of Mr Ackroyd's additional clause (c) to the special information requirement, to ensure this work is undertaken by a suitably qualified and experienced practitioner. This has become standard practice in the AUP(OP) and the addition makes it clear who is able to carry out this required work.

Significant Ecological Area

426. One Significant Ecological Area ("**SEA**") has been identified within the proposed precinct. It comprises an area of approximately 4,800m^2 which contains naturally regenerating mature Kānuka shrubland. The AUP(OP) enables an area to be considered to have significant ecological value if it meets one or more of the sub-factors 1 to 5 listed in Schedule 3 Significant Ecological Areas – Terrestrial Schedule of the AUP(OP).

427. It was Dr Ussher's opinion that the Kānuka shrubland meets Policy B7.2.1 criteria as a SEA (under the criteria 'representativeness') as well as Criterion B and C of the Ecological Significance Criteria in the NPS-IB.[233]

428. The protection of the Kānuka shrubland as a SEA requires specific consideration of avoidance of effects, legal protection, and restoration when resource consents are applied for.

429. Auckland Council submission point 13.15 sought confirmation of the factors that the proposed area meets to qualify as an SEA and that Schedule 3 Significant Ecological Areas – Terrestrial Schedule be amended, as necessary'. Dr Ussher confirmed during the presentation of his evidence that the only factor met by area IV1 is Factor 1 – 'representativeness'.

430. In response to our questions, Dr Ussher confirmed that there is no practical difference in application between the factors a SEA is listed for. If the Panel accepts the bush as an SEA, then he advised that all the protections of the AUP(OP) will apply, irrespective of the criteria under which it has been assessed.

431. Dr Ussher added that there is an academic point of difference between Mr Ackroyd and himself, which he considered was an unusual position to be in, where both ecologists agree it should be SEA. He considered that is where the matter should end, with the bush being afforded protection.

432. Mr Ackroyd agreed with the brief description Dr Ussher provided for area (IV1). However, he considered that the description stops short of describing the ecosystem type that area is most appropriately classified as. It was Mr Ackroyd's opinion[234] that as this SEA sub-factor is specifically related to indigenous ecosystems, classifying

[233] Statement of Evidence of Dr Ussher, paragraph 31
[234] Statement of Evidence of Mr Ackroyd, paragraph 4.2

the ecosystem type is essential. It was his view that this area would most appropriately be classified as Regenerating Ecosystem VS2 Kānuka scrub/forest.

433. Given VS2 is the most common ecosystem type in the region, and 10% of the largest, most natural and intact, most geographically spread has already been identified within the SEA overlay, Mr Ackroyd said he was unclear how 4,831m^2 of isolated VS2 would meet SEA sub-factor (1)(a). It was also his view that further assessments of area IV1 should have been undertaken to determine what other sub-factors it might meet[235].

434. Mr Ackroyd advised in his evidence[236] that Kānuka is identified as a Threatened – Nationally Vulnerable species in the Auckland Region, therefore this area would meet the criteria 'Threat Status and Rarity', SEA Factor 2 (b)(i). He added that if copper skinks are found within area IV1 it would also meet SEA Factor 2 (b).

435. However, in response to our questions[237], Mr Ackroyd acknowledged that Kānuka under the Regional Conservation Status for vascular plants is identified as 'Regionally vulnerable', and that under the National Conservation Status for vascular plants it had been downgraded to 'Not threatened', so there is a disconnect currently between the national and regional statuses.

436. He further added that Kānuka was classified as an 'at-risk species' nationally due to the presence of Myrtle Rust, but that after a subsequent review last year it was down-graded to 'not threatened'. The regional conservation status was completed last year, and Mr Ackroyd advised that in undertaking that survey you cannot have anything less threatened than that at a national status and therefore the Council had to put Kānuka as a regionally vulnerable species in their conservation status. He said it could potentially drop down to 'not-threatened' in the future, but at this point in time it is still 'Regionally vulnerable'.

437. In response to a further question, Mr Ackroyd advised that the evidence to date is that Kānuka is not threatened by Myrtle Rust, certainly not to the extent they thought it would be.

438. It is our finding that both ecologists are in agreement that the Kānuka shrubland should be a SEA, and we accept this outcome.

439. With regards to the criteria, or the rationale for the Kānuka shrubland being listed, we prefer Dr Ussher's evidence that it meets criteria 1 'Representativeness' only. Based upon the answers provided above by Mr Ackroyd, we were not convinced that it also meets the criteria for 'Threat Status and Rarity'. Further, there is no evidence before us that copper skinks have been found in the Kānuka shrubland, which would warrant the SEA as also having met criteria 2(b) 'Threat Status and Rarity'.

[235] Statement of Evidence of Mr Ackroyd, paragraph 4.3
[236] Statement of Evidence of Mr Ackroyd, paragraph 4.4
[237] Hearing Day 2, Session 2 at 1.24.20pm

Stormwater

440. Mr Samuel Blackbourn provided stormwater evidence on behalf of the Requestor. He was confident that the PC 103 site can be developed in accordance with the Light Industry zone. Based on his (and his team's) assessment, it was his view that there are solutions to manage the effects of earthworks, stormwater, and flooding, through the future consenting process. He considered that the solutions are conventional engineering measures[238].

441. Mr Blackbourn considered that Healthy Water's criticism of the draft SMP was misplaced. It was his view[239] that Healthy Waters had reviewed an old version of the draft SMP, despite having been given an updated version in November 2024. It was Mr Blackbourn's opinion[240] that the November 2024 SMP resolved the Council's concerns about compliance with the Regionwide Stormwater Network Discharge Consent and that it contains the further modelling that Healthy Waters were now asking for.

442. Having heard all of the evidence during the hearing, the Healthy Waters' experts identified a number of stormwater issues that they considered had still not been adequately addressed by the Requestor[241]. Ms Campbell submitted that these matters were in fact addressed in evidence and earlier reports. She referred us to Appendix C of her closing submissions, where a table identifies where in the evidence the Healthy Waters' concerns are responded to[242].

443. We also note that there are AUP(OP) provisions that already deal with stormwater management when subdividing land, namely E12 - Land Disturbance (District), E36 - Natural Hazards and Flooding, and E38 - Subdivision (Urban).

444. Ms Lee Te advised that Healthy Waters cannot rely on the SMP being adopted under the NDC. She added that at this stage, the SMP for the plan change has not fully addressed stormwater and flood effects and it does not currently meet the requirements of the NDC. She considered that Healthy Waters needed to ensure the precinct provisions address stormwater and flood effects specific to the plan change area[243].

445. As a result, the Healthy Waters experts have recommended a suite of amendments to the precinct provisions which relate to stormwater and flooding[244]. These include recommended provisions that were not accepted during the clause 23 process as well as recommended changes following the evidence presented during the hearing.

[238] Statement of Evidence of Mr Blackbourn, paragraph 12
[239] Statement of Evidence of Mr Blackbourn, paragraph 13
[240] Statement of Evidence of Mr Blackbourn, paragraph 13
[241] Healthy Waters Memo in response to Evidence and Submissions Heard on Stormwater and Flooding during the Hearing for PC 103
[242] Closing submissions of Ms Campbell, paragraph 95
[243] Healthy Waters Memo in response to Evidence and Submissions Heard on Stormwater and Flooding during the Hearing for PC 103, paragraph 4.6
[244] Healthy Waters Memo in response to Evidence and Submissions Heard on Stormwater and Flooding during the Hearing for PC 103, paragraph 5.1

446. It was Ms Campbell's submission[245] that in trying to resolve all stormwater issues now, Healthy Waters is missing the wider context that the precise stormwater controls and mitigations will be determined through detailed design when resource consents are applied for. To appropriately manage stormwater effects when consenting a subdivision or development, an applicant will need to comply with:

(a) the network discharge consent – compliance with which will be determined by Auckland Council; or
(b) obtain their own discharge consent – which will be assessed under the AUP(OP).

447. In combination with the relevant Auckland-wide provisions noted above, Ms Campbell submitted that these methods provide an appropriate level of certainty that stormwater effects will be managed, and the Requestors' draft November SMP shows that it is feasible to manage the stormwater effects.[246]

448. Ms Te also reiterated her concern that neither the NDC nor the SMP specify building materials. It was her view that building materials are an important factor to consider for the Light Industry zone, as it can be a source of contaminants, given the large roof area of industrial buildings. She considered that treatment should be required at source and by downstream devices to ensure the water quality effect on the receiving environment is managed[247].

449. It was Mr Blackbourn's evidence that roof runoff will drain via public networks through the wetlands provided. He advised that the wetlands will provide treatment and removal of any low contaminant loads from these surfaces[248]. However, at the hearing, Mr Blackbourn agreed in response to our questions that it was appropriate to make provision to ensure that low-contaminant building materials are used. He also supported a provision for stream crossings which he considered is critical in achieving flood mitigation.

450. Messrs Cook and Cooper did not consider additional provisions within the precinct would be efficient or effective. Ms Campbell submitted that a specific provision in the precinct is unnecessary because the Council can require an SMP to encourage the use of inert building materials through Policy 10(d) of Chapter E1, as it could do so for any other industrial area[249].

451. We find that solutions to manage the effects of earthworks, stormwater, and flooding can be managed through detailed design and the future consenting process. Further, we consider that the matters that the Heathy Waters experts consider remain outstanding have been satisfactorily addressed for the plan change application in evidence and in earlier reports, as set out in Appendix C to the Requestor's closing legal submissions.

[245] Closing submissions of Ms Campbell, paragraph 96
[246] Closing submissions of Ms Campbell, paragraph 97
[247] Healthy Waters Memo in response to Evidence and Submissions Heard on Stormwater and Flooding during the Hearing for PC 103, paragraph 4.7
[248] Statement of Evidence of Mr Blackbourn, paragraph 76
[249] Closing submissions of Ms Campbell, paragraph 98

452. It is also our finding that a combination of the proposed precinct provisions as well as the existing AUP(OP) provisions in relation to matters concerning land disturbance, natural hazards and flooding, as well as subdivision will appropriately manage the stormwater and flooding effects of PC 103.

Archaeological Site R10/737

453. The plan change application site includes subsurface archaeological remains associated with recorded archaeological site R10/737 (Maurice Kelly Homestead and associated buildings) located at 1636 Dairy Flat Highway.

454. We note that the built historic heritage evaluation prepared by Archifact for the Requestor concluded that while sites at 1732 and 1744 Dairy Flat Highway had been recognised as places with potential heritage significance, the dwellings were considered to have no historic heritage significance within the locality and region and they did not warrant inclusion in Schedule 14.1[250]. We further note that Ms Cara Francesco agreed with this assessment, with respect to the built heritage.

455. Ms Ellen Cameron undertook the archaeological investigation work and identified that in terms of the potential archaeological effects from industrial development of the recorded archaeological site, the two issues are[251]:

(a) Whether provision needs to be included in PC 103 in relation to the Archaeological Site at R10/737 (Maurice Kelly Homestead and associated buildings) located at 1636 Dairy Flat Highway; and

(b) How the potential for archaeological discoveries elsewhere at the site are to be managed, bearing in mind the low chance of a discovery.

456. To address the plan change effects on archaeological site R10/737, Ms Cameron recommended[252]:

(a) that part of the site should be preserved in situ and the remainder of the site investigated under authority to provide information on the use of the site by the Kelly family and the history of the local area.

(b) further mitigation in the form of interpretative elements, information panels and street names be considered to provide an ongoing connection to the history of the site.

(c) that the location of R10/737 should be considered during future road widening permitted under precinct provision IX.6.6 – Road widening setback along Dairy Flat Highway. The anticipated width of the future road is 30m for most of the PPC frontage; however, I recommend that consideration should be given outside 1636 Dairy Flat Highway in future design in order to avoid any adverse effects on the surviving site components located closest to the road.

[250] Built Heritage Assessment, by Archifact dated August 2024, page 38
[251] Statement of Evidence of Ms Cameron, paragraph 8
[252] Statement of Evidence of Ms Cameron, paragraph 28

457. Auckland Council, as Submitter sought relief to apply Standard IX.6.5 Landscape buffer (Dairy Flat Highway interface) to provide protection to site R10/73[253].

458. Ms Rebecca Ramsey reviewed the archaeological effects as a part of the Council's s42A reporting, and she supported Auckland Council's relief only in part as it was her view that further protection measures were required. It was her opinion[254] that R10/737 meets the threshold for scheduling as a historic heritage place under RPS (Chapter B5) as she considered it had considerable historical and knowledge values to the locality and therefore required protection of the place from subdivision, use and development.

459. She considered that the landscape buffer is one option to offer in situ protection of R10/737. However, she noted as the yard provision is currently drafted, a wider buffer (approximately 30m from the property boundary) would need to be set to fully encompass the area of 'remains worthy of preservation'[255].

460. Ms Ramsey did not support the proposed precinct provisions as there is no identification of historic heritage values in the precinct description nor are there corresponding historic heritage provisions. It was her view that[256] the current approach also does not give effect to the recommendations from Clough and Associates to avoid, remedy or mitigate adverse effects and therefore the proposed plan change may have more than minor adverse effects on historic heritage values.

461. She therefore supported the plan change with a suite of amendments to include provisions for the protection and interpretation of the Maurice Kelly complex. These amendments relate to the management of land disturbance activities (including planting) which may impact Maurice Kelly's Homestead and Inn (R10/737) and provide for site interpretation as a mechanism for public education and appreciation[257].

462. Based on the advice of the specialists, Mr Paul concluded that the effects of PC 103 are able to be avoided, remedied or mitigated through amendments to the plan change as notified, as recommended by Council specialists in response to submissions.[258] Mr Paul relied on Ms Ramsey's opinion and it was his view the planning approach is an appropriate method to protect the site[259].

463. We note that Ms Perwick did not address submission point 13.20 in her planning evidence for Auckland Council, as Submitter.

464. Ms Cameron agreed that the inclusion of historic heritage values within the precinct provisions would provide additional protection for the archaeological site R10/737. However, she also noted that the entire site is protected under the HNZPTA and that no modifications would be able to occur without an authority in place from Heritage

[253] Auckland Council Submission Point 13.20
[254] Section 42A Archaeological Hearing Notes, page 1

[255] Section 42A Archaeological Assessment, paragraph 5.6
[256] Section 42A Archaeological Assessment, paragraph 6.2
[257] Section 42A Archaeological Assessment, paragraph 6.3
[258] Section 42A Hearing report, paragraph 270
[259] S42A Closing Planning Comments, paragraph 5

New Zealand which would require an assessment of effects at the resource consent stage. She likewise noted that when AT gives effect to Designation 1497 this will involve some works within site R10/737, which will need an authority from Heritage New Zealand[260].

465. Ms Cameron considered that whether bespoke precinct provisions should be provided for site R10/737 is ultimately a planning question. However, she was satisfied that the HNZPTA protections mean that effects on R10/737 will be assessed at a consent stage for the part of the site outside Designation 1497 and when AT does work within its designation boundary[261].

466. It was the opinion[262] of Messrs Cook and Cooper, having regard to the evaluation required under section 32 of the RMA, that the most appropriate planning response is reliance on the archaeological authority process under the Heritage New Zealand Pouhere Taonga Act 2014 and the accidental discovery standard in the AUP(OP). The principal reasons for this are:

(a) In terms of Policy B5.2.2(1) and (3), the archaeological site does not have considerable or outstanding overall significance to the locality or greater geographic area;

(b) The majority of the site is contained within NoR 8 – Dairy Flat Highway, and in terms of section 32 of the RMA, it would in inefficient and ineffective to include it in Schedule 14.1 or as Heritage Management Area within the Precinct; and

(c) Further, to the extent any remains may exist after NoR 8 is implemented, the archaeological site could be managed though the land development process (noting the archaeological authority process under the Heritage New Zealand Pouhere Taonga Act 2014 would apply). In addition, a 5m yard applies to development within the Plan Change area from the new designation boundary, meaning there would be a further opportunity to manage an outcome for the archaeological site under the archaeological authority regime.

467. Turning to our findings on this matter, firstly, we are aware of the scope creep that has occurred in relation to the relief sought in the Auckland Council submission. We acknowledge that the majority of the recommendations made by the S42 Reporting Officer and Council's archaeological specialist in regard to archaeological matters sit outside of the narrow relief sought to utilise Standard IX.6.5 Landscape buffer (Dairy Flat Highway interface) to provide protection to site R10/737.

468. Secondly, we note the significant amount of overlap occurring between confirmed Designation 1497 and archaeological site R10/737. Approximately 50 per cent of the archaeological site will be destroyed when Designation 1497 is given effect to. In response to this matter, we note that Condition 26 of the Designation requires a Historic Heritage Management Plan ("**HHMP**") be prepared in consultation with Council, HNZPT and Mana Whenua prior to the start of construction for a stage of

[260] Statement of Evidence of Ms Cameron, paragraph 35
[261] Statement of Evidence of Ms Cameron, paragraph 37
[262] Joint Statement of Evidence of Messrs Cook and Cooper, paragraph 213

work. Notably, the objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable.

469. Given the above findings, we agree with Messrs Cook and Cooper and we are satisfied that no amendments are required to the precinct provisions based upon the recommendations and mitigation measures outlined by Clough and Associates in proximity to the former Kelly Homestead. We also find it is not efficient or effective to extend the width of the yard buffer along Dairy Flat Highway, in order to protect archaeological site R10/737 when approximately half of the archaeological site will be destroyed by the implementation of the roading upgrade designation. If it were not for the confirmation of Designation 1497, our findings on this matter might well have been different.

470. Instead, we find that the recommendations of Clough and Associates should be considered as part of any future development works in order to suitably mitigate any adverse archaeological effects associated with PC 103. We note that the timing of Dairy Flat Highway upgrades within Designation 1497 will have a bearing on any works undertaken in the locality. We also note that the recent designation of the land area itself will also perform as a pseudo method of protection for the archaeological site, again until such time as the designation is implemented.

471. A further aspect of our findings above is that a 5m yard will apply to development within the plan change area from the new designation boundary, meaning there would be a further opportunity to manage an outcome for the archaeological site (or part of the archaeological site) under the archaeological authority regime.

472. We lastly note that the requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP(OP) and these can be implemented, if necessary.

Inclusion of Additional Land

473. Three submissions sought to add two portions of land within PC 103. HD Group sought[263] to amend the boundary of PC 103 to include the Stage 1 area i.e. 1596 Dairy Flat Highway. Mark Weingarth also sought to include the same piece of land at 1596 Dairy Flat Highway within the plan change area[264.] In addition, Seven Oaks Securities Ltd sought to include the rest of the land in Stage 1 in the Silverdale West Dairy Flat Industrial Area Structure Plan[265].

474. The s42A Reporting Officer opposed the inclusion of 1596 Dairy Flat Highway as it is not part of the PC 103 land area, and he argued that it is out of scope. This site is located to the south-west of the PC 103 area. The site is also not located immediately adjacent to the PC 103 area and there are in fact two properties located between it and the PC 103 area. Mr Paul held the view that if the sites were to be included, that additional traffic modelling would be required to take account of the additional land and development potential[266].

[263] HD Group Submission, Submission Point 2.2
[264] Mark Weingarth, Submission Point 11.1
[265] Seven Oaks Securities Ltd, Submission Point 18.1
[266] S42A Hearing Report, paragraph 408

475. The submission by Seven Oaks Securities Ltd seeks to include the rest of the land in the Stage 1 area identified in the Structure Plan. Mr Paul acknowledged that the land referred to is part of the Stage 1 area identified in the Structure Plan. However, he noted it is not part of PC 103 so it is also considered to be out of scope of PC 103[267]. The land in question lies to the north of the PC 103 area and extends from Dairy Flat Highway to the Weiti River and is located east of Pine Valley Road. He also noted that none of the investigations carried out by the Requestor included this land. For it to be included within the plan change, he considered that additional investigation would be required, for example, in relation to the traffic, wastewater and stormwater effects.

476. Mr Paul requested that the respective submitters address these additional effects in their evidence and recommended that these submissions be rejected[268]. We note that Watercare also opposed, by way of a further submission, the inclusion of the additional land area sought to be added to PC 103. Watercare considered all three of these submissions to be out of scope of the original application. Ms Vince agreed with Mr Paul's recommendation to reject all three submissions on this basis[269].

477. In the reply submissions for the Requestor, Ms Campbell submitted[270] that the case law is clear that a submitter cannot spatially extend a plan change from what was notified. A submission requesting as much is not on the plan change under cl 6 schedule 1 and therefore not a submission within "scope". A decision cannot lawfully be made on a submission under cl 10 that is beyond the scope of the plan change: *Palmerston North City Council v Motor Machinists Ltd*[271].

478. None of the submitters prepared evidence or presented in support of their respective submissions at the plan change hearing.

479. It is our finding that there is no scope to include the above submitters' land within PC 103 as these submissions are not 'on' the plan change and fail to meet both limbs of the *Motor Machinists* test. We agree with the legal submissions of Ms Campbell and the planning evidence of Mr Paul and Ms Vince.

480. We cannot accept that the addition of approximately 70 hectares of land could have been anticipated when PC 103, which already comprises 107 hectares of land, was notified. We find that this is not an 'incidental or consequential amendment'.

481. There are a large number of property owners whose land would be directly affected by these proposed amendments, who were not directly notified in conjunction with PC 103. The inclusion of the additional land would extend the plan change boundary nearly one kilometre north of Dairy Flat Highway and east of Pine Valley Road to abut the Weiti Stream and the new housing development of Milldale. We find that the submitters' requests also fail on a 'scale and degree' basis.

[267] S42A Hearing Report, paragraph 409
[268] S42A Hearing Report, paragraphs 408 - 410
[269] Statement of Evidence of Ms Vince, paragraph
[270] Reply Submissions, paragraph 72
[271] [2013] NZHC 1290.

482. Based on the above analysis, we conclude that there is a real risk, if not a certainty, that there are landowners who would be affected by the rezoning sought in these submitters' requests that were not directly notified and saw no reason to make a submission on PC 103. This would result in a 'submissional side wind'.

483. We do not consider that the summary of submissions on PC 103 provided a form of notice to these landowners. They could not reasonably have anticipated that submissions would be lodged seeking that a majority of the remaining portion of Stage 1 be incorporated into PC 103, despite being located adjacent to it.

484. We were provided with no evidence of any public consultation that had been undertaken with the affected neighbouring property owners.

485. We observe that the submitters' requests for additional land do not include the entirety of the remaining balance of Stage 1 of the Structure Plan. There would remain a small pocket of FUZ land, being 1602 and 1602A Dairy Flat Highway with a combined total of 5.5568 hectares of land, which would be excluded from being rezoned.

486. We also find that further s32 analysis would be required to inform affected persons of the comparative merits of the amendment to include the additional land within PC 103.

STATUTORY PROVISIONS

487. The RMA sets out a range of matters that must be addressed when considering a plan change, as identified in the s32 report accompanying the notified plan change. We find that the plan change:

a. Gives effect to the relevant statutory documents including the:

i. National Policy Statement on Urban Development 2020 (NPS-UD);

ii. National Policy Statement for Freshwater Management 2020 (NPS-FM);

iii. NZ Coastal Policy Statement 2010;

iv. Hauraki Gulf Marine Park Act 2000; and

v. National Policy Statement for Indigenous Biodiversity 2023.

b. Gives effect to the RPS, in particular B2.2 – Urban Growth and Form, B2.3 Quality Built Environment, B2.5 Commercial and Industrial Growth, B2.2 Open Space and Recreation Facilities, B3.2 – Infrastructure, B3.3 Transport, as well as Chapter B6 - Mana Whenua, Chapter B7 - Natural Resources and Chapter B10 Environmental Risk; and

c. Is consistent with the Auckland Plan 2050 and the Silverdale West Industrial Area Structure Plan; and

d. Will provide the necessary infrastructure prerequisites in order to enable PC 103 to be advanced ahead of the timing set out in the FDS.

488. We note that the planners carried out comprehensive assessments against all relevant statutory and non-statutory documents as set out in the s42A Hearing Report and in expert evidence.

489. We generally agree with and rely on the assessment undertaken by Messrs Cook and Cooper in relation to the relevant statutory and non-statutory documents listed above. In doing so, we find that PC 103 will give effect to the relevant higher order policy documents, including the above National Policy Statements in particular the NPS-UD as well as the RPS. PC 103 is generally consistent with the Structure Plan, it will provide for planned industrial growth and it will be serviced by infrastructure including roading and three waters.

490. As discussed earlier, we acknowledge that this request brings forward an out-of-sequence identified growth area. We find that PC 103 will provide for:

- Significant development capacity that will contribute to a well-functioning urban environment, which is well connected along transport corridors (Objective 6 and Policy 8 of the NPS-UD);

- More business to locate in areas that are near centres, planned public transport and where there is high demand (Objective 3 of the NPS-UD);

- Improved housing affordability by supporting competitive land and development markets (Objective 2 of the NPS-UD);

- Robust strategic planning and the need to integrate urban development with infrastructure (Objective 6 of the NPS-UD); and

- New Zealand's urban environments to support reductions in greenhouse gas emissions and to be resilient to the current and future effects of climate change (Objective 8 and Policy 1(e) of the NPS-UD).

491. In relation to the matters around the timing of transport infrastructure, we preferred and rely on the evidence of Ms Heppelthwaite, Mr Paul and Ms Perwick. It is critical that subdivision and development is required to integrate with the delivery of supporting infrastructure. We found that in the case of subdivision, s224c is the most appropriate trigger to ensure that transport and infrastructure is planned, funded and staged to integrate with urban growth (Objective 6 of the NPS-UD).

492. Similar direction is embodied in the AUP(OP) which identifies (among other matters) the need for a quality compact urban form with resilient, efficient and effective infrastructure (Objective B3.2.1(1)). It also emphasises the need for infrastructure planning and land use planning to be integrated to service growth efficiently (Objective B3.2.1(1)) and recognises the value of investment in planned and built infrastructure (Policy B3.2.2(2)). We find that the PC 103 precinct provisions, as amended, will appropriately address all of the above matters.

SECTION 32AA EVALUATION

493. Section 32AA of the RMA requires a further evaluation for any changes that are proposed to the notified plan change after the section 32 evaluation was carried out.[272] This further evaluation must be undertaken at a level of detail that corresponds to the scale and significance of the changes.[273]

494. In our view this decision report, which among other things addresses the modifications that have been made to the provisions of PC 103, satisfies our section 32AA obligations and is the most appropriate means of achieving the purpose of the RMA by reference to s32.

PART 2 OF THE RMA

495. Section 32(1)(a) of the RMA requires assessment of whether the objectives of a plan change are the most appropriate way for achieving the purpose of the RMA in Part 2. Section 72 of the Act also states that the purpose of the preparation, implementation, and administration of district plans is to assist territorial authorities to carry out their functions in order to achieve the purpose of the RMA. In addition, section 74(1) provides that a territorial authority must prepare and change its district plan in accordance with the provisions of Part 2. While this is a private plan change application, these provisions also apply, as the Council in considering a private plan change, and if it is approved, will need to amend the AUP(OP) accordingly.

496. For all of the reasons set out in this decision, we are satisfied that the matters set out in sections 6, 7 and 8 of the RMA have been addressed. PC 103 and its provisions, as we have modified them, have recognised and provided for, have had particular regard to, and have taken into account, those relevant section 6, 7 and 8 matters.

497. Finally, in terms of section 5 of the RMA, it is our finding that the provisions of PC 103 in s32 and s32AA terms, are consistent with, and are the most appropriate way, to achieve the purpose of the Act. PC 103 will enable the efficient development of the land for industrial development which will enable people and communities to provide for their social, economic, and cultural well-being while avoiding, remedying, or mitigating any adverse effects on the environment.

DECISION

498. That pursuant to Schedule 1, Clause 10 of the Resource Management Act 1991, Proposed Plan Change – 103 Silverdale West Industrial Area by Fletcher Development Limited and Fulton Hogan Land Development to the Auckland Unitary Plan (Operative in Part) be **approved**, subject to the modifications as set out in this decision.

499. Submissions on PC 103 are:

- **Accepted** where they supported the plan change, or where we have accepted the modifications to PC 103, as set out in the submission;

[272] RMA, section 32AA(1)(a)
[273] RMA, section 32AA(1)(c)

- **Accepted in part** where the submission supported the plan change but we have made modification to it in relation to other submissions, or have only partially agreed to modifications to PC 103 as set out in the submission, or

- **Rejected** where the submission sought to decline the plan change, or we have not modified the plan change as requested by the submission.

500. It is our overall findings that for the reasons set out above, PC 103 together with the application of the precinct provisions is the most appropriate means of achieving the objectives of the AUP(OP) and the purpose of the RMA. The precinct provisions (attached as **Appendix 1** to this decision) are the most effective and efficient when regard is had to the costs and benefits associated with those provisions relative to the alternatives.

501. **Appendix 2** sets out a table with our decision on each submission point.

502. In addition to the reasons set out above, the overall reasons for the decision are that PC 103:

a. is supported by necessary evaluation in accordance with section 32 and section 32AA;

b. gives effect to the National Policy Statement on Urban Development;

c. gives effect to the National Policy Statement for Freshwater Management;

d. gives effect to the NZ Coastal Policy Statement 2010;

e. gives effect to the Hauraki Gulf Marine Park Act 2000;

f. gives effect to the National Policy Statement for Indigenous Biodiversity 2023.

g. gives effect to the Auckland Regional Policy Statement; and

h. satisfies Part 2 of the RMA.



Karyn Kurzeja
Chairperson

Date: 9th October 2025

Appendix 1

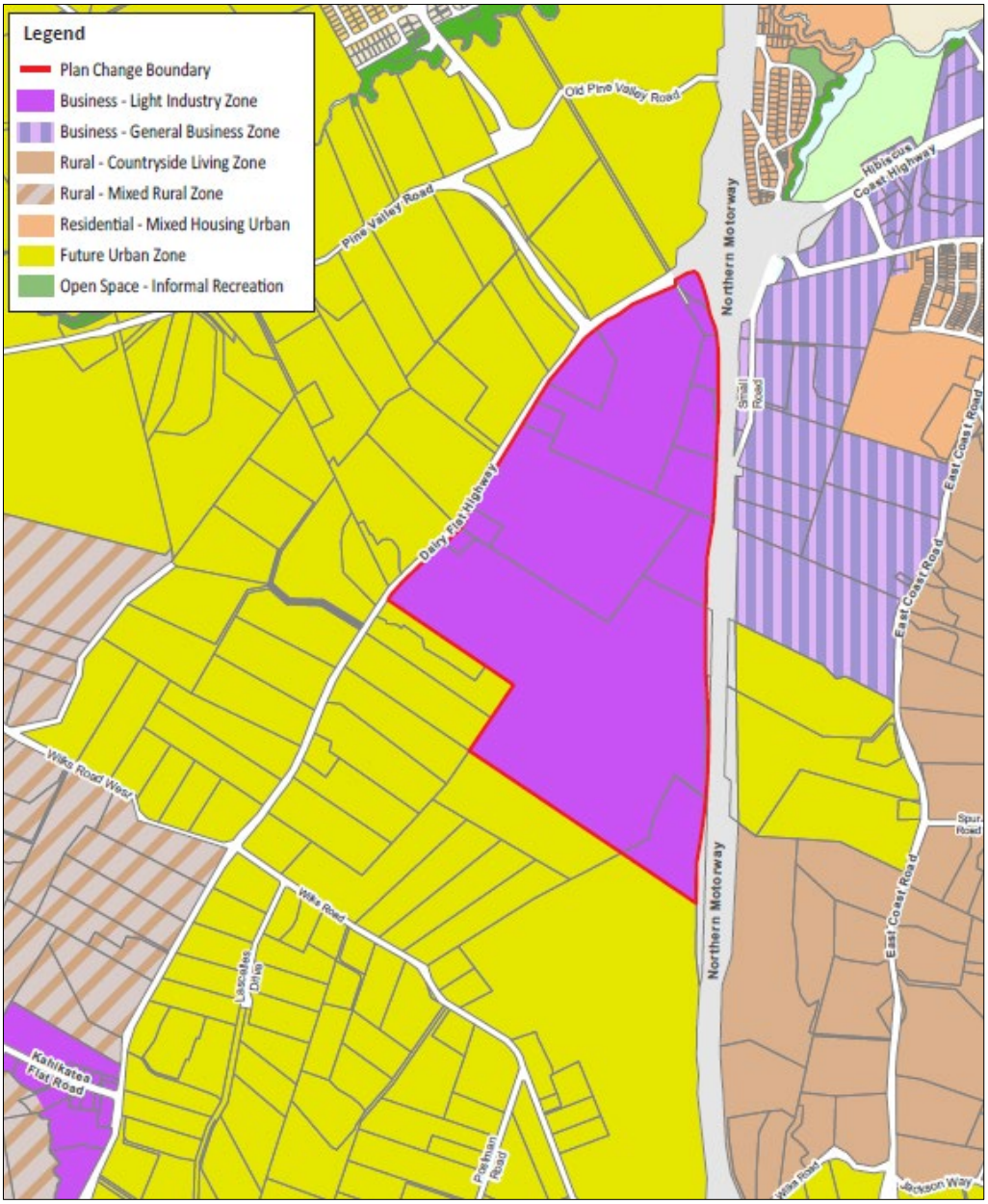
PRIVATE PLAN CHANGE IX – SILVERDALE WEST INDUSTRAL PRECINCT –

Hearing Panel's Decision 9th October 2025

PART A – AMENDMENT TO AUCKLAND UNITARY PLAN OPERATIVE IN PART PLANNING MAPS VIEWER

ZONING

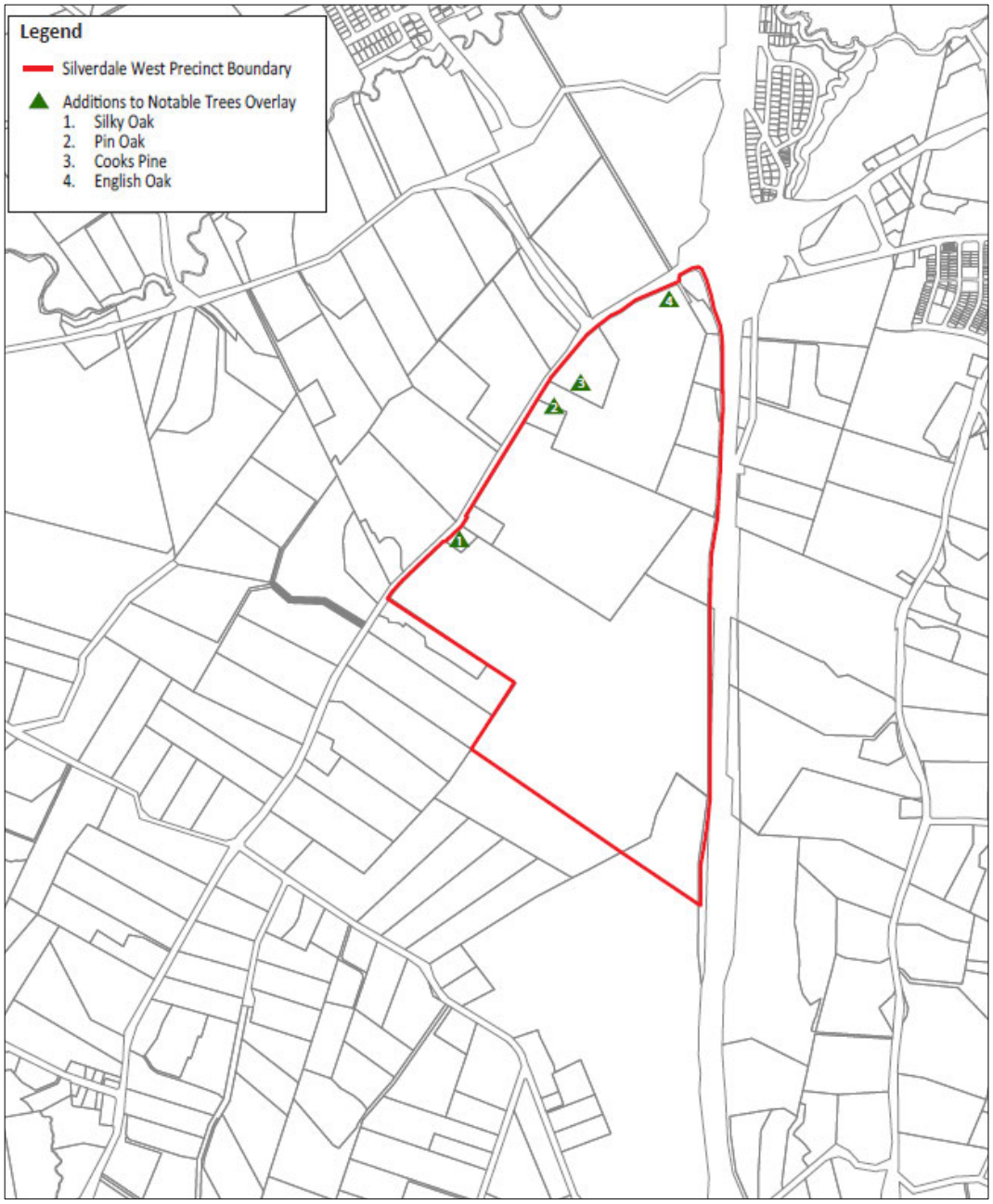
1. That the land currently zoned Future Urban Zone be rezoned to Business – Light Industry Zone as shown on the following zoning map.



Map 1 – Zoning Map

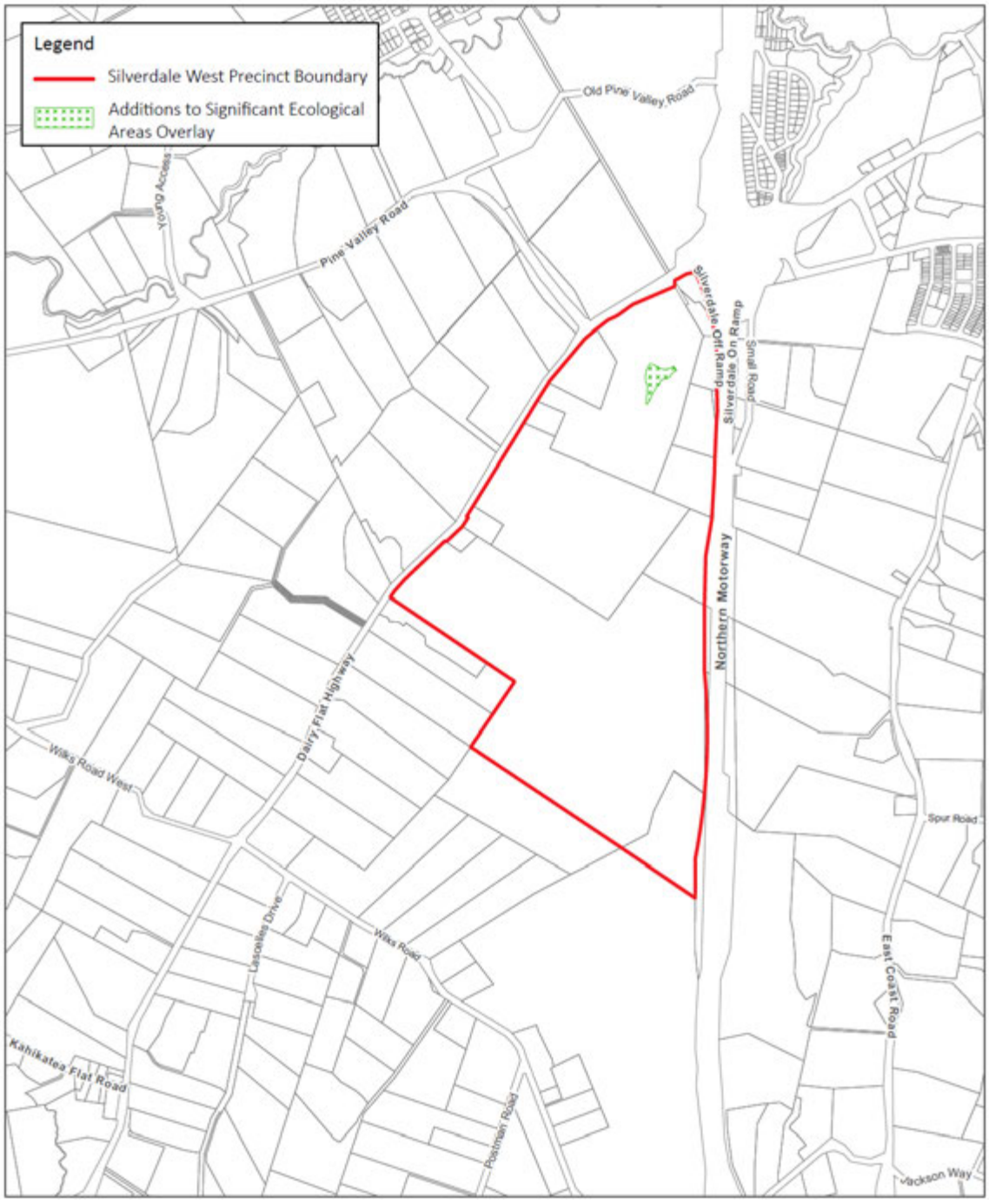
OVERLAYS

1. Identify four trees within the Notable Tree Overlay layer as per below



Map 2 – Notable Tree Overlay

2. Identify the Significant Ecological Areas Overlay layer as per below

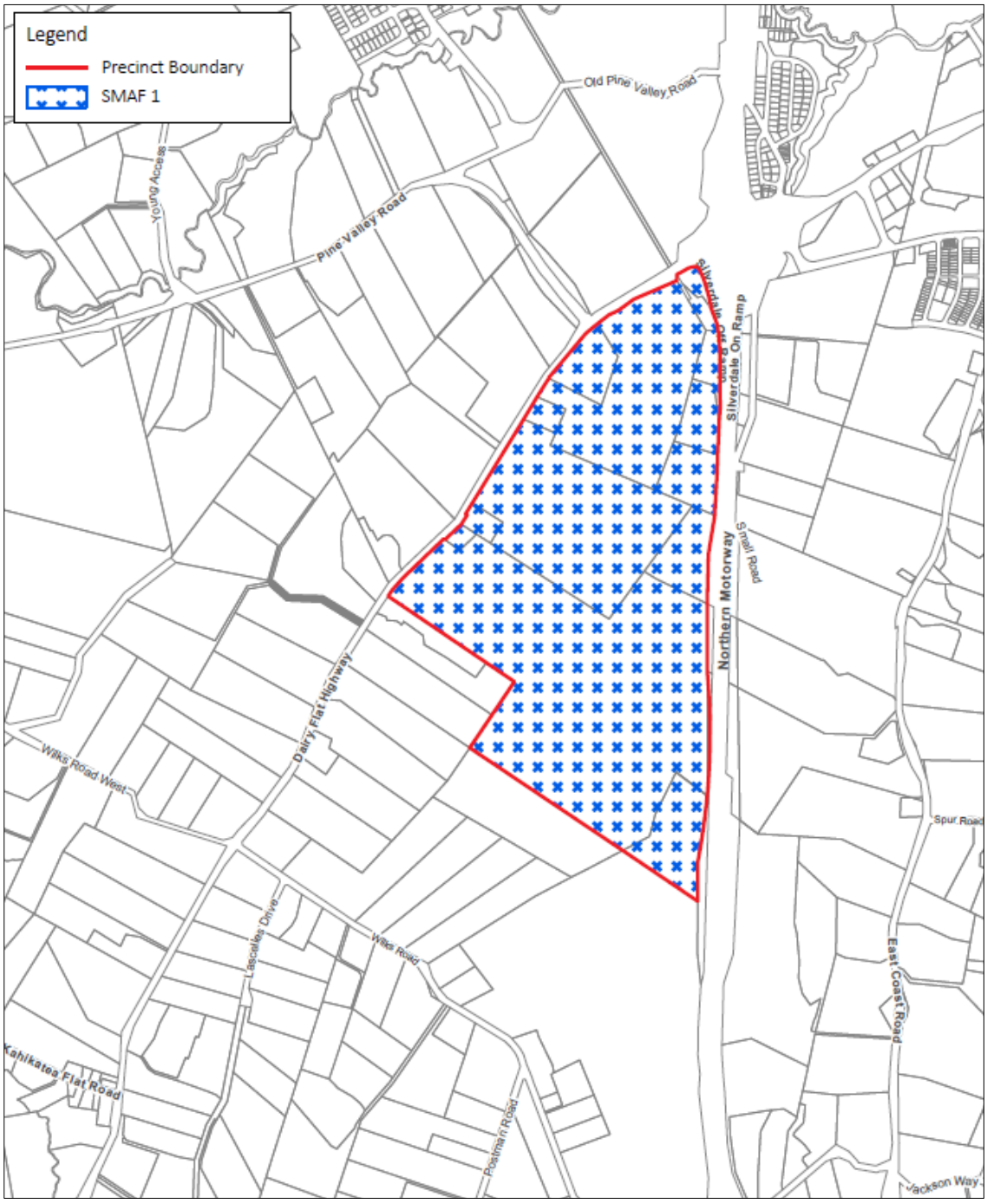


Map 3 – Significant Ecological Areas Overlay

CONTROLS

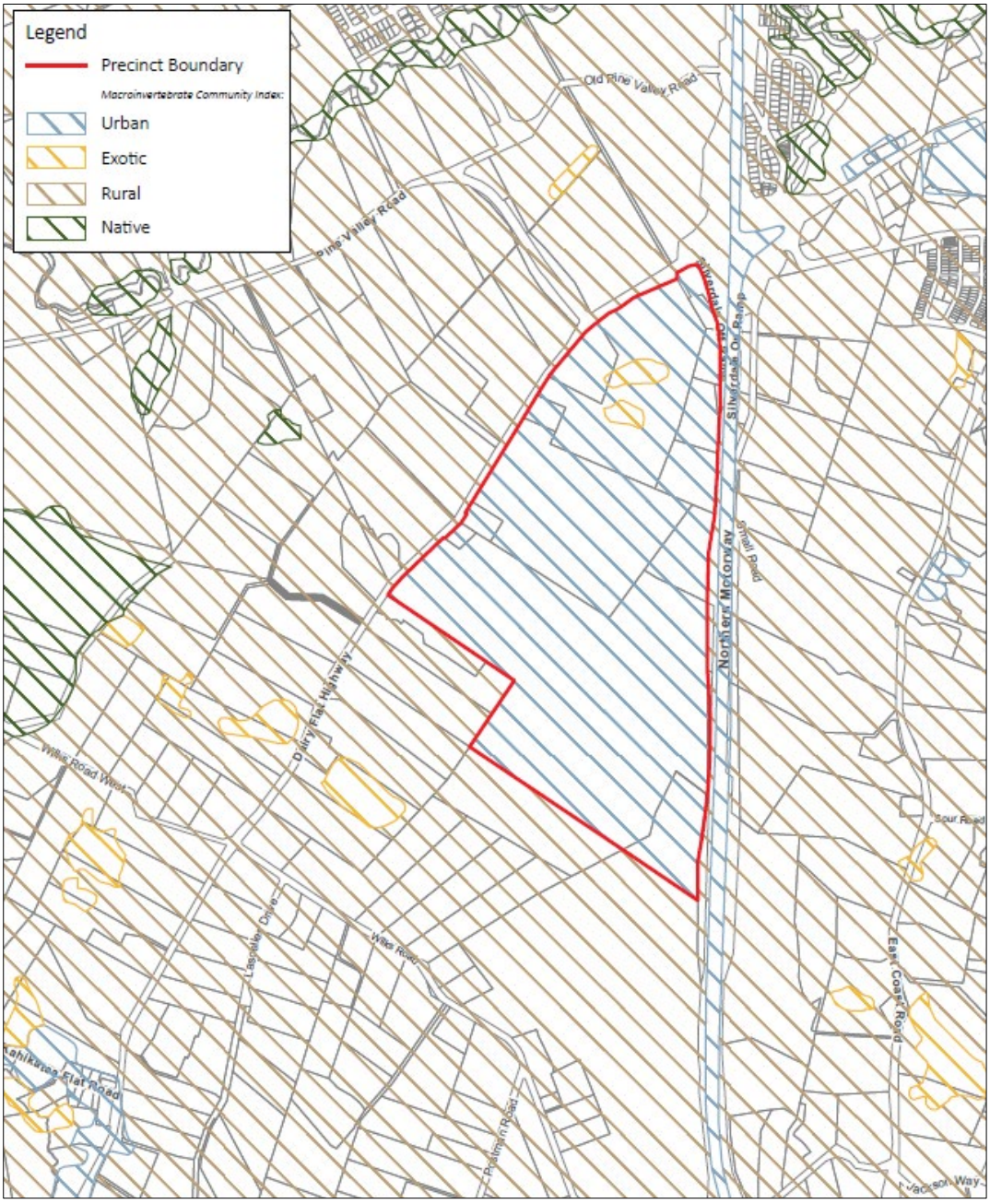
1. The land shown below be identified as “Stormwater Management Area – Flow 1” in the

‘Controls’ layer



Map 4 – Control: Stormwater Management Area – Flow 1

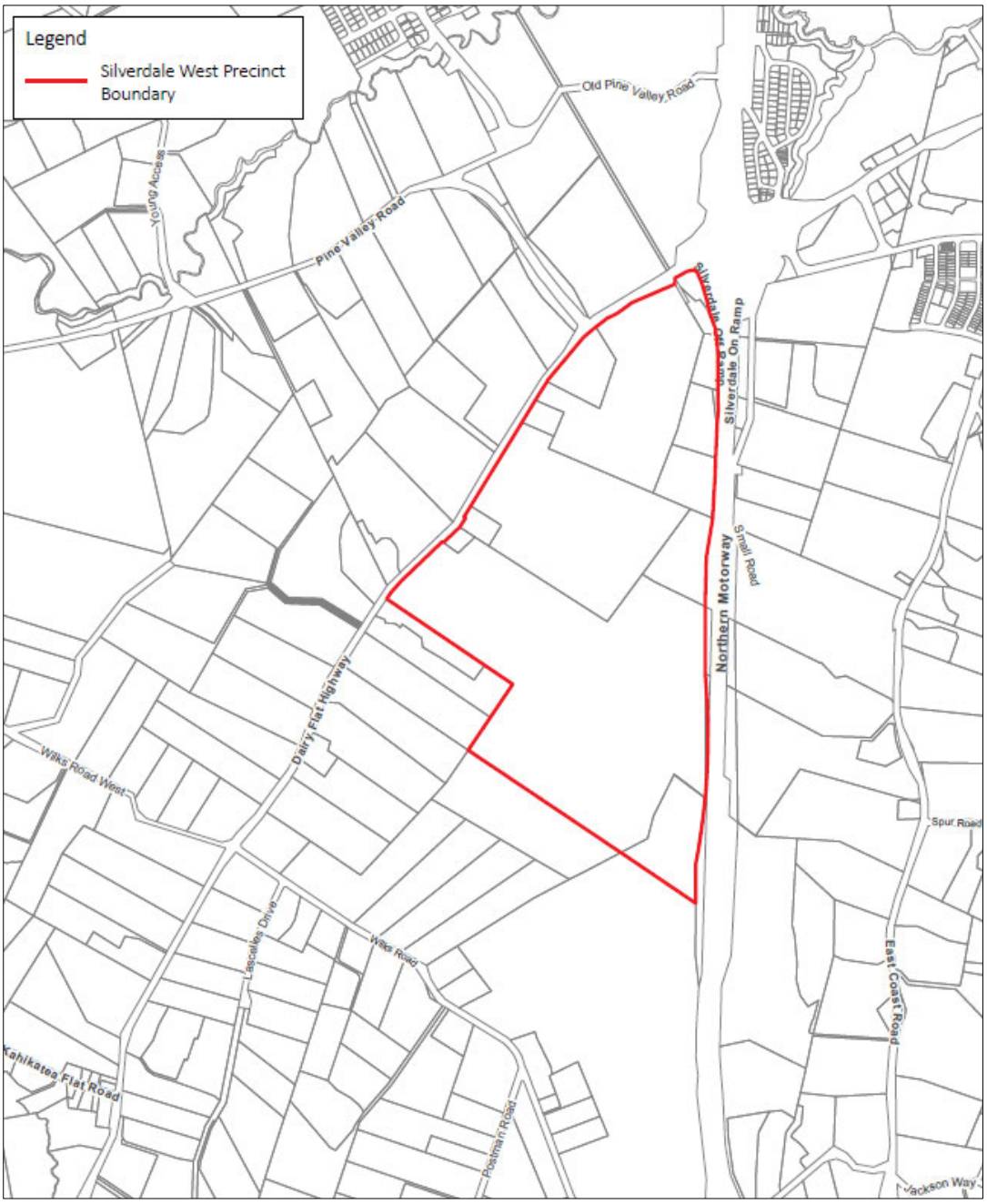
2. Delete the Macroinvertebrate Community Index – Rural notation from the planning maps across the proposed Silverdale West Precinct, and replace it with the Macroinvertebrate Community Index – Urban notation.



Map 5 – Control: Macroinvertebrate Community Index control

CHAPTER I - PRECINCTS

1. The land shown below be identified as ‘Silverdale West Precinct’ on the planning maps.



Map 6 – Precinct Boundary of IX – Silverdale West Precinct

PART B – AMENDMENTS TO AUCKLAND UNITARY PLAN PROVISIONS

1. INSERT ADDITIONAL ROWS INTO SCHEDULE 10: NOTABLE TREE SCHEDULE

1. Insert the following rows into Schedule 10: Notable Trees Schedule within the 'Rodney' section of the table.

ID	Botanical Name	Common Name	Number of Trees	Location / Street Address	Locality	Legal Description
…	…	…	…	…	…	…
XX	Grevillea Robusta	Silky Oak	1	1638 Dairy Flat Highway	Dairy Flat	Lot 1 DP 46158
XX	Quercus Palustris	Pin Oak	1	1686 Dairy Flat Highway	Dairy Flat	Lot 1 DP 69561
XX	Araucaria Columnaris	Cooks Pine	1	1700 Dairy Flat Highway	Dairy Flat	Pt Lot 1 DP 68886
XX	Quercus Robur	English Oak	1	1732 Dairy Flat Highway	Dairy Flat	Pt Lot 2 DP 68886

2. INSERT ADDITIONAL ROW INTO SCHEDULE 3 SIGNIFICANT ECOLOGICAL AREAS – TERRESTRIAL SCHEDULE

ID	Factor Met
…	…
SEA_T_XXXX	1~~, 3, 5~~

3. INSERT NEW SILVERDALE WEST INDUSTRIAL PRECINCT INTO CHAPTER I

IX Silverdale West Industrial Precinct

IX.1. Precinct description

The Silverdale West Industrial Precinct applies to approximately 107 hectares of land located broadly to the south of the Silverdale motorway interchange between State Highway 1 to the east and Dairy Flat Highway to the west.

The zoning of land within this precinct is Business – Light Industry Zone.

The primary purpose of the Silverdale West Industrial Precinct is to enable light industrial activity proximate to the urban growth in the wider northern areas of Auckland and the state highway transport network. Light industrial land use and subdivision activities are largely enabled through the underlying zoning, however the delivery of these within the precinct needs to be closely aligned with the delivery of transport, water supply, wastewater and other infrastructure upgrades needed to support the development of the precinct. Expected landscape amenity, stormwater and ecological outcomes are also articulated within the precinct and respond to mana whenua values.

Employment and economy

The precinct operates as a focal point for light industrial employment growth within northern Auckland. Through its strategic location adjoining the state highway network and north of the city centre, the Silverdale West Industrial Precinct appeals to businesses with an operational focus in Auckland and Northland, and to a wide and growing catchment of potential employees.

Transport

The existing transport network will support the initial development within the Silverdale West Industrial Precinct however, it will need to be progressively upgraded over time to support on-going development in the precinct and other planned future development in the wider area. The precinct includes provisions to ensure that the subdivision and development of land for industry and related activities is coordinated with transport infrastructure upgrades necessary to manage adverse effects on the local and wider transport network.

The precinct manages and mitigates the adverse effects of traffic generation on the transport network and achieves the integration of land use and transport by:

(a) Requiring particular transport infrastructure upgrades to be operational by the time a certain level of subdivision and development is reached within the Silverdale West Industrial Precinct (see Standard IX.6.~~7~~5), recognising other future planned development nearby also contributes to travel demand and that the wider area functions as an integrated and effective transport network;

(b) Requiring particular transport infrastructure upgrades to be operational by the time a certain level of subdivision and development is reached within the Silverdale West Industrial Precinct (see Standard IX.6.~~8~~5), recognising that particular upgrades are required to support differing levels of development of the

Silverdale West Industrial Precinct;

(c) Requiring development to be consistent with the Silverdale West Integrated Transport Assessment (**Silverdale West ITA**), or for development and subdivision that does not comply with Standard~~s~~ IX.6.~~7~~5 ~~or IX6.8~~ and / or that triggers assessment under E27.6.1, requiring a comprehensive assessment and an accompanying Transport Assessment Addendum report which builds on the Silverdale West ITA to be prepared;

(d) Requiring new collector roads within the precinct to be located generally in accordance with the Silverdale West Industrial Area Precinct Plan 1, and other new local roads to form a high quality and integrated network; and

(e) Requiring all proposed roads to be designed in accordance with IX.11.1: Appendix 1 Road Function and Design Elements Table and IX11.2 Appendix 2 Road function and design elements table – External roads to the Precinct, consistent with the functions outlined in the table.

Stormwater and ecology

The precinct includes a network of existing waterways that have been identified as being either permanent or intermittent, with John Creek forming a primary south to north stormwater and ecological spine and a number of existing natural wetlands and patches of indigenous vegetation present also. Development within the precinct is undertaken in a manner that enables these ecological assets to be protected and their values to be maintained or enhanced.

Landscape Buffers

The precinct provides a landscaped buffer along State Highway 1 and Dairy Flat Highway to achieve a gateway experience entering Silverdale and to mitigate adverse effects on the landscape and visual amenity values of the surrounding area arising from the changing land use to industrial.

Open Space

The precinct will provide for high amenity walking and cycling connections through the precinct along the network of existing streams. The precinct seeks to maintain and enhance these waterways and integrate them with the public open space network as a key feature and as part of a broader green network through the wider area.

Open spaces in the Silverdale West Industrial Precinct other than esplanade reserves may be privately owned, although it is anticipated that open spaces that form part of the active mode transport network through the precinct will be vested in Council. Indicative open space areas are identified within the precinct; however, the exact extent and location will be determined at subdivision stage.

Additional height

Opportunities for greater height in appropriate locations have been identified and are delivered via the Additional Height Area (as detail on IX.10.2 Precinct Plan 2) to enable a wide range of industrial activities.

Implementation

The precinct relies on the progressive provision of infrastructure to enable industrial

activity. The precinct provisions provide for implementation on a staged basis.

Subdivision and development are restricted until the land within the Silverdale West Industrial Precinct is able to be connected to functioning bulk water supply and bulk wastewater infrastructure with sufficient capacity to service subdivision and development in the Precinct area, except where an interim solution and associated decommissioning for water and / or wastewater servicing is proposed.

Relationship of the Silverdale West Industrial Precinct to overlay, Auckland-wide and zone provisions

All relevant overlay, Auckland-wide and zone provisions apply in this precinct unless otherwise specified below.

IX.2. Objectives

(1) Light industrial activities within the precinct enable employment and economic development opportunities for the wider Silverdale / Dairy Flat / Hibiscus Coast areas reducing the need for some people to travel outside the area for work.

(2) Māori cultural values are recognised, protected and enhanced within the precinct, particularly where they relate to freshwater quality.

(3) Access to, ~~and~~ from and within the precinct occurs in a safe and effective manner that:

  (a) Mitigates ~~significant~~ adverse effects of traffic generation ~~on~~ that may compromise the surrounding road network;

  (b) ~~e~~Encourages a mode shift to public and active modes of transport;

  (c) Ensures public transport can operate efficiently at all times; and

  (d) Provides a road network servicing access to and within the Precinct enabling connections to roads and land adjacent to the Precinct.

(4) Subdivision and development are coordinated with the supply of sufficient transport, water supply, stormwater, wastewater, energy and communications infrastructure.

(5) Subdivision and development does not occur in advance of the availability and capacity of bulk water supply and bulk wastewater infrastructure, except where an interim solution and associated decommissioning for water and / or wastewater servicing is proposed.

(6) Subdivision and development does not occur in advance of the availability of operational transport (including regional and local transport) infrastructure.

(7) Subdivision and development are managed to ensure the maintenance and enhancement of ecological values within the receiving environment.

(8) Strong ecological outcomes are embedded within the precinct through the protection and enhancement of key streams and natural wetlands and areas of indigenous vegetation.

(9) Enable buildings of greater height within lower lying areas of the precinct to

enable a range of industrial activities.

(10) The precinct is subdivided and developed in a comprehensively ~~developed~~ and integrated way to establish an industrial environment that responds to natural site features and landform, manages the interface with surrounding land use, contributes to a strong sense of arrival at Silverdale, supports public and active transport use and respects mana whenua values.

(11) Development and subdivision demonstrate the integration of green networks focused on freshwater systems with ~~publicly~~ accessible open space and active mode networks. through the precinct.

(12) Convenience retail for small to medium-scale tenancies are limited within the precinct to a scale that supports the over-arching transport initiative around the limitation of trips generated for daily conveniences, whilst not acting as a generator of trips into the precinct.

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

IX.3. Policies

Employment/Activities

(1) Require subdivision and development to be in general accordance with the Silverdale West Industrial Precinct Plan 1.

(2) Enable economic development opportunities within the precinct through the staged release of land with sufficient infrastructure to support its use.

(3) Enable the efficient use of land strategically located adjoining the state highway network and within the wider northern Auckland area, for light industrial activity.

(4) Recognise the importance of employment to the Silverdale / Dairy Flat / Hibiscus Coast area~~,~~ by providing opportunities for employment closer to where people live, including the potential for positive travel patterns associated with some people not needing to travel outside the area for work.

Transport, infrastructure and staging

(5) Ensure that subdivision and development in the precinct is coordinated with the provision of sufficient transport, stormwater, wastewater, water supply, energy and telecommunications infrastructure.

(6) Require that subdivision and development in the precinct does not occur in advance of the availability of operational transport infrastructure identified in the precinct standards.

(7) Manage the effects of traffic generation on the surrounding transport network, including by ensuring:

a) public transport can operate efficiently;

b) the surrounding road network can operate effectively during peak traffic periods;

c) any upgrades to the transport network are safe for pedestrians, cyclists

and motorists; and

d) the transport network operates safely at all times.

(8) Provide for the progressive upgrade of existing roads and key intersections within and adjoining the precinct, including the upgrade of road frontages to an urban standard at the time of development or subdivision of adjoining land, to provide for all transport modes and connect with the existing and planned future transport network.

~~(7)Ensure that subdivision and development in the precinct is coordinated with the provision of sufficient stormwater, wastewater, water supply, energy and telecommunications infrastructure~~

~~(8)~~(9) ~~Avoid subdivision and development prior to water and wastewater infrastructure capacity being available~~ Avoid subdivision and development that is in advance of the provision of functioning bulk water supply and wastewater infrastructure with sufficient capacity to service subdivision and development within the precinct area, except where an interim solution and associated decommissioning for water and / or wastewater self-servicing is proposed.

Street network, open space and built form

~~(9)~~(10) Require collector roads to be generally in the location shown in IX.10.1 Silverdale West Industrial: Precinct Plan 1, while allowing for variation where it would achieve a highly connected street layout that integrates with the surrounding transport network.

~~(10)~~(11) Ensure that development provides a local road network that achieves a highly connected street layout and integrates with the collector road network within the precinct, and the surrounding transport network, and supports the safety and amenity of the open space and stream network.

~~(11)~~(12) Require the transport network to be attractively designed and appropriately provide for all transport modes in accordance with IX.11.1: Appendix 1 – Road function and design elements table, and IX.11.2 Appendix 2 – Road function and design elements table – External roads to the precinct.

~~(12)~~(13) Ensure that the location and design of publicly accessible open spaces, including but not limited to riparian margins and esplanade reserves, contribute to a network of green pathways and cycle paths, a sense of place and a quality network of open spaces for the precinct, including by incorporating:

(a) distinctive site features;

(b) wetlands and streams.

~~(13)~~(14) Enable a mode shift to public and active modes of transport by requiring collector roads and arterial roads to be designed to provide safe separated access for pedestrians and cyclists.

~~(14)~~(15) Require ~~development~~ a landscape buffer to be established adjacent to Dairy Flat Highway and State Highway 1 to mitigate adverse effects arising from the industrial activities on the visual amenity of the surrounding area and to contribute to the arrival experience at Silverdale. ~~protect the interface with the surrounding land use~~

~~and maintain a sense of openness and naturalness through a landscaped setback.~~

~~(15)~~(16) Enable additional building height to meet the functional requirements of industry while responding to the landform.

~~(16)~~(17) Create open space (including through esplanade reserves and riparian margins) that that is in general accordance with the indicative open space Silverdale West Industrial Precinct Plan 1 and functions, among other things, as an appropriate buffer between streams and wetlands and adjacent industrial activity, and supports active transport modes through the precinct primarily in the form of esplanade reserves and riparian margins.

Stormwater management and ecology

~~(17)~~(18) Require development to maintain or enhance water quality and protect the health of stream and wetland environments, including by being consistent with any stormwater management plan adopted for the precinct by the network utility operator.

~~(18)~~(19) The riparian margins of streams and wetlands within the precinct are enhanced through ecological restoration and planting.

~~(19)~~(20) Design and construct devices (which may include constructed wetland areas) for stormwater treatment and detention of runoff from all impervious surfaces that also contribute to flood management, ecological, recreational and amenity values.

~~(20)~~(21) Utilise in stream works on streams, including bed and bank stabilisation, to provide habitat improvement, resilience to increase flows and capacity for stormwater runoff and flood management within the stream channel as part of subdivision and development.

~~(21)~~(22) The location, sizing, design, and construction of stormwater infrastructure to be vested to Auckland Council will occur as part of subdivision and development and will be in accordance with the requirements of the network utility operator.

Convenience retail

~~(22)~~(23) Limit the extent of convenience retail within the precinct to a scale that supports the over-arching transport initiative around the limitation of trips generated for daily conveniences, whilst not acting as a generator of trips into the precinct.

Cultural values

~~(23)~~(24) Recognise, protect and enhance the cultural values and relationships with Silverdale West by:

(a) Including tāngata whenua in resource consenting, including through provision of cultural impact assessments or other engagement~~;~~.

~~(b)~~ (25) Utilise~~ing at least 75%~~ and promote native planning in riparian enhancement areas and street plantings~~;~~:

(a) Identifying opportunities early to incorporate traditional names or other names put forward by tāngata whenua into open space areas, roads, or

other community spaces;

(b~~d~~)Taking an integrated approach to the management stormwater which protects and enhances the mauri of freshwater, in particular with regard to John Creek~~;~~.

(26) ~~(e)~~Ensuring the mauri of the John Creek Awa, including its tributaries, are ~~is~~ enhanced through development setbacks and native riparian planting; and

(27) ~~(f)~~Ensuring the design of streets and publicly accessible open spaces incorporates Te Aranga design principles.

All relevant overlay, Auckland-wide and zone policies apply in this precinct in addition to those specified above.

IX.4. Activity table

All relevant overlay, Auckland-wide and zone activity tables apply unless the activity is listed in Activity Table IX.4.1 below.

Activity Table IX.4.1 specifies the activity status of land use, subdivision and development in the Silverdale West Industrial Precinct pursuant to sections 9(3) and 11 of the Resource Management Act 1991.

~~Development not in accordance with an approved Stormwater Management Plan either needs an approved amendment to the approved Stormwater Management Plan or a new Network Discharge Consent under Chapter E8 (Stormwater – Discharge and diversion).~~

Table IX.4.1 Activity table

Activity		**Activity Status**
Use		
(A1)	Food and beverage in accordance with Rule H17.4.1(A9) up to a total of 1,200m^2 across the precinct	P
Subdivision and Development		
(A2)	Any development with direct vehicle access from the precinct to Dairy Flat Highway	NC
(A3)	Subdivision, or new buildings prior to subdivision, including private roads (excluding alterations and additions that are a permitted activity in the underlying zone) ~~This rule only applies to the first resource consent to enable any site, sites or part of a site to be subdivided or developed. Thereafter, the relevant Auckland-wide and zone rules apply.~~ ~~Note: The purpose of this rule is to ensure that any land enabled for development is aligned with the necessary infrastructure to support that land use.~~	RD

~~(A4)~~	~~Subdivision and/or development that does not comply with Standard IX6.6 Road widening setback along Dairy Flat Highway~~	~~D~~
(A4)~~(A5)~~	Subdivision and/or development that does not comply with Column 3 of Table ~~Standard~~ IX.6.5.1 (Transport Infrastructure upgrades required to be operational outside the Silverdale West Industrial Precinct to enable activities or subdivision in column 1) and the associated requirements of Standard IX.6.5 Staging of subdivision and development with transport upgrades ~~outside of the Silverdale West Industrial Precinct to support planned future development within the precinct and in the wider area~~	~~RD~~ NC
(A5)~~(A6)~~	Subdivision and/or development that does not comply with Column 2 of Table IX.6.5.1 (Transport infrastructure ~~including transport~~ upgrades ~~-~~required to be operational within the Silverdale West Industrial Precinct to enable subdivision in column 1) and the associated requirements of Standard IX.6.5 ~~(8)~~ Staging of subdivision and ~~-~~development with ~~infrastructure upgrades including~~ transport upgrades ~~to support planned future development within the Silverdale West Industrial Precinct.~~	~~D~~ NC
(A6)	Subdivision and/or development that does not comply with Appendix 1: Road function and design elements table IX.11.2 Appendix 2: Road function and design elements table – External roads to the Precinct	RD
(A7)	Subdivision and/or d~~D~~evelopment of publicly accessible open spaces ~~greater than 1,000m^2~~	RD
(A8)	Use and d~~D~~evelopment not complying with standard IX.6.8~~(11)~~ (1) Bulk Water Supply and Wastewater Infrastructure ~~Wastewater Connections~~.	NC
(A9)	Subdivision not complying with standard IX.6.8 ~~(11)(2)~~ Bulk Water Supply and Wastewater Infrastructure ~~Wastewater Connections~~.	NC
(A10)	Development exceeding 20m in height and up to 30m in height within an 'Additional Height Area' identified on IX.10.2 Silverdale West Industrial Precinct: Precinct Plan 2	C

IX.5. Notification

(1) An application for resource consent for a controlled activity listed in Table IX.4.1 Activity table, will be considered without public notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under sections 95A(9) or 95B(10) of the Resource Management Act 1991.

(2) ~~(1)~~Except as provided for in (1) above, a~~A~~ny application for resource consent for an activity listed in Table IX.4.1 Activity will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.

(3) ~~(2)~~When deciding on 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).

IX.6. Standards

(1) All relevant overlay, Auckland-wide and zone standards apply to the activities listed in Activity Table IX.4.1.

(2) The following Auckland-wide and zone standards do not apply to activities listed in Activity Table IX.4.1 above or to activities listed in Activity Table H17.4.1 of Chapter H17 Business – Light Industry Zone:

~~(a) E27.6.1 Trip generation~~

~~Within the Business – Light Industry Zone~~

~~(b) H17.6.1 Building Height~~

~~(c)~~ H17.6.4 Yards

(3) In addition to Standard IX.6 (1) activities listed in Activity Table IX.4.1 must comply with the following Standards IX.6.1 to IX.6.~~(10)~~8.

(4) In addition to standard H17.6 Standards activities listed as permitted and restricted discretionary in Activity Table H17.4.1 of Chapter H17 Business – Light Industry Zone must comply with the following Standards IX.6.1 to IX.6.~~(10)~~8.

~~**IX6.1** Building height~~

~~Purpose:~~

- ~~Enable building height to be maximised in the lower lying areas of the precinct to better provide for the functional requirements of industrial development.~~
- ~~Manage the effects of building height, including visual dominance.~~

~~(1) Buildings in the Business - Light Industry Zone must not exceed 20m in height, except that the land identified as being within the 'Additional height area' as specified in IX.10.2 Silverdale West Industrial Precinct: Precinct Plan 2 must~~

~~not exceed 30m in height.~~

IX.6.1 ~~2~~ Streams and natural inland wetlands

Purpose:

- To contribute to the maintenance and improvements ~~of to~~ water quality, habitat, biodiversity and amenity within the precinct.

Riparian margins

(1) Riparian margins of permanent and intermittent streams must be planted either side to a minimum width of 10m, measured from the top of the bank of the stream, provided that:

(a) This standard shall not apply to road, pedestrian, or cycleway crossings over streams.

(b) Roading, w~~W~~alkways and cycleways must not be located within at least 10m of the top of the bank of a stream, except walkways necessary to connect to stream crossings or to avoid trees more than 10m from the top of the stream bank. Where wider riparian margins are proposed, pedestrian and cycle paths of at least ~~up to~~ 2m in width individually or 3m where combined are able to be provided within the area outside the margin 10m from the top of the stream bank.

(c) ~~The riparian planting area must be vested in Council or protected and maintained in perpetuity by an appropriate legal mechanism~~.

(2) A building, or parts of a building, must be setback at least ~~20~~25m from the bank of a river or stream measuring 3m or more in width, consistent with the requirements of E38.7.3.2 (Subdivision establishing an esplanade reserve).

~~(e) The ecological enhancement / restoration of all natural inland wetlands and streams and their margins within the precinct are subject to the mitigation hierarchy, including use for biodiversity offsetting or ecological compensation.~~

~~*Ecological offsetting*~~

~~(2) Ecological enhancement works, being ecological restoration in excess of the minimum requirements required through the precinct and Auckland-wide provisions, undertaken within the precinct and provided in advance of any impact on ecological values can be used to balance future unavoidable or unmitigated ecological impacts within the precinct. Any such works are subject to the relevant provisions of Chapter E3 (Lakes, rivers, streams and wetlands) and E15 (Vegetation management and biodiversity).~~

Vesting

(3) Wetlands, streams and their planted margins must be vested in Council or

protected and maintained in perpetuity by an appropriate legal mechanism.

IX.6.2 ~~3~~Yards

Purpose:

- Provide appropriate buffering and screening between industrial activities and open space, recognising the open space zoning, and the 10m riparian yard setback required by IX.6.1(1)~~(1)(d)~~ which achieves an amenity and buffer function.

(1) A building or parts of a building must be set back from the relevant boundary by the minimum depth listed in Table IX6.2.1

Table IX6.2~~3~~.1: Yard setbacks

Yard	Minimum depth
Front yard	2m
Rear yard	2m + 3m landscaping requirement (as detailed in (4) below) where adjoining Open Space Zones or land vested or to be vested in the council
Side yard	2m + 3m landscaping requirement (as detailed in (4) below) where adjoining Open Space Zones or land vested or to be vested in the council
Riparian yard	10m from the edge of permanent and intermittent streams

(2) Front yards (excluding access points) must be planted with a mixture of trees, shrubs or ground cover plants (including grass) within and along the full extent of the yard.

~~(3) Any minimum front yard setback required for the land adjoining Dairy Flat Highway shall be measured from the 3m wide road widening setback requirement included at Standard IX.6.6 Road widening setback along Dairy Flat Highway).~~

(3)~~(4)~~ Side and rear yards must include a landscape area planted with a mixture of trees, shrubs or ground cover plants (including grass) within and along the full extent of the yard to provide a densely planted visual buffer for a depth of at least 3m (except as detailed below) and must be appropriately maintained thereafter. The landscaping requirement can be reduced where:

(a) side and rear yards adjoin a riparian yard that is 13m or more in width, no landscaping within the side or rear yard is required.

(b) side and rear yards adjoin a riparian yard of between 10m and 13m in

width, the landscaping requirement shall be limited to a 'top-up' function, being the difference between the width of the riparian yard and 13m.

IX.6.3 4 Landscape buffer (State Highway 1 interface)

Purpose:

- To provide a visual landscape buffer between industrial activities within the precinct and State Highway 1.
- To provide for a gateway experience entering Silverdale.

(1) A building or parts of a building within the State Highway 1 Landscape Buffer area shown on IX.10.1 Silverdale West Industrial Precinct: Precinct Plan 1 must be set back from the boundary with State Highway 1 Designations 6759 and 6760 as shown on IX.11.4 Appendix 4 - Landscape Buffer Plan, by the minimum depth of 10m.

(2) The setback must be planted in accordance with Special Information Requirement IX.9(4) Landscape Buffer Planting Plan.

~~**Table IX6.4.1 Landscape buffer (State Highway 1 interface)**~~

~~**Address (as at 23 August 2023)**~~	~~**Minimum Planting Width Within Setback**~~
~~1738 Dairy Flat Highway Lot 1 DP 480626~~	~~5m~~
~~Diary Flat Highway Lot 2 DP 480626~~	~~10m~~
~~Sec 6 SO 308591, Dairy Flat Highway Silverdale 0931~~	~~10m~~
~~1744 Dairy Flat Highway. Sec 9 SO 308591, Sec 10 SO 308591~~	~~15m~~
~~1748 Dairy Flat Highway. Pt Allot 210 Psh Of Okura SO 18072, Sec 19 SO 308591~~	~~15m~~
~~1748A Dairy Flat Highway~~	~~15m~~
~~1636 Dairy Flat Highway Lot 1 DP 208687~~	~~15m~~
~~193 Wilks Road Lot 1 DP 433431~~	~~15m~~

~~**Note:**~~

~~In the event that a Designation is confirmed for public transport works within the Landscape Buffer (State Highway 1 Interface), the requirements in Standard IX6.4 do not apply. The rear or side yard requirements of Standard IX6.3 apply to the new boundary.~~

IX.6.45 Landscape buffer (Dairy Flat Highway interface)

Purpose:

- To provide a visual landscape buffer between industrial activities within the precinct and Dairy Flat Highway.

(1) A building or parts of a building within the Dairy Flat Landscape Buffer area

shown on IX.10.1 Silverdale West: Industrial Precinct Plan 1 must be set back from the boundary with Dairy Flat Highway Designations 1480 and 1497 by a minimum depth of 5m. ~~from the edge of the road widening boundary requirement under Standard IX.6.6, or from the legal road boundary.~~

(2) The setback must be planted in accordance with any Landscape Buffer Planting Plan provided in accordance with Special Information Requirement IX.9(4).

~~**IX.6.6** Road widening setback along Dairy Flat Highway~~

~~Purpose:~~

- ~~To provide for the future required widening of Dairy Flat Highway.~~

~~(1) `A building or parts of a building within the Dairy Flat Landscape Buffer area shown on IX.10.1 Silverdale West: Precinct Plan 1 must be set back from the boundary with Dairy Flat Highway by a minimum depth of 3m.~~

~~(2) The setback must be measured from the legal road boundary that existed at the year of 2023. No buildings, structures or parts of a building shall be constructed within this 3m wide setback. Pedestrian paths and cycleways are permitted within the 3m wide road widening setback.~~

IX.6.5.~~7~~ Staging of subdivision and development with transport upgrades ~~outside of the Silverdale West Industrial Precinct to support planned future development within the precinct and in the wider area~~

Purpose:

- Manage the adverse effects of traffic generation on the surrounding regional and local road network through the provision ~~identification~~ of transport upgrades needed to support development within the precinct and the wider area.
- Achieve the integration of land use and transport consistent with Policies IX.3~~(5)~~ (6) (7), and (8).
- Ensure sufficient infrastructure is in place to support the staged development of the precinct.

Note:
~~For completeness, the requirements of this standard only apply to the first application for any site, sites or part of a site.~~ If an application for subdivision is granted and meets the requirements of this standard, subsequent applications for new buildings on that land shall be deemed to comply with the standard. Where land use consent for new buildings occurs first, any subsequent subdivision around that land use shall be deemed to comply.

(1) ~~Development, subdivision and use of Light Industry zoned land within the precinct must not exceed the thresholds in Table IX.6.7.1 until such time as the identified infrastructure upgrades (or equivalents) are constructed and~~

~~are operational. Applications for resource consent in respect of activities, development or subdivision identified in Column 1 of Table IX.6.7.1 will comply with this standard if the corresponding infrastructure identified in Column 2 of the Table (or equivalent) is~~ The Transport Infrastructure upgrades (or equivalents) listed in Columns 2 and 3 of Table IX.6.5.1 must be constructed and operational prior to the implementation of any subdivision, development or use of Light Industry Land within the precinct. Once the prerequisites in Columns 2 and 3 have been completed, subdivision and / or development in Column 1 is enabled. Applications for resource consent in respect of activities, development or subdivision identified in Column 1 of Table IX.6.5.1 will comply with this standard if the corresponding transport upgrades identified in Columns 2 and 3 of the Table (or equivalent) is:

(a) constructed and operational prior to lodgement of the resource consent application; or

(b) under construction with relevant consents and/or designations being given effect to prior to the lodgement of the resource consent application and the application is expressly made on the basis that the relevant transport ~~infrastructure~~ upgrade(s) will be completed and operational prior to:

(i) the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or

(ii) the occupation of any buildings associated with industrial, retail and / or community activities in the case of a land use consent application; or

(c) Proposed to be constructed by the applicant as part of the resource consent application and the application is expressly made on the basis that the relevant transport ~~infrastructure~~ upgrade(s) will be completed and operational:

(i) Prior to or in conjunction with the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or

(ii) Prior to the occupation of any buildings associated with industrial, retail and / or community activities in the case of a land use consent application.

~~If traffic modelling and analysis demonstrates to Council's satisfaction that an alternative transport upgrade will have the same or better outcomes for all transport modes, that will be deemed to satisfy the relevant requirement of Column 2 of the Table.~~

(2) Any application lodged in terms of Standard IX.6.5~~(7)~~(1) (b) or (c) above must confirm the applicant's express agreement in terms of section 108AA(1)(a) of the RMA and on an Augier basis to the imposition of

consent conditions requiring (as relevant) that:

(a) no industrial or commercial floorspace shall be occupied until the relevant transport ~~infrastructure~~ upgrades are constructed and operational; and/or

(b) no section 224(c) certificate shall be issued, and no subdivision survey plan shall be deposited until the relevant transport ~~infrastructure~~ upgrades are constructed and operational.

Any resource consent(s) granted on one or both of the above basis must be made subject to consent conditions as described in Standard IX.6.5~~7~~(2)(a) and/or Standard IX.6.5(2)(b) above. Those conditions will continue to apply until appropriate evidence is supplied to Council confirming that the relevant transport ~~infrastructure~~ upgrades are operational.

(3) For the purpose of Standards IX.6.5~~7~~ (1) and (2):

(a) The subdivision and / or development of Stage 1 land is to occur prior to the subdivision and / or development of Stage 2 land to ensure that development is aligned with the necessary provision of infrastructure. Staging is as per IX.10.1 – (Silverdale West Industrial Precinct: Precinct Plan 1);

(b) 'Industrial or commercial floorspace' means buildings for those activities that have a valid land use consent or a subdivision that has a 224C certificate that creates additional vacant lots;

(c) 'Occupation' and 'occupied' mean occupation and use for the purposes permitted by the resource consent but not including occupation by personnel engaged in construction, fitting out or decoration;

(d) Operational' means the relevant upgrade is available for use and open to all traffic; and

(e) Within the precinct, 'Land Available for Development' means the total land area of development Lots within the Light Industry zone that will be used for Industrial or Commercial activities and have been subject to approved subdivision consents or are included within a proposed subdivision application. For completeness, Land Available for Development excludes Open Space zoned land (where zoned), riparian margins and esplanade reserves, collector, key local and local roads, the landscape buffers and road widening requirements of Standards IX.6.43 and, IX.6.54, ~~and IX6.6~~ and land required for stormwater management.

(4) Any proposal for commercial, industrial and/or community activities must demonstrate compliance with this standard in accordance with the Special

Information Requirements in IX.9(3).

Table IX.6.~~7~~5.1 Threshold for subdivision ~~and~~, development and / or use: Transport upgrades ~~within and outside of the Silverdale West Industrial Precinct to support planned future development within the precinct and in the wider area~~

	Column 1 Subdivision, development and/or use ~~within Stage 1 (as defined in IX.10.1:Silverdale West Industrial– Precinct Plan 1),~~ enabled by transport infrastructure in Columns 2 and 3 being operational	Column 2 Transport infrastructure upgrades required to be operational (in accordance with IX.11: Silverdale West Industrial Precinct Appendix 3 Transport Infrastructure Upgrades) within the Silverdale West Industrial Precinct to enable ~~activities or~~ subdivision, development and / or use in column 1	Column ~~2~~3 Transport infrastructure upgrades required to be operational (in accordance with IX.11: Silverdale West Industrial Precinct Appendix 3 Transport Infrastructure Upgrades) outside of the Silverdale West Industrial Precinct to enable ~~activities or~~ subdivision, development and / or use in column 1
	(1) The Transport Infrastructure listed in Columns 2 and 3 must be constructed and operational prior to the implementation of any subdivision, or development, and / or use within the precinct.		
Stage 1 as defined on IX.10.1: Silverdale West Industrial Precinct – Precinct Plan 1			
(a)	~~The Transport Infrastructure listed in Columns 2 and 3 must be constructed and operational prior to the implementation of any subdivision, or development, and / or use within the precinct.~~ Once the prerequisites in Columns 2 and 3 have been completed, subdivision, ~~or~~ development, and / or use up to 28.4ha of Land Available for Development is enabled (cumulative across Stage 1).	▪ First signalised intersection connecting the precinct to Dairy Flat Highway (including provision of signalised pedestrian crossings, advance cycle boxes and footpath infrastructure connecting to indicative bus stop locations) ▪ Provision of a bi-directional cycle lane and footpath along the southern edge of Dairy Flat Highway extending between Pine Valley Road and the first signalised intersection connecting the precinct to Dairy Flat Highway	~~▪ Highgate Overbridge constructed and operational~~ ▪ Pine Valley Road / Dairy Flat Highway signalisation ▪ Pine Valley Road upgrade (including provision of a cycle lane and footpath infrastructure) from Argent Lane to Dairy Flat Highway completed; and ▪ Argent Lane completion from John Fair Drive to Wainui Road

(b)	~~The Transport Infrastructure listed in Columns 2 and 3 must be constructed and operational prior to implementation of any subdivision and / or development above 28.4ha of Land Available for Development~~ ~~Once the prerequisites in Columns 2 and 3 have been completed, subdivision and / or development up to 36.9ha of Land Available for Development is enabled~~ Between 28.4ha and 36.9ha of Land Available for Development (cumulative across Stage 1)	▪ The transport infrastructure upgrades required in Column 2 for (a) above	▪ The transport infrastructure upgrades required in Column 3 for (a) above ▪ Upgrade to Dairy Flat Highway / Pine Valley Intersection to include a second right turn short bay from the east (approximately 135m) and formal pedestrian crossings and advance cycle boxes
(c)	~~The Transport Infrastructure listed in Columns 2 and 3 must be constructed and operational prior to implementation of any subdivision and / or development above 36.9ha of Land Available for Development~~. ~~Once the prerequisites in Columns 2 and 3 have been completed, subdivision and / or development up to 45.4ha of Land Available for Development is enabled.~~ Between 36.9ha and 45.4ha of Land Available for	▪ The transport infrastructure upgrades required in Column 2 for (a) and (b) above	▪ The transport infrastructure upgrades required in Column 3 for (a) and (b) above ▪ Signalisation of the Wilks Road / Dairy Flat Highway Intersection (including signalised pedestrian crossings and advanced cycle boxes), or a roundabout with safe provision for all modes; and ▪ Signalisation of the East Coast Road / Wilks Road intersection (including signalised pedestrian crossings and advanced cycle boxes)

	Development (cumulative across Stage 1)		
	~~**Column 1**~~ ~~**Subdivision, development or use within Stage 2 (as defined in IX.10.1 Silverdale West Industrial – Precinct Plan 1), enabled by transport infrastructure in Columns 2 and 3**~~	~~**Column 2**~~ ~~**Transport infrastructure upgrades required (in accordance with IX.11: Silverdale West Industrial Precinct Appendix 3 Transport Infrastructure Upgrades) within the Silverdale West Industrial Precinct to enable activities or subdivision in column 1**~~	~~**Column 3**~~ ~~**Transport infrastructure upgrades required (in accordance with IX.11: Silverdale West Industrial Precinct Appendix 3 Transport Infrastructure Upgrades) outside of the Silverdale West Industrial Precinct to enable activities or subdivision in column 1**~~
Stage 2 as defined on IX.10.1: Silverdale West Industrial Precinct – Precinct Plan 1			
(d)	~~The Transport Infrastructure listed in Columns 2 and 3 must be constructed and operational prior to implementation of any subdivision and / or development above 45.4ha of Land Available for Development~~ ~~Once the prerequisites in Columns 2 and 3 have been completed, subdivision and / or development up to 53.9ha of Land Available for Development is enabled~~ Between 45.4ha and 53.9ha of Land Available for Development (cumulative across Stages 1 and 2)	▪ The transport infrastructure upgrades required in Column 2 for (a) to (c) above ▪ Second signalised intersection connecting the precinct to Dairy Flat Highway (including provision of signalised pedestrian crossings, advance cycle boxes and footpath infrastructure connecting to indicative bus stop locations)	▪ The transport infrastructure upgrades required in Column 3 for (a) to (c) above ▪ Upgrades to the Silverdale Interchange to: - Provide a slip lane on the western approach to the Silverdale Interchange which connects to the northbound on-ramp; and - Extend the length of the left turn slip lane on the southbound off-ramp at the Silverdale Interchange to around 150m and introduce a ramp meter for the AM peak

(e)	~~The Transport Infrastructure listed in Columns 2 and 3 must be constructed and operational prior to implementation of any subdivision and / or development above 53.9ha of Land Available for Development~~ More than 53.9ha of Land Available for Development (cumulative across Stages 1 and 2)	▪ The transport infrastructure upgrades required in Column 2 for (a) to (d) above	▪ The transport infrastructure upgrades required in Column 3 for (a) to (d) above; and ▪ Upgrade to the Argent Lane / Pine Valley intersection to a roundabout to two circulating lanes

~~Note:~~

(5) The plans shown indicatively in IX.11 Appendix 3 - Transport Upgrades shall be deemed to satisfy the Transport infrastructure required in Columns 2 and 3. An alternative upgrade design that ~~performs to the same standard~~ has similar or better safety and efficiency outcomes may also be adopted with the agreement of the road controlling authority~~,~~.

~~IX.6.8 Staging of development with infrastructure upgrades including transport upgrades to support development within the Silverdale West Industrial Precinct~~

~~Purpose:~~

- ~~Manage the adverse effects of traffic generation on the surrounding regional and local road network through the identification of transport upgrades specifically needed to support development within the precinct.~~
- ~~Achieve the integration of land use and transport consistent with Policies IX.3(5) and (6).~~
- ~~Ensure sufficient infrastructure is in place to support the staged development of the precinct.~~

~~Note:~~
~~For completeness, the requirements of this standard only apply to the first application for any site, sites or part of a site. If an application for subdivision is granted and meets the requirements of this standard, subsequent applications for new buildings shall be deemed to comply with the standard. Where land use consent for new buildings occurs first, any subsequent subdivision around that land use shall be deemed to comply.~~

~~(1) Development, subdivision and use of Light Industry zoned land within the precinct must not exceed the thresholds in Table IX.6.8.1 until such time that the identified infrastructure upgrades (or equivalents) are constructed and are operational. Applications for resource consent in respect of activities, development or subdivision identified in Column 1 of Table IX.6.8.1 will comply with Standard IX.6.8(1) if the corresponding infrastructure identified in Column 2~~

of Table IX.6.8.1 (or equivalent) is:

(a) Constructed and operational prior to lodgement of the resource consent application; or

(b) Under construction with relevant consents and / or designations being given effect to prior to the lodgement of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational prior to:

(i) the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or

(ii) the occupation of any buildings associated with industrial, retail and / or community activities in the case of a land use consent application; or

(c) Proposed to be constructed by the applicant as part of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational:

(i) Prior to or in conjunction with the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or

(ii) Prior to the occupation of any buildings associated with industrial, retail and / or community activities in the case of a land use consent application.

(2) Any application lodged in terms of Standard IX.6.8(1) (b) or (c) above must confirm the applicant's express agreement in terms of section 108AA(1)(a) of the RMA and on an Augier basis to the imposition of consent conditions requiring (as relevant) that:

(a) no industrial or commercial floorspace shall be occupied until the relevant infrastructure upgrades are constructed and operational; and/or

(b) no section 224(c) certificate shall be issued, and no subdivision survey plan shall be deposited until the relevant infrastructure upgrades are constructed and operational.

Any resource consent(s) granted on one or both of the above bases must be made subject to consent conditions as described in Standards IX.6.8(2)(a) and/or IX.6.8(2)(b) above. Those conditions will continue to apply until appropriate evidence is supplied to Council confirming that the relevant infrastructure upgrades are operational.

If traffic modelling demonstrates to Council's satisfaction that an alternative infrastructure upgrade will have the same or better outcomes, that will be deemed to satisfy the relevant requirement of Column 2 of Table IX.6.8.1.

(3) For the purpose of this standard:

(a) The enablement of Stage 1 land is to occur prior to the enablement of Stage 2 land to ensure that development is aligned with the necessary provision of infrastructure;

(b) Any subdivision for Collector and / or Local Roads within Stage 1 must make provision for the extension of the roading network to adjoining Stage 2 property boundaries. For clarity, these can be 'paper roads', and do not need to be constructed to the shared property boundary as part of

~~Stage 1 development works;~~

~~(c) 'industrial floorspace' means buildings for those activities that have a valid land use consent or a subdivision that has a 224C certificate that creates additional vacant lots;~~

~~(d) 'Occupation' and 'occupied' mean occupation and use for the purposes permitted by the resource consent but not including occupation by personnel engaged in construction, fitting out or decoration;~~

~~(e) Operational' means the relevant upgrade is available for use and open to all traffic; and~~

~~(f) Within the precinct, 'Land Available for Development' means the total land area of development Lots within the Light Industry zone that will be used for Industrial or Commercial activities and have been subject to approved subdivision consents or are included within a proposed subdivision application. For completeness, Land Available for Development excludes Open Space zoned land (where zoned), riparian margins and esplanade reserves, collector and local roads, the landscape buffers and road widening requirements of Standards IX6.4, IX6.5 and IX6.6, and land required for stormwater management.~~

~~(4) Any proposal for industrial activities must demonstrate compliance with this standard in accordance with the Special information requirements in IX.9(3).~~

~~Table IX.6.8.1 Threshold for subdivision and development: Infrastructure upgrades including transport upgrades to support development within the Silverdale West Industrial Precinct~~

	~~Column 1~~ ~~Subdivision, development and/or use within Stage 1 (as defined in IX.10.1: Silverdale West Industrial– Precinct Plan 1), enabled by Transport and Other Infrastructure in columns 2 and 3~~	~~Column 2~~ ~~Transport infrastructure required (in accordance with IX.11: Silverdale West Industrial Precinct Appendix 3 Transport Infrastructure Upgrades) to enable activities or subdivision in column 1~~	~~Column 3~~ ~~Other infrastructure required to enable activities or subdivision in column 1~~

~~(a)~~	~~The Transport and Other Infrastructure listed in Columns 2 and 3 must be constructed and operational prior to the implementation of any subdivision or development within the precinct.~~ ~~Once the prerequisites in Columns 2 and 3 have been completed, subdivision and / or development up to 53.9ha of Land Available for Development is enabled.~~ ~~The provision of Infrastructure listed in Column 3 may be delivered incrementally. While infrastructure provision may enable full development capacity within Stage 1, sufficient infrastructural capacity must at least be provided to support any proposal.~~	~~• First signalised intersection connecting the precinct to Dairy Flat Highway (including provision of signalised pedestrian crossings, advance cycle boxes and footpath infrastructure connecting to indicative bus stop locations)~~ ~~• Provision of a bi-directional cycle lane and footpath along the southern edge of Dairy Flat Highway extending between Pine Valley Road and the first signalised intersection connecting the precinct to Dairy Flat Highway~~	~~• Wastewater Pump Station servicing the Silverdale West Industrial Precinct – Stage 1, meeting the relevant requirements of Watercare Services Limited (or replacement organisation)~~ ~~• Flood management works within Stage 1 to ensure there is no net increase in flood risk to down and upstream properties.~~

(b)	The Transport and Other Infrastructure listed in Columns 2 and 3 must be constructed and operational prior to implementation of any subdivision and / or development above 53.9ha of Land Available for Development. Once the prerequisites in Column 2 have been completed, subdivision and / or development up to 49.8ha of Land Available for Development is enabled. The provision of Infrastructure listed in Column 3 may be delivered incrementally. While infrastructure provision may enable full development capacity within Stage 1, sufficient infrastructural capacity must at least be provided to support any proposal.	• Second signalised intersection connecting the precinct to Dairy Flat Highway (including provision of signalised pedestrian crossings, advance cycle boxes and footpath infrastructure connecting to indicative bus stop locations).	• Wastewater Pump Station servicing the Silverdale West Industrial Precinct – Stage 1, meeting the relevant requirements of Watercare Services Limited (or replacement organisation) • Flood management works within Stage 1 to ensure there is no net increase in flood risk to down and upstream properties.

	Column 1 Subdivision, development and or use within Stage 2 (as defined in IX.10.1:Silverdale West Industrial – Precinct Plan 1), enabled by Transport and Other Infrastructure in columns 2 and 3	Column 2 Transport infrastructure required (in accordance with IX.11: Silverdale West Industrial Precinct Appendix 3 Transport Infrastructure Upgrades) to enable activities or subdivision in column 1	Column 3 Other infrastructure required to enable activities or subdivision in column 1
(c)	The Other Infrastructure listed in Column 3 must be constructed and operational prior to implementation of any subdivision and / or development within Stage 2. The provision of Infrastructure listed in Column 3 may be delivered incrementally. While infrastructure provision may enable full development capacity within Stage 1, sufficient infrastructural capacity must at least be provided to support any proposal.		• Flood management works within Stage 2 to ensure there is no net increase in flood risk to down and upstream properties; and • Upgrade to Silverdale West Wastewater Pump Station to serve the Silverdale West Industrial Precinct – Stages 1 and 2, meeting the relevant requirements of Watercare Services Limited (or replacement organisation)

Note:

The plans shown indicatively in IX.11 Appendix 3 Transport Infrastructure Upgrades shall be deemed to satisfy the Transport infrastructure Column 2. An alternative

~~upgrade design that performs to the same standard may also be adopted.~~

IX.6.6 ~~9~~ Road design

Purpose:

- To ensure that any use, development and/or subdivision complies with IX.11.1: Appendix 1: Road Function and Design Elements Table and IX.11.2 Appendix 2: Road function and design elements table – External roads to the Precinct.

(1) Any use, development and /or subdivision that includes the construction of new roads, or the upgrade of existing roads, must comply with IX.11 Appendix 1: Road Function and Design Elements Table.

(2) Any subdivision for Collector and / or Key Local Roads internally within the Precinct must make provision for the extension of the roading network to adjoining property boundaries within the Precinct in general accordance with the indicative roading layout set out in IX.10.1 Silverdale West Industrial Precinct: Precinct Plan 1. For clarity, roads can either be vested and constructed, or vested as unformed legal road.

Note:

Where legal roads are vested as unformed legal roads, it is expected that adjoining landowners looking to rely on those roads for access will construct that part of those roading connections as part of their subdivision and / or development processes (including gaining all necessary approvals). There is no expectation that Auckland Transport will fund or construct those roads.

IX.6.7~~10~~ Stormwater management ~~quality~~

Purpose:

- To ensure that stormwater is managed and treated prior to discharge to maintain and enhance the health and ecological values of John Creek and the receiving environment.

(1) Any use, development and /or subdivision must be in accordance with any stormwater management plan adopted under the Network Discharge Consent.

(2) Development not consistent with an approved Stormwater Management Plan either needs an ~~approved~~ adopted amendment to the ~~approved~~ adopted Stormwater Management Plan or a new Network Discharge Consent under Chapter E8 (Stormwater – Discharge and diversion) or other relevant discharge consent.

IX.6.8 ~~11 Wastewater connections~~ Bulk water supply and wastewater ~~in~~frastructure

Purpose:

- To ensure ~~efficient delivery of wastewater infrastructure including treatment~~ subdivision and development within the Precinct is adequately serviced with bulk

water and wastewater infrastructure.

(1) ~~Prior to occupation, all buildings shall be connected to a functioning public wastewater network capable of servicing development intended on the lots.~~ Bulk water supply and wastewater infrastructure with sufficient capacity for servicing the proposed development must be completed, commissioned and functioning:

(a) In the case of subdivision, prior to issuing of a certificate pursuant to section 224(c) of the Resource Management Act 1991; or

(b) In the case of land use only, prior to a passed final inspection under the Building Act of any buildings for activities that would require water and / or wastewater servicing.

(2) ~~Prior to the issue of a certificate pursuant s224(c) for subdivision, all lots shall be connected to a functioning public wastewater network capable of servicing development intended on the lots.~~

IX.7. Assessment – controlled activities

IX.7.1. Matters of control

~~There are no controlled activities in this precinct.~~

The Council will reserve control over all of the following matters when assessing a controlled activity resource consent application:

(1) Development exceeding 20m in height and up to 30m in height within an 'Additional Height Area' as detailed on IX.10.2 Silverdale West Industrial Precinct: Precinct Plan 2:

(a) the contribution of façade and rooftop form and colour on the perceived visual mass of taller buildings within the Precinct when viewed from elevated vantage points outside the Precinct.

IX.7.2. Assessment criteria

The Council will consider the relevant following matters when assessing a controlled activity resource consent application:

(1) Development exceeding 20m in height and up to 30m in height within an 'Additional Height Area' as detailed on IX.10.2 Silverdale West Industrial Precinct: Precinct Plan 2:

(a) the extent to which the materiality and finish of façades, and the form and colour of rooftops utilises the following methods to avoid or mitigate adverse visual amenity effects from elevated vantage points outside the Precinct:

(i) The use of subdued or recessive colours, and variation in façade materials and finishes (including roof colours that have a maximum Light Reflectance Value of 40%)

(ii) The creation of variation in roof profiles across the Precinct, including

consideration given to the overall roofscape when viewed from elevated positions outside the Precinct

(iii) The integration of rooftop servicing and plant with the wider roofscape, with particular consideration given to the overall roofscape when viewed from elevated positions outside the Precinct.

IX.8. Assessment – restricted discretionary activities

IX.8.1. Matters of discretion

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

(1) New buildings prior to subdivision; and subdivision, including subdivision establishing private roads:

(a) Location and design of the collector road, local roads and connections with neighbouring sites to achieve an integrated street network, and appropriately provide for all modes;

(b) Provision of cycling and pedestrian networks;

(c) Design and sequencing of upgrades to the existing road network;

(d) The design and efficiency of stormwater infrastructure and devices (including communal devices) including where relevant, integration of devices with the road corridor and surrounding environment;

~~(d)~~(e) Retaining walls along public realm interface;

~~(e)~~(f) Mana Whenua values; and

~~(f)~~(g) Matters of discretion IX.8.1(1)(a)-(~~e~~f) apply in addition to the matters of discretion in E38.12.1.

~~(2)Development that does not comply with Standard IX6.1 Building Height~~

~~(a) Matters of discretion H17.8.1(4) apply.~~

(2) ~~(3)~~Development that does not comply with Standard IX6.1~~2~~ Streams and Wetlands

(a) Effects on water quality and ecological habitat; ~~and~~

(b) The extent to which any reduction in width of the riparian margin is able to be offset elsewhere within the precinct~~.~~; and

(c) Effects on stream bed and bank stabilisation and erosion.

(3) ~~(4)~~Development that does not comply with Standard IX6.2 ~~3~~ Yards:

(a) Matters of discretion H17.8.1(4) apply

(4) ~~(5)~~Development that does not comply with IX6.3 ~~4~~ Landscape buffer (State

Highway 1 Interface)

(a) Visual amenity effects.

(b) Gateway experience to Silverdale.

(5) ~~(6)~~Development that does not comply with IX6.4 ~~5~~ Landscape buffer (Dairy Flat Highway Interface)

(a) Visual amenity effects.

(6) ~~(7)~~Subdivision, development or use that does not comply with ~~outside of the Silverdale West Industrial Precinct to support planned future development within the precinct and in the wider area~~ E27.6.1 Trip generation:

(a) Effects of traffic generation on the safety and operation of the surrounding road network consistent with policies ~~IX.3.4~~ IX.3(6), (7) and (8);

(b) The scale and nature of effects on the transportation network arising from the proposed subdivision or development, in the context of the rate of uptake of industrial development within the precinct and the uptake of other planned future development in the surrounding area;

(c) The rate of public transport uptake and associated / supporting travel management measures and the effects of provision of facilities that encourage alternative modes of travel; and

(d) The outcome of engagement with the road controlling authority(ies)

(e) The transport infrastructure upgrades detailed in Table IX.6.5.1 required for the subdivision or development.

(7) ~~(8)~~Subdivision or ~~d~~Development that does not comply with IX.6.~~6~~9(1) Road design ~~and upgrade of existing rural roads~~:

(a) The design of the road, and associated road reserve and whether it achieves policies IX.3~~(8)~~ (10) to (12) and (14);

(b) Design constraints; and

(c) Interface design treatment at property boundaries, particularly for pedestrians and cyclists.

(8) ~~(9)~~Subdivision or ~~D~~development of publicly accessible open space ~~greater than 1,000m^2~~:

(a) Location and design of the indicative open spaces shown in IX.10.2 Precinct Plan 1;

(b) Location and design of any other publicly accessible open spaces greater than 1,000m^2;

(c) Ownership and maintenance arrangements.

(9) Development that does not comply with IX.6.7 Stormwater management:

(a) The requirements of the adopted Stormwater Management Plan and

whether it achieves policies IX.3(18) to (22)

(b) Flood effect in a 1% Annual Exceedance Probability (AEP) flood event.

IX.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 overlays, Auckland-wide or zone provisions:

(1) New buildings prior to subdivision, and subdivision, including subdivision establishing private roads:

Location and design of roads

(a) Whether the collector road and key pedestrian connections are provided generally within 50m of the location shown on IX.10.1 Silverdale West Industrial Precinct Plan 1 to achieve a highly connected street layout that integrates with the surrounding transport network. An alternative alignment that provides an equal or better degree of connectivity and amenity within and beyond the precinct may be appropriate, having regard to the following functional matters:

(i) Landowner patterns and ~~T~~the presence of natural features, natural hazards, or contours or other constraints and how these ~~this~~ impact~~s~~ the placement of roads;

(ii) The need to achieve an efficient block structure and layout within the precinct suitable to the proposed activities; and

(iii) The constructability of roads and the ability for it to be ~~delivered~~ connected to and beyond any property boundary.

(b) Whether a high quality and integrated network of local roads is provided within the precinct that has a good degree of accessibility and supports a walkable street network.

(c) Whether roads and pedestrian and cycle paths are aligned to provide visual and physical connections to open spaces, including along the stream network, where the site conditions allow.

(d) Whether subdivision and development provides for collector roads and local roads to the site boundaries to coordinate with neighbouring sites and support the integrated completion of the network within the precinct over time;

~~*Design of roads*~~

(e) Whether the design of new collector and local roads accord with the road design details provided in IX.11.1 Appendix 1;

Design and sequencing of upgrades to the existing road network

~~(f) Whether compliance is achieved with IX.6.7. An alternative upgrade that provides an equal or better traffic outcome within and beyond the precinct~~

~~may be appropriate.~~

~~(g)~~(f) Whether conditions offered as part of the land use or subdivision consent application ensures compliance with Standard IX.6.5 ~~and IX.6.8~~.

Retaining walls along the public realm interface

~~(h)~~(g) The extent to which any retaining along the public realm interface is minimised, mitigated and responds to the landscape, any watercourses or other ecological features.

Mana Whenua Values

~~(i)~~(h) Whether the design of streets and publicly accessible open spaces incorporate Te Aranga design principles.

(2) Subdivision and/or d~~D~~evelopment of publicly accessible open space ~~greater than 1,000m^2~~:

(a) Whether open spaces are provided in locations generally consistent with the indicative locations shown on IX.10.1 Precinct Plan 1

(b) Whether the location and design of open spaces integrates with surrounding natural features include the network of permanent and intermittent streams.

(c) If private ownership of publicly accessible open space is proposed, whether appropriate arrangements are proposed to provide for ongoing private maintenance.

~~(3)Development that does not comply with Standard IX6.1 Building Height:~~

~~(a) Whether development is consistent with Policy IX3(14)~~

~~(b) The assessment criteria seyt out in H17.8.8(3)~~

(3) Development that does not comply with Standard IX.6.1~~2~~ Streams and wetlands:

(a) Whether the development is consistent with Policy IX.3.~~(17)~~(18)-~~(19)~~(20).

(b) The extent to which the development retains and provides protection for riparian margins and any reduction achieves water quality, habitat, biodiversity and amenity outcomes

(4) Development that does not comply with IX6.2 ~~3~~Yards:

(a) The assessment criteria set out in H17.8.2(4) ~~(5)~~.

(5) Development that does not comply with IX6.3 ~~4~~ Landscape buffer (State Highway 1 Interface):

(a) the extent to which planting is designed to achieve a regular structure and rhythm along State Highway 1 reinforcing a buffer; and

(b) the extent to which the integrated site layout, building and landscape design provides a high quality and visually attractive frontage to State Highway 1 and contributes to a gateway experience entering

Silverdale.

(6) Development that does not comply with IX6.45 Landscape buffer (Dairy Flat Highway Interface)

(a) the extent to which planting is designed to achieve a regular structure and rhythm along Dairy Flat Highway reinforcing a buffer;

(b) the extent to which the integrated site layout, building and landscape design provides a high quality and visually attractive frontage to Dairy Flat Highway.

(7) Subdivision, development or use that does not comply with ~~Standard IX.6.7. Staging of subdivision and development with transport upgrades outside of the Silverdale West Industrial Precinct to support planned future development within the precinct and in the wider area~~ E27.6.1 Trip generation:

~~(a) A proposal that does not comply with IX.6.7 Staging of subdivision and development with transport upgrades outside of the Silverdale West Industrial Precinct to support planned future development within the precinct and in the wider area, will be assessed in terms of the matters below, as informed by a Transport Assessment Addendum prepared in accordance with information requirement IX.9(2) to a scale and nature proportional to the scale of non-compliance with Standard IX.6.7~~

(a) A proposal that requires consent under E27.6.1 Trip generation will be assessed in terms of the matters below, as informed by a Transport Assessment Addendum prepared in accordance with information requirement IX.9(2);

(b) Whether the proposal is consistent with policies IX.3~~(5)~~(6), (7) and (8);

(c) Whether the proposal and its supporting transportation features address all modes of transport for the intended activity in a manner that is consistent with the relevant transport strategies of Auckland Transport and Waka Kotahi applying to the Silverdale West area;

(d) Whether increased use of public transport within the precinct or the wider area, has provided additional available capacity and effectiveness of the surrounding transport network;

(e) Whether the proposal would have a similar or lesser trip generation and similar effects on the surrounding road network to the development mix provided for in the Table IX.6.57.1 Threshold for subdivision and development: Transport upgrades outside of the Silverdale West Industrial Precinct to support development within the precinct and in the wider area ~~and Table IX.6.8.1 Threshold for subdivision and development: Infrastructure upgrades including transport upgrades to support development within the precinct~~;

(f) Whether industrial development is coordinated with residential development within the wider Silverdale/Milldale area to minimise trips outside of the precinct providing additional capacity and effectiveness of

the surrounding transport network;

(g) Whether the actual rate of development in the wider area is slower than anticipated and provides effectiveness and capacity in the surrounding transport network;

(h) The effect of the timing and development of any other transport upgrades or transport innovations not anticipated by the precinct;

(i) Whether the proposal demonstrates methods that promote or provide for the increased use of public transport, including details of how those methods would be implemented, monitored and reviewed so as to contribute to a reduction in vehicle trips;

(j) Whether the surrounding transport network can operate safely and efficiently effectively when considering traffic generated by construction activities within the wider area;

(k) ~~w~~Whether the internal roading network elements are designed to a consistent, high-quality standard;

(l) ~~w~~Whether sufficient cycleway and walkway linkages and facilities are provided, and are designed to contribute to the needs of employment and visitor use of the site;

(m) ~~t~~The extent to which the connections of the internal roading layout avoid adverse effects on the safety and efficiency of the adjacent road network;

(n) ~~t~~The extent to which the safe and efficient operation of the State Highway and primary road network is compromised by development within the precinct;

(o) Whether safe connections can be achieved to public transport services within the precinct.

(8) Development that does not comply with IX.6.6~~9~~(1) Road Design: ~~and upgrade of existing rural roads:~~

(a) Whether there are constraints or other factors present which make it impractical to comply with the required standards;

(b) Whether the design of the road and associated road reserve achieves policies IX.3~~(8)(9)~~(10), (11), (12) and (14);

(c) Whether the proposed design and road reserve:

(i) incorporates measures to achieve the required design speeds;

(ii) can safely accommodate required vehicle movements;

(iii) can appropriately accommodate all proposed infrastructure and roading elements including utilities and/or any stormwater treatment;

(iv) assesses the feasibility of upgrading any interim design or road

reserve to the ultimate required standard.

(d) Whether there is an appropriate interface design treatment at property boundaries, particularly for pedestrians and cyclists.

(9) Development that does not comply with IX.6.7 Stormwater management:

(a) Whether the stormwater management achieves policies IX.3(18) to (22)

(b) The extent to which the development meets the requirements of the adopted Stormwater Management Plan.

IX.9 Special information requirements

(1) Riparian planting plan

(a) An application for land modification, development and subdivision which adjoins a permanent or intermittent stream must be accompanied by a riparian planting plan identifying the location, species, planter bag size and density of the plants. Plant species should be native and resistant to flooding and not increase flooding and stream erosion.

(b) An application for land modification, development and subdivision which adjoins a natural wetland within a development area must be accompanied by a Monitoring and Maintenance Plan for the natural wetland which identifies revegetation planting (species, location, planter, bag size and density), hydrological monitoring (indicators of wetland vegetation and processes), soil monitoring (hydric soil assessment), and maintenance requirements to ensure that wetland plantings establish.

(c) Riparian and wetland planting plans must be prepared by a suitably qualified and experienced person, with regard had to the provisions in Appendix 16 Guideline for native revegetation plantings.

(2) Transport Assessment Addendum

(a) An application not complying with Standard IX.6.5 ~~7~~ Staging of subdivision and development with transport upgrades ~~outside the Silverdale West Industrial Precinct to support planned future development within the precinct and in the wider area, and Standard IX6.8 Staging of development with infrastructure upgrades including transport upgrades to support development in the Silverdale West Industrial Precinct~~ or requiring consent under E27.6.1 Trip generation, must be accompanied by a Transport Assessment Addendum which details the transportation effects of the infringement / trip generation, and which must build on the Silverdale West ITA. The ~~Addendum~~ Transport Assessment Addendum must be prepared by suitably qualified transport planner or traffic engineer prepared in accordance with the Auckland Transport Integrated Transport Assessment Guidelines applying at the time of the application for the infringement.

(b) The Transport Assessment ~~A~~addendum ~~assessment~~ must include a register of development and subdivision that has been previously

approved under Standard IX.6.5 ~~7~~ Staging of subdivision and development with transport upgrades ~~outside the Silverdale West Industrial Precinct to support planned future development within the precinct and in the wider area, and Standard IX6.8 Staging of subdivision and development with infrastructure upgrades including transport upgrades to support development in Silverdale West Industrial Precinct~~ or under E27.6.1 Trip generation.

(c) Where engagement has been undertaken with the road controlling authority(ies), the Transport Assessment Addendum must document the outcomes of that engagement.

(3) Monitoring of Rule IX.6.5 ~~7~~ Staging of subdivision and development with ~~transport upgrades outside the Silverdale West Industrial Precinct to support planned future development within the precinct and in the wider area and Standard IX6.8 Staging of development with infrastructure upgrades including transport upgrades to support development within Silverdale West~~:

(a) Any proposal for commercial, industrial, and / or community activities must demonstrate compliance with Standard IX.6.5 ~~7~~ Staging of subdivision and development with transport upgrades ~~outside of the Silverdale West Industrial Precinct to support planned future development within the precinct and in the wider area~~. Any application must contain details of the amount of Land Available for Development proposed to be enabled for commercial, industrial or community activity, and for any subdivision proposal involving super lots, the Land Available for Development involved.

(4) Landscape Buffer Planting Plan

(a) An application for land modification, development and subdivision which adjoins State Highway 1 or Dairy Flat Highway must be accompanied by a planting plan identifying the location, species, planter bag size and density of the plants.

(b) Plant species should be utilised to create multi-layered native planting consisting of low edge planting, mid-height shrubs/trees as well as taller tree species (with the ability to grow to a minimum of 20m in height at maturity when adjoining State Highway 1). This planting is to be arranged to achieve a regular structure and rhythm reinforcing a gateway feature.

(5) Stream Stabilisation Plan

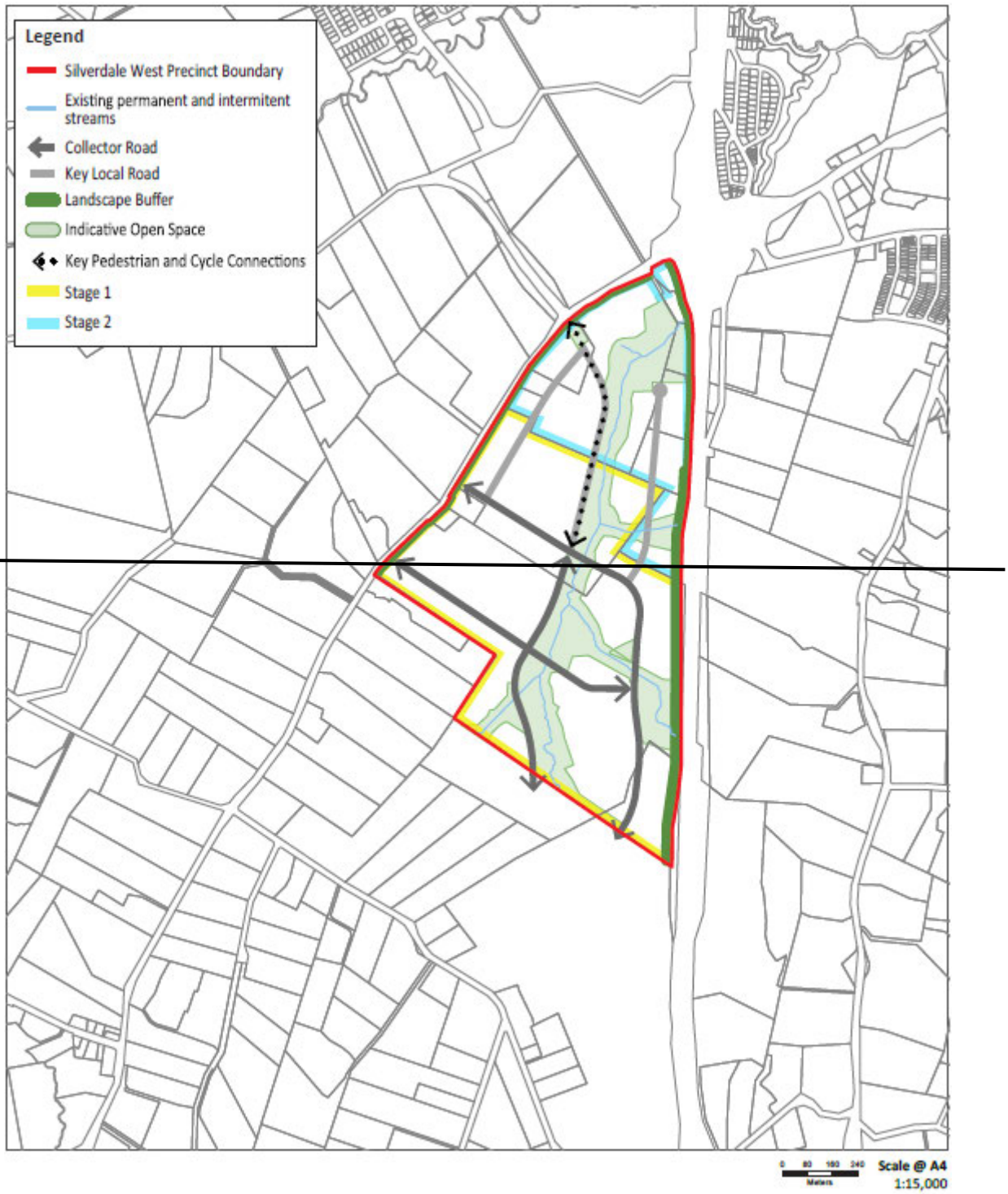
(a) Any application for land modification, development and subdivision which adjoins a permanent or intermittent stream must be accompanied by a stream and stabilisation plan assessment to inform the type and scale of instream work required to ensure the effects from the development is managed and there is resilience to any effects of future flow.

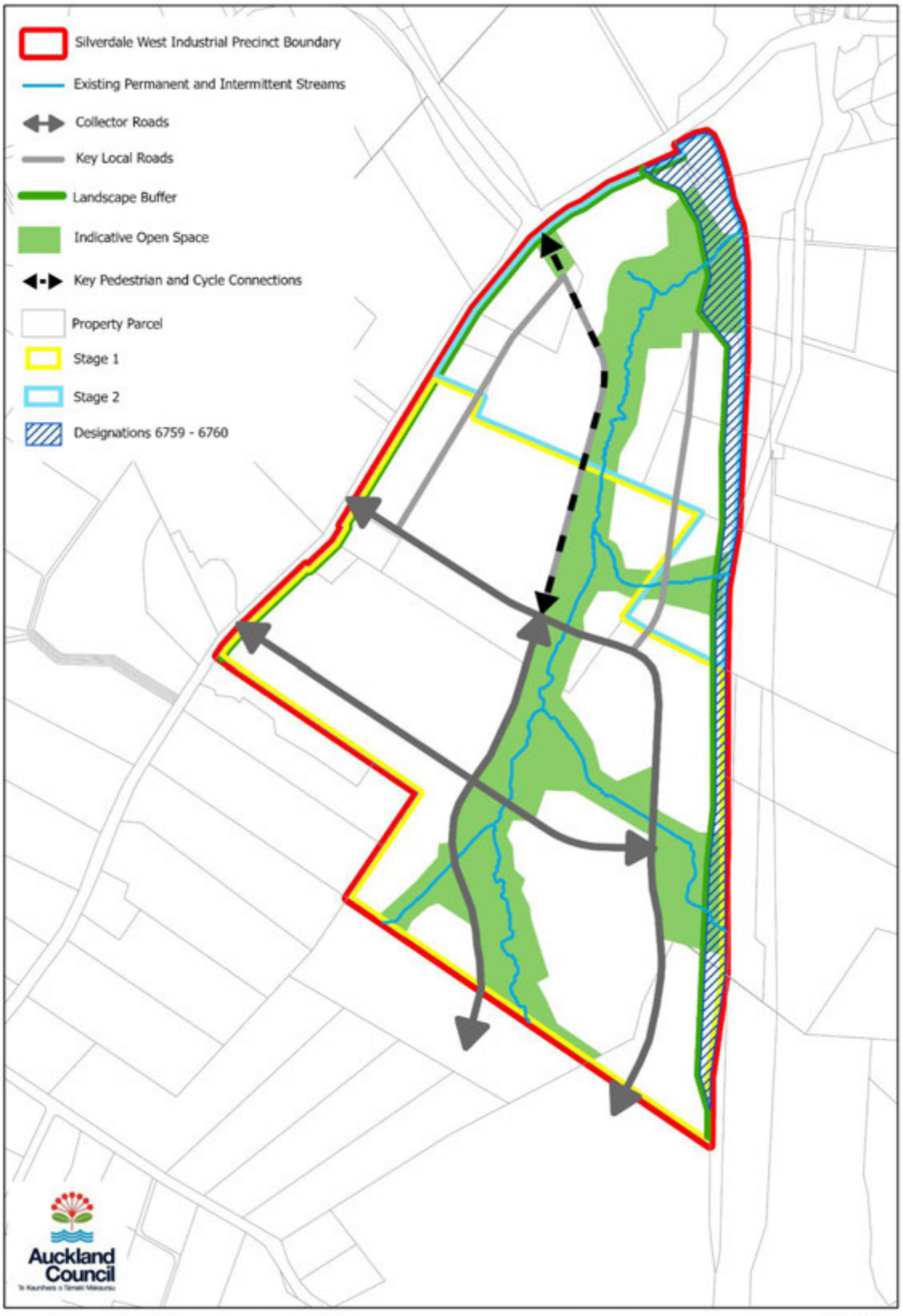
(b) Any stream work is of a standard that will allow the stream to

progressively improve over time where it is degraded.

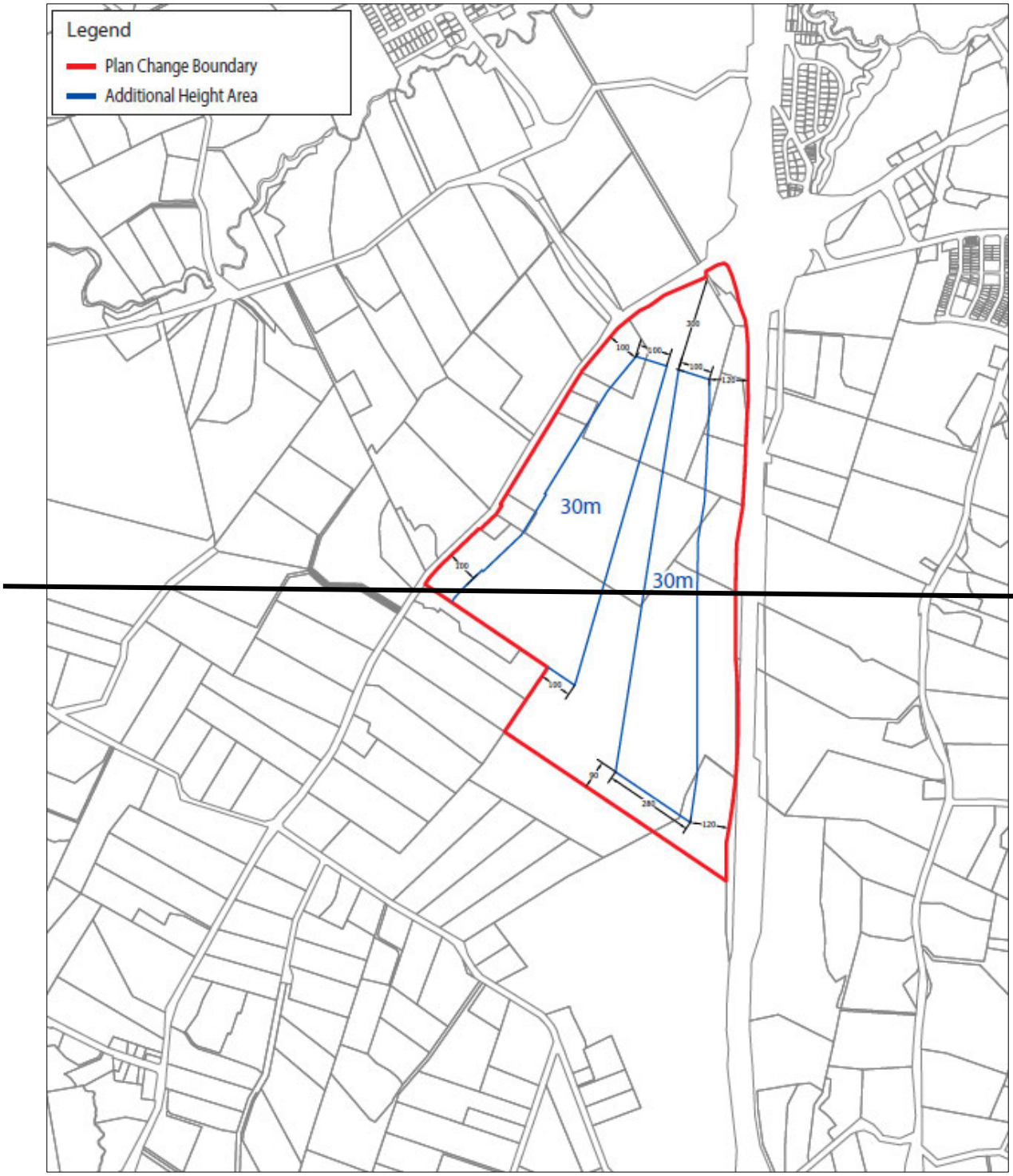
IX.10. Precinct plans

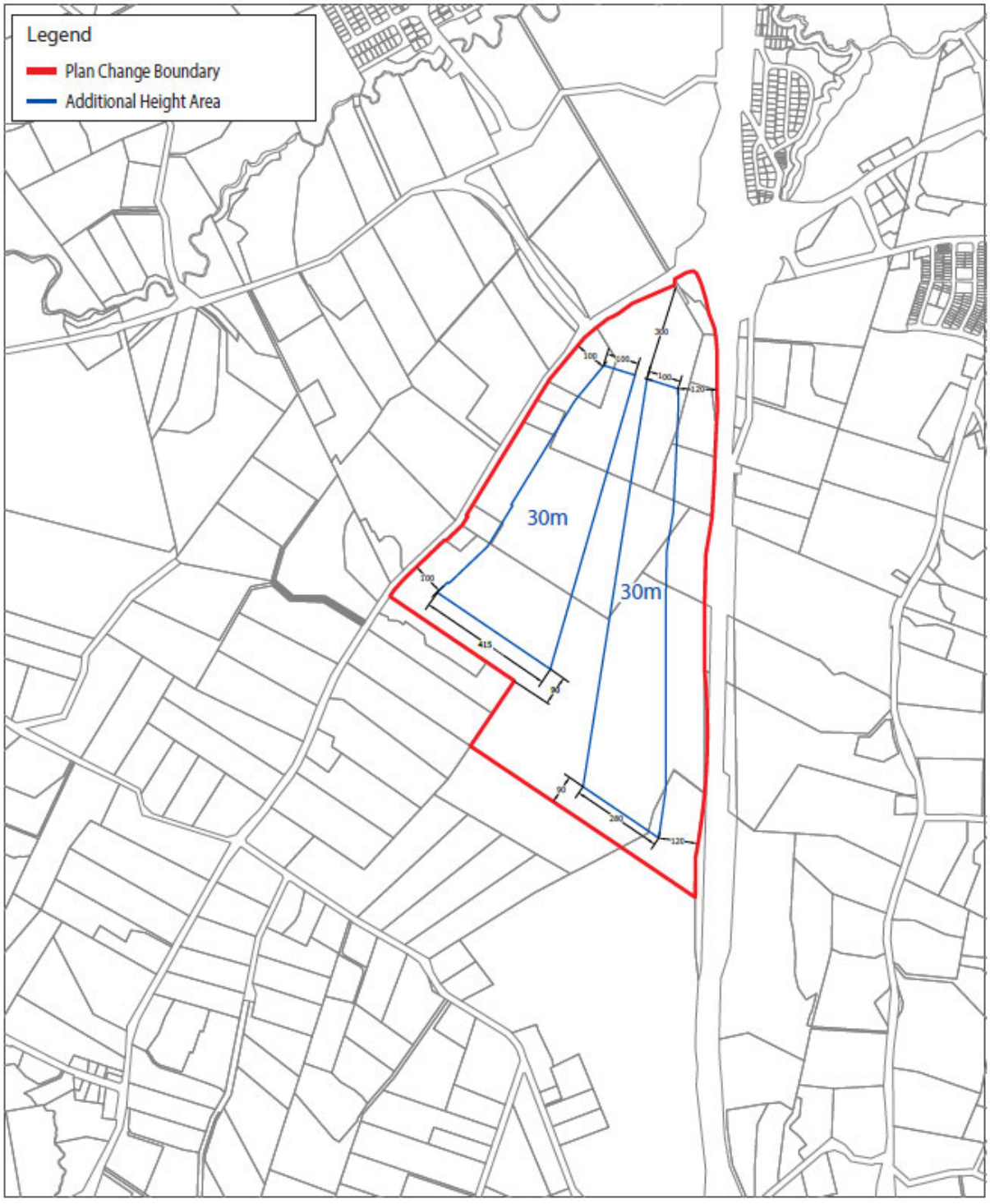
IX.10.1 Precinct Plan 1 Silverdale West Industrial Precinct




Silverdale West Industrial Precinct Boundary
Existing Permanent and Intermittent Streams
Collector Roads
Key Local Roads
Landscape Buffer
Indicative Open Space
Key Pedestrian and Cycle Connections
Property Parcel
Stage 1
Stage 2
Designations 6759 - 6760
Auckland Council

IX.10.2 Precinct Plan 2 Silverdale West Industrial Precinct: Additional Height Area




Legend
Plan Change Boundary
Additional Height Area
30m
30m

X.11. Appendices

IX.11.1 Appendix 1: Road function and design elements table

Road Description	Proposed Role and Function of Road in Precinct Area	Minimum Road Reserve (Note 1)	Total Number of Lanes	Speed Limit (Design)	On-Street Parking	Access Restrictions	Median (Note 2)	Freight or heavy vehicle route	Cycle Provision	Pedestrian Provision	Street Trees	Bus Provision (Note 3)
Collector Road	Collector Road (Type 1)	21m (without on-street parking) 22m (with on-street parking)	2	50 km/h	~~No~~ Optional	No	Yes (3m-wide flush median)	No	Yes Separated on both sides	Yes Both sides	Trees each side	Yes (in lane bus stops)
Local Roads	Local Road (Type 2)	17m (without on-street parking) 20m (with on-street parking)	2	50 km/h	~~No~~ Optional	No	No	No	No	Yes Both sides	Trees each side	No

Note 1: Typical minimum width which may need to be varied in specific locations where required to accommodate network utilities, batters, structures, stormwater treatment, intersection design, significant constraints, or other localised design requirements.

Note 2: Flush medians subject to Auckland Transport approval at EPA stage.

Note 3: Carriageway and intersection geometry capable of accommodating buses. Bus stop form and locations and bus routes shall be determined with Auckland Transport at resource consent and engineering plan approval stage.

IX.11.2 Appendix 2: Road function and design elements table – External roads to the Precinct

Road Description	Proposed Role and Function of Road in Precinct Area	Minimum Road Reserve (Note 1)	Total Number of Lanes	Speed Limit (Design)	On-Street Parking	Access Restrictions	Median (Note 2)	Freight or heavy vehicle route	Cycle Provision	Pedestrian Provision	Street Trees	Bus Provision (Note 3)
Dairy Flat Highway southwest of Pine Valley Road to the southwestern extent of the Precinct (Interim upgrade to precinct frontage) ~~(south of the northernmost access to Silverdale West)~~	Arterial Road (Two Lanes)	~~30m~~ Variable width for interim	2	50km/h	No	Yes	Yes	Yes	Yes ~~Separated on both sides~~ On precinct frontage only	Yes ~~Both sides~~ On precinct frontage only	Yes Trees on each side	~~Yes~~ No
~~**Dairy Flat Highway** (between the northernmost access to Silverdale West and~~	~~Arterial Road Four Lanes – right turn bay~~	~~30m~~	~~4 with right turn bay~~	~~50km/h~~	~~No~~	~~Yes~~			~~Yes Separated on both sides~~	~~Yes Both sides~~	~~Yes Trees on each side~~	~~Yes~~

Road Description	Proposed Role and Function of Road in Precinct Area	Minimum Road Reserve (Note 1)	Total Number of Lanes	Speed Limit (Design)	On-Street Parking	Access Restrictions	Median (Note 2)	Freight or heavy vehicle route	Cycle Provision	Pedestrian Provision	Street Trees	Bus Provision (Note 3)
~~Pine Valley Road)~~												

Dairy Flat Highway (at the Pine Valley Road intersection only)	Arterial Road Four Lanes left turn	32m	~~4 with left turn lane~~ Western leg: - 3 approach lanes inclusive of a left turn lane - 1 departure lane Eastern leg: - 3 approach lanes, inclusive of double right turn - 2 departure lanes	50km/h	No	Yes	Yes	Yes	~~Yes~~ ~~Separated on both sides~~ Advance stop boxes	~~Yes~~ ~~Both sides~~ North-South and East-West	Yes Trees on each side	Yes

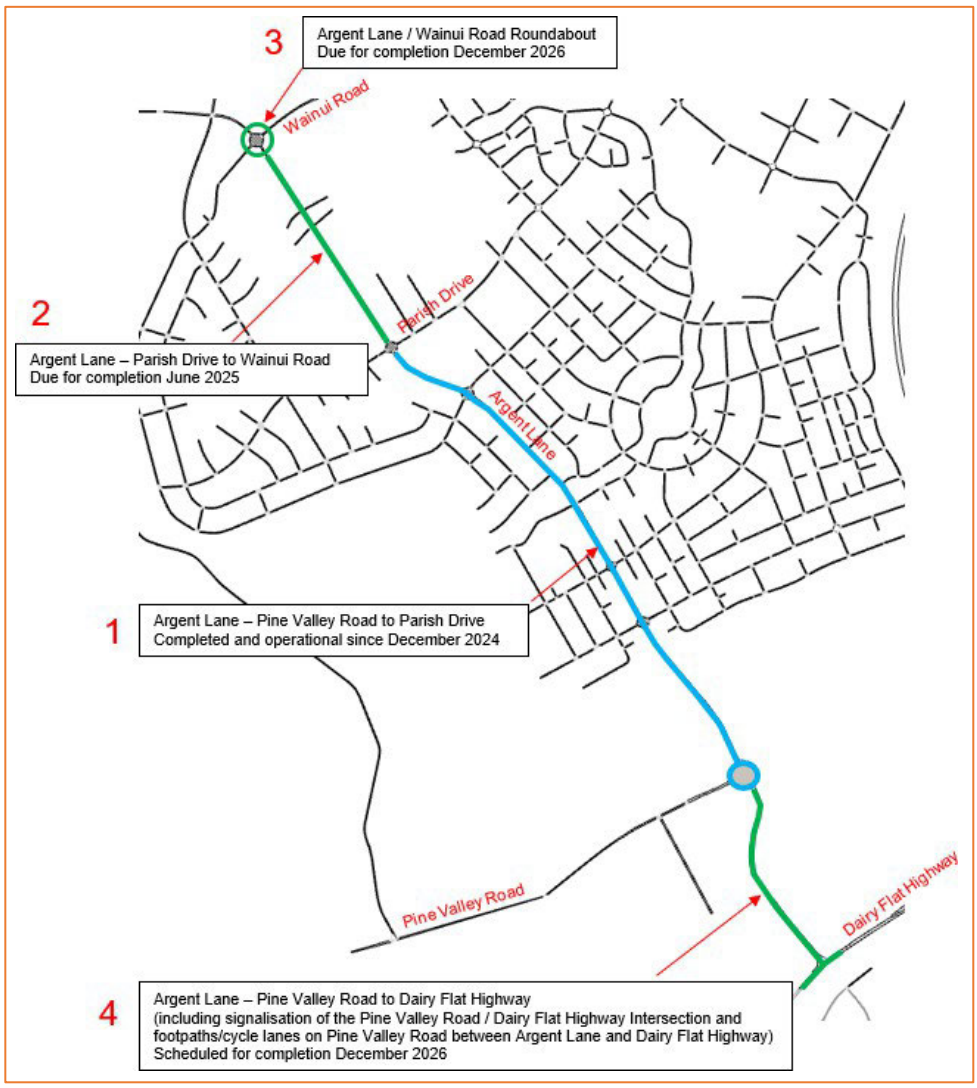
Note 1: Typical minimum width which may need to be varied in specific locations where required to accommodate network utilities, batters, structures, stormwater treatment, intersection design, significant constraints including land ownership, or other localised design requirements.

Note 2: Flush, solid or raised medians subject to Auckland Transport approval at EPA stage.

Note 3: Carriageway and intersection geometry capable of accommodating buses. Bus stop form and locations and bus routes shall be determined with Auckland Transport at resource consent and engineering plan approval stage.

IX.11.3 Appendix 3: Transport Infrastructure Upgrades

Pre-Development Upgrades



1: Argent Lane (Pine Valley Road to Parish Drive)

- Two-lane vehicle carriageway
- Single lane roundabouts at the Parish Drive, Maryvale Road and John Fair Drive intersections
- Footpaths on both sides of the road
- Segregated cycle facilities

2: Argent Lane (Parish Drive to Wainui Road)

- Two-lane vehicle carriageway
- Footpaths on both sides of the road
- Segregated cycle facilities

3: Argent Lane / Wainui Road Roundabout

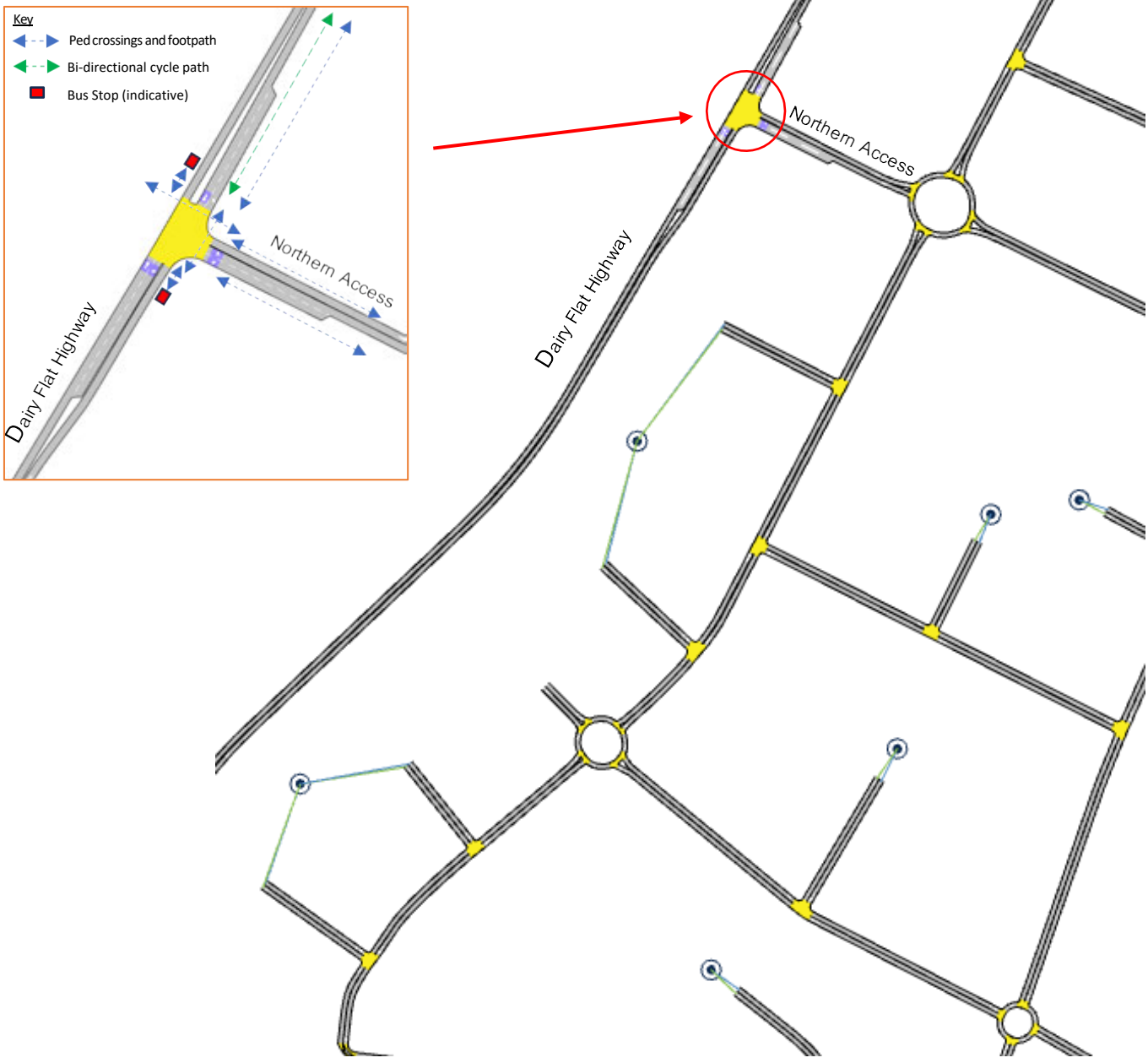
- Single Lane roundabout
- Footpaths and cycle provisions

4: Argent Lane (Pine Valley Road to Dairy Flat Highway)

- Realignment of Pine Valley Road
- Two-lane vehicle carriageway
- Signalisation of the Pine Valley Road / Dairy Flat Highway intersection (inclusive of pedestrian crossings on all legs and advance cycle boxes)
- Cycle lane and footpaths on both sides of Pine Valley Road between Argent Lane and Dairy Flat Highway

Upgrade 1

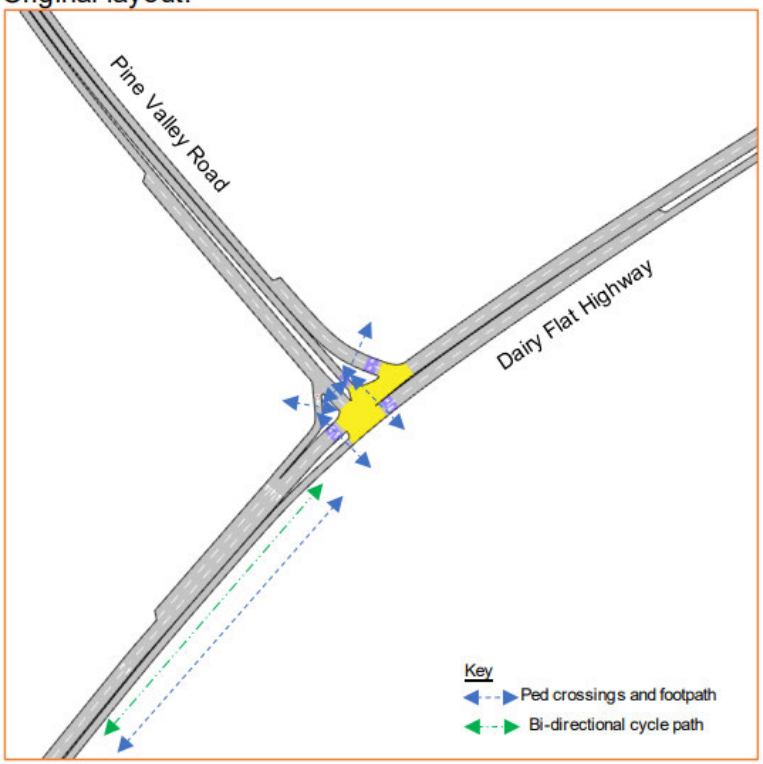
- One signalised intersection connecting the PPC area to the external road network via Dairy Flat Highway
  - signalised pedestrian crossings incorporated within the intersection layout
  - advance cycle boxes assumed for all approaches
  - footpaths connecting to the indicative bus stop locations



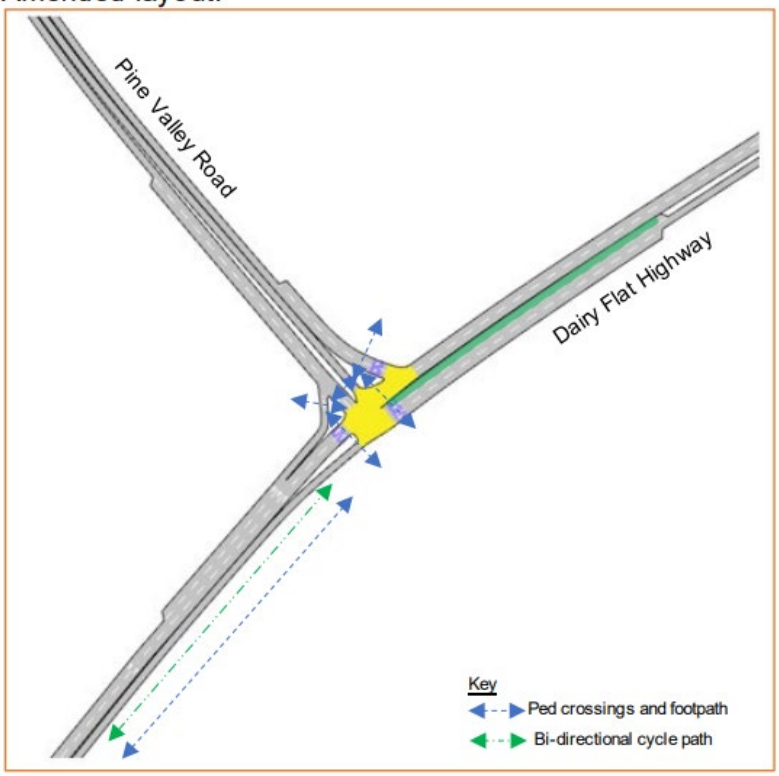
Upgrade 2 (Table IX.6.7.1 (b) of the Precinct Provisions)

- Upgrade of the Pine Valley Road / Dairy Flat Highway intersection to include a second right turn short bay from the east (turns into Pine Valley Road) (approximately 135m)
    - formal pedestrian crossings incorporated within the intersection layout, plus advance cycle boxes

Original layout:



Amended layout:

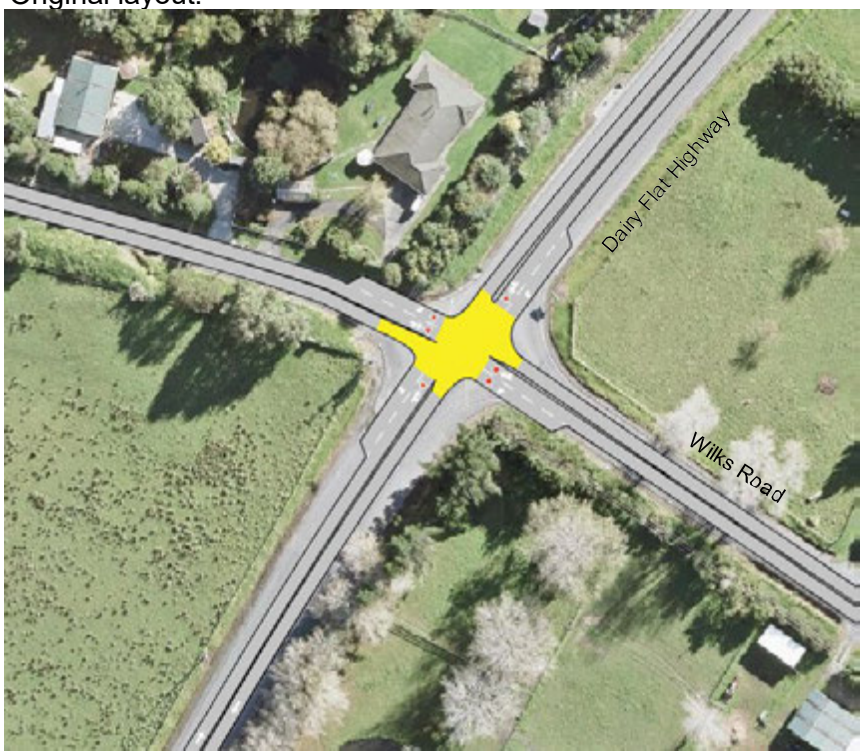


Upgrade 3 (Table IX.6.7.1 (c) of the Precinct Provisions)

- Signalisation of the Wilks Road / Dairy Flat Highway intersection
  - signalised pedestrian crossings incorporated within the intersection layout
  - advance cycle boxes assumed

Note: A roundabout design with safe provision for all modes is an alternative option.

Original layout:



Amended layout:



Upgrade 4 **(Table IX.6.7.1 (c) of the Precinct Provisions)**

- Signalisation of the Wilks Road / East Coast Road intersection
  - signalised pedestrian crossings incorporated within the intersection layout
  - advance cycle boxes assumed

Original layout:



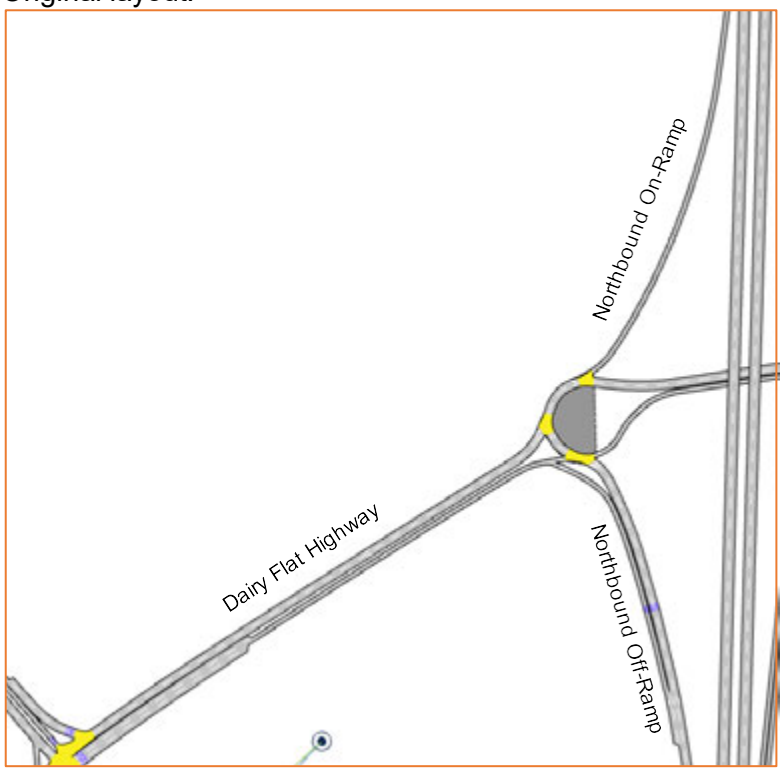
Amended layout:



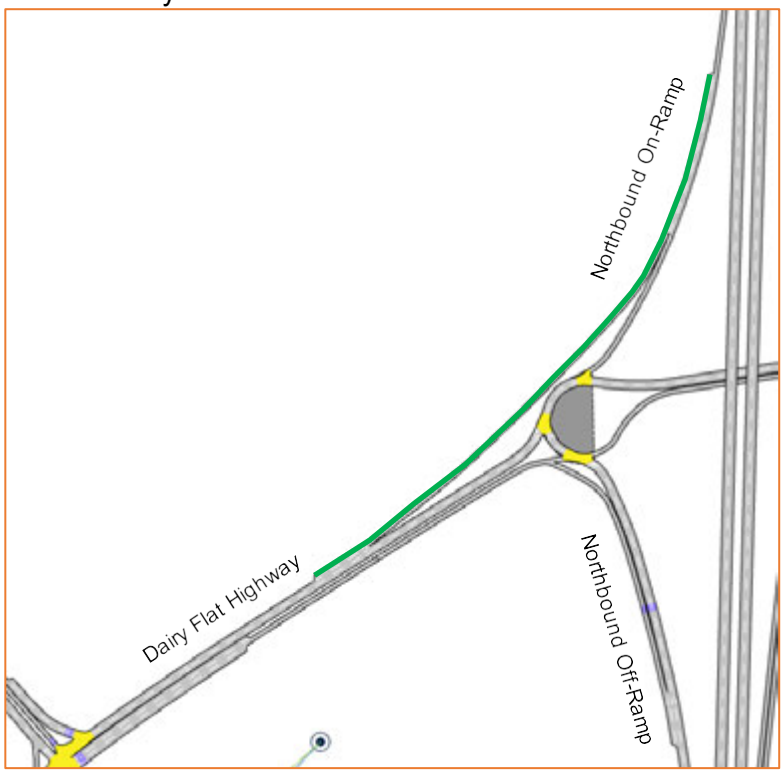
Upgrade 5 (Table IX.6.7.1 (d) of the Precinct Provisions)

- Provision of a slip lane on the western approach to the Silverdale interchange which connects to the northbound on-ramp

Original layout:



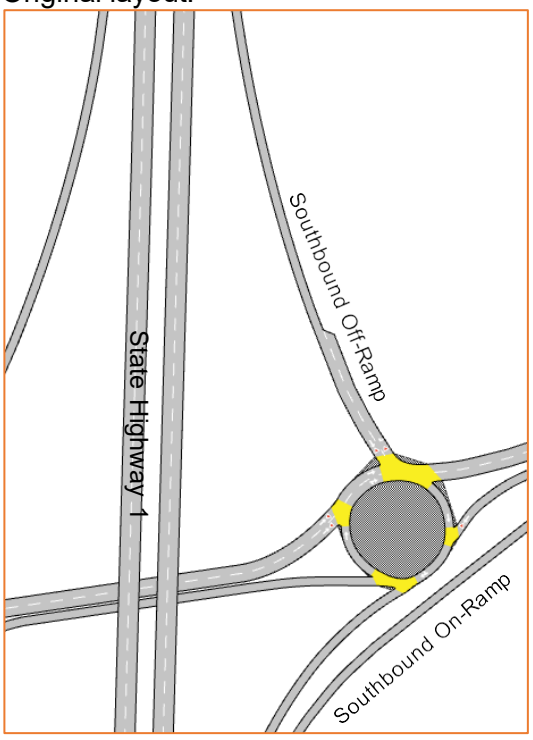
Amended layout:



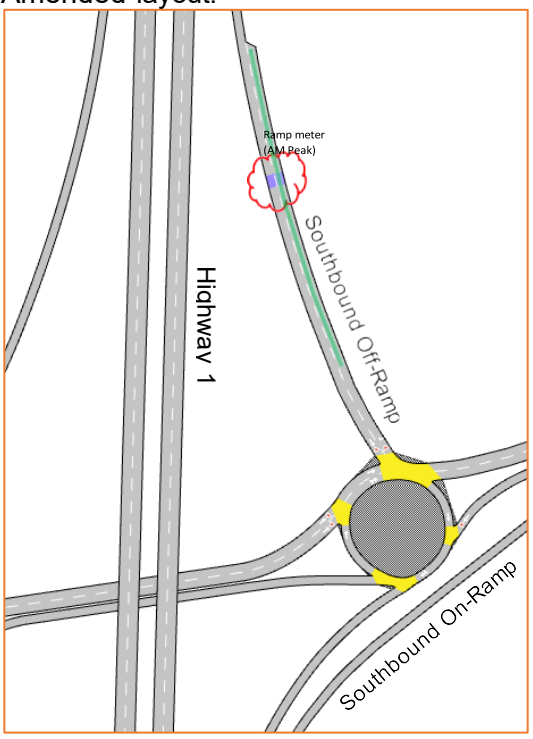
Upgrade 6 **(Table IX.6.7.1 (d) of the Precinct Provisions)**

- Extending the length of the left turn slip lane on the southbound off-ramp at the Silverdale interchange to around 150m and introducing a ramp meter for the AM peak

Original layout:

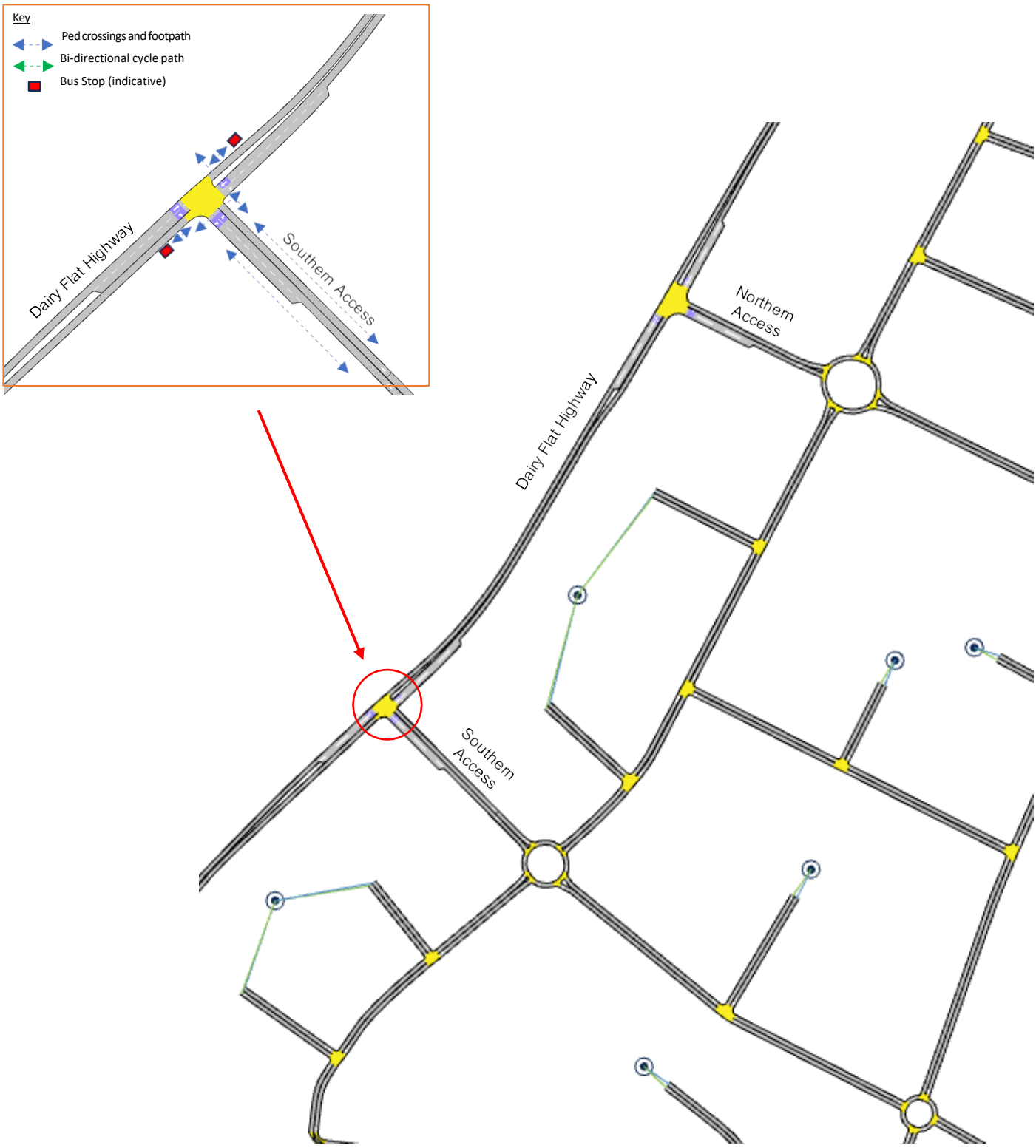


Amended layout:



Upgrade 7

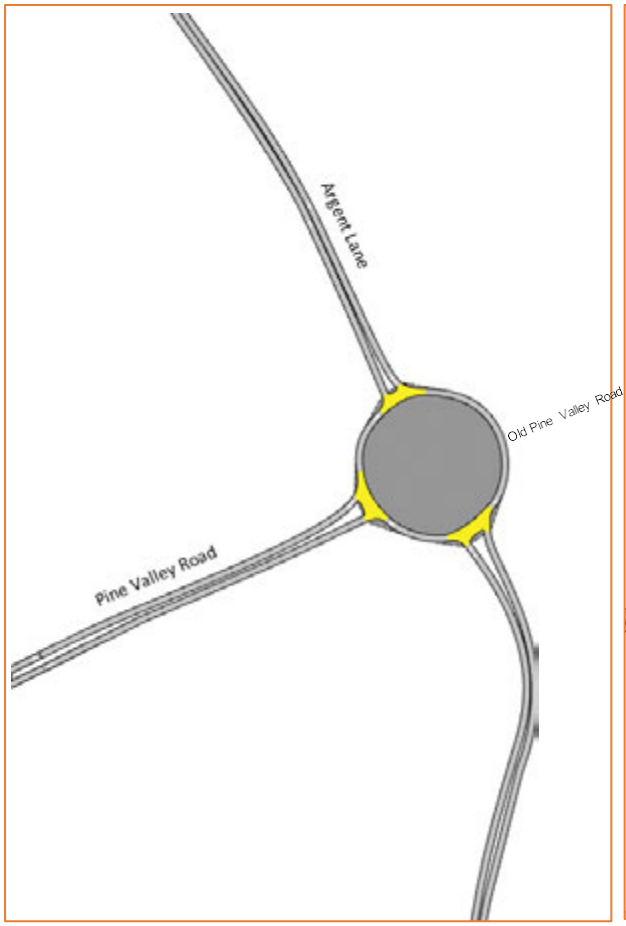
- Provision of a second signalised intersection off Dairy Flat Highway to service the PPC area
  - signalised pedestrian crossings incorporated within the intersection layout
  - advance cycle boxes assumed for all approaches
  - footpaths connecting to the indicative bus stop locations



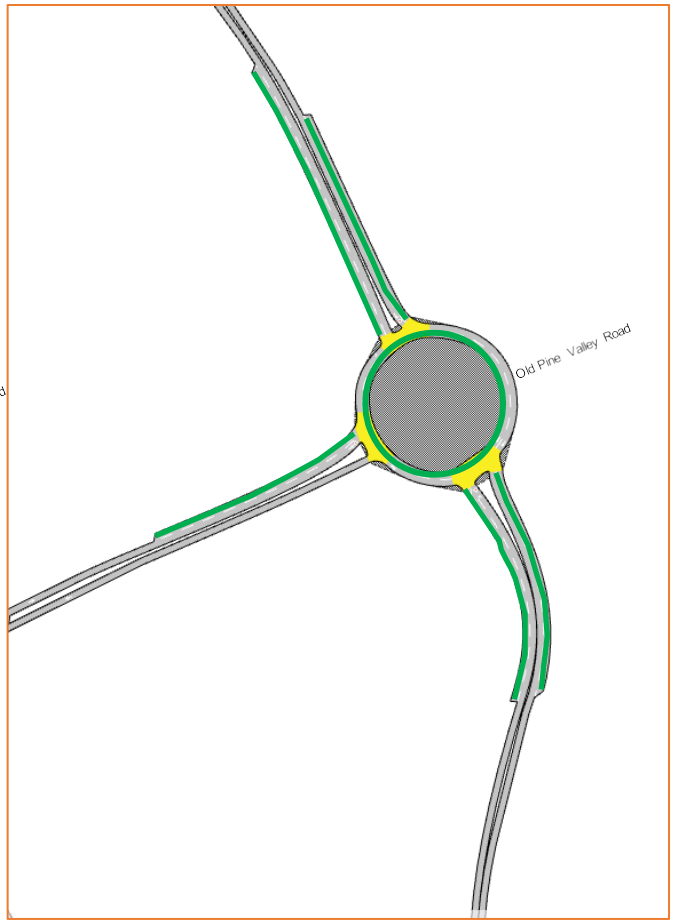
Upgrade 8 (Table IX.6.7.1 (e) of the Precinct Provisions)

- Double-laning of the Argent Lane / Pine Valley Road roundabout

Original layout:



Amended layout:



It should be noted that Old Pine Valley Road has not been specifically included in the model as it is a no-exit road with only a small number of properties accessing it. It can be included once a notable level of future development along the road is identified.

IX11.4 Appendix 4 Landscape Buffer Plans

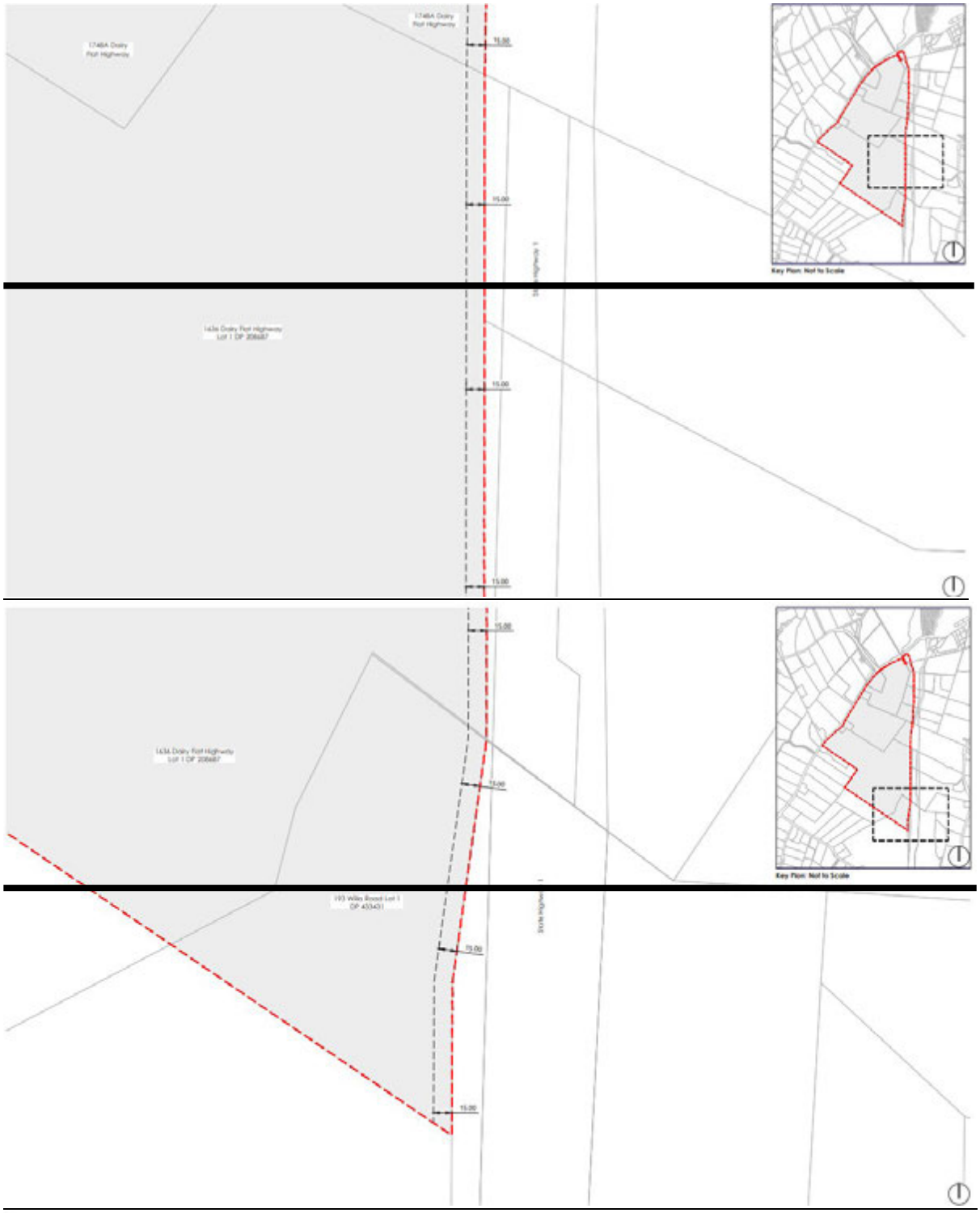


Notes.

1. To be read in conjunction with Table IX6.4.1 Landscape buffer (State Highway 1 Interface).
2. All dimensions illustrated are in metres.

Legend.

- Site boundary
- Landscape offset from State Highway 1
- Existing Parcel Boundaries

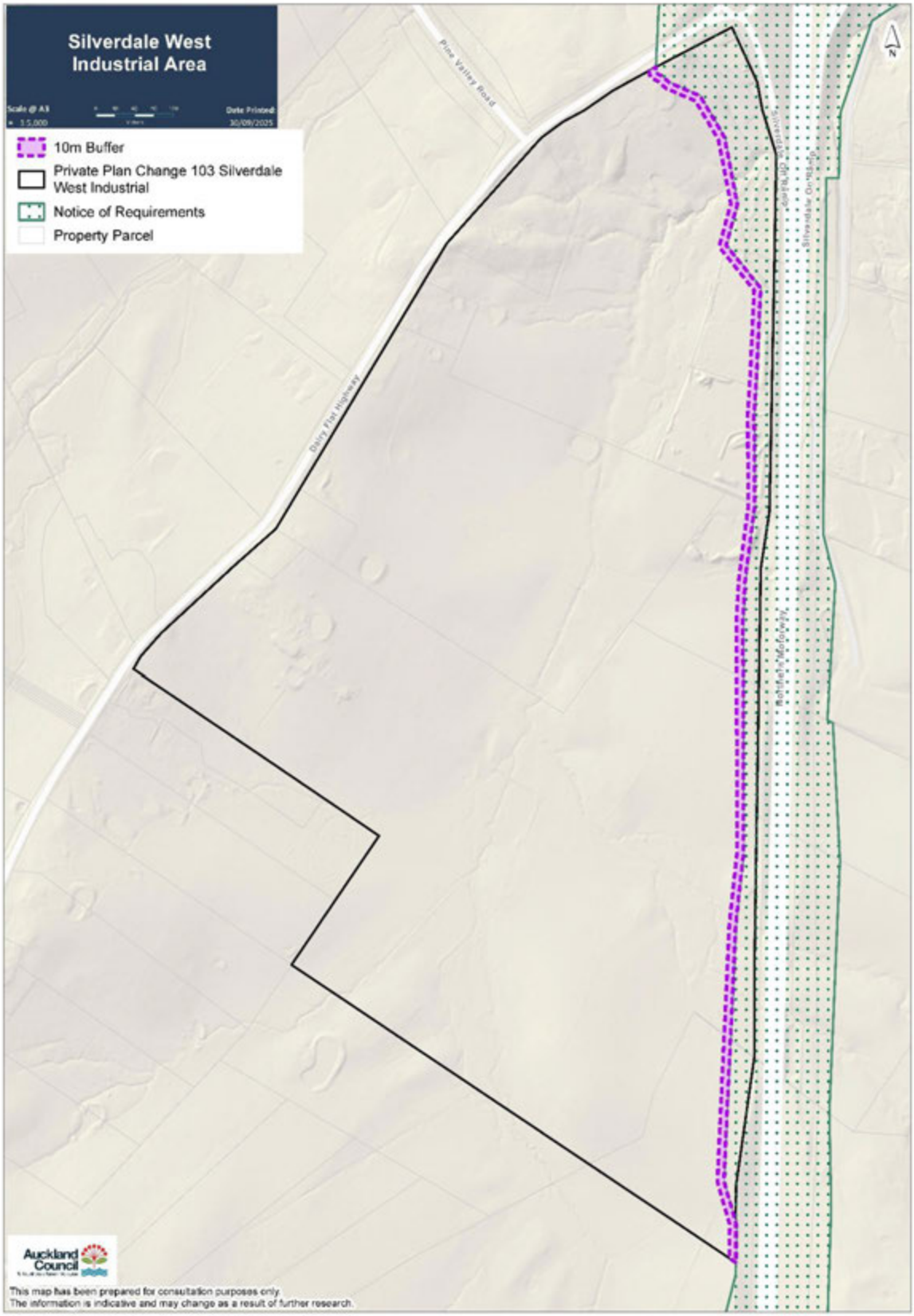


Notes.

1. To be read in conjunction with Table IX6.4.1 Landscape buffer (State Highway 1 Interface).
2. All dimensions illustrated are in metres.

Legend.

- Site boundary
- Landscape offset from State Highway 1
- Existing Parcel Boundaries


Silverdale West Industrial Area
Scale @ A3
1:5,000
Date Printed:
30/09/2025
10m Buffer
Private Plan Change 103 Silverdale West Industrial
Notice of Requirements
Property Parcel
Pine Valley Road
Dairy Flat Highway
Auckland Council
This map has been prepared for consultation purposes only.
The information is indicative and may change as a result of further research.

Appendix 2

Plan Change 103 (Private): Silverdale West Industrial Area					
Summary of Decisions Requested					
Sub #	**Sub Point**	**Submitter Name**	**Address for Service**	**Summary of Decisions Requested**	**Decision**
1	1.1	Yanmei Li	yanmei93@hotmail.com	Decline the plan change. Don't want noise.	Reject
2	2.1	HD Group	ravikash@hdgroup.co.nz	Decline the plan change.	Reject
2	2.2	HD Group	ravikash@hdgroup.co.nz	If approved amend boundary to include Stage 1 area ie 1596 Dairy Flat Highway	Reject
3	3.1	DairyFlat ComDev Ltd	jan@comdev.co.nz	Approve the plan change without any amendments.	Accept in part
4	4.1	Buy West Management	tbarry20@gmail.com	Approve the plan change without any amendments.	Accept in part
5	5.1	Carlton Windust	windys@xtra.co.nz	Approve the plan change without any amendments.	Accept in part
6	6.1	Loudene Marais	loudene@gmail.com	Decline the plan change.	Reject
6	6.2	Loudene Marais	loudene@gmail.com	If approved require onsite attenuation for 100yr flood event to mitigate increase in flows to Weiti stream or John Creek.	Reject
6	6.3	Loudene Marais	loudene@gmail.com	If approved require more green areas (parks).	Reject
7	7.1	Andrew Nigel Philipps Kay	anpkay@gmail.com	Include a requirement for greatly enhanced public bus services along Dairy Flat Highway to Silverdale to service the future development and alleviate congestion.	Reject
7	7.2	Andrew Nigel Philipps Kay	anpkay@gmail.com	Include a requirement to implement the proposed road and motorway interchange at the outset of development of the PPC area.	Reject
7	7.3	Andrew Nigel Philipps Kay	anpkay@gmail.com	Include a requirement to reserve a Rapid Transit Corridor along the eastern side of the PC Area (i.e. adjacent to SH1).	Reject
8	8.1	N Goument	212 Pine Valley Road Dairy Flat Auckland 0992	Decline the plan change. This rezone is unnecessary, there is already new light industrial for Dairy Flat near airport and Silverdale and Milldale etc.	Reject
9	9.1	Tim Van Ameringen	timvanam@gmail.com	Oppose but if approved provide a roundabout at the Wilks Road Dairy Flat Intersection rather than lights.	Accept in part
10	10.1	Zheming Xu	sepcoco1001@gmail.com	Approve the plan change without any amendments.	Accept in part
11	11.1	Mark Weingarth	info@planco.co.nz	If approved include 1596 Dairy Flat Highway within the plan change area.	Reject
11	11.2	Mark Weingarth	info@planco.co.nz	Reinstate the originally proposed connection to Dairy Flat Highway.	Reject
12	12.1	Robert and Linda Brown	RnlBrown@Dahliahaven.co.nz	Decline	Reject
12	12.2	Robert and Linda Brown	RnlBrown@Dahliahaven.co.nz	If approved delay development until the Wilks Road motorway on ramps are operative.	Reject
13	13.1	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	Decline the Plan Change or amend as set out in the submission.	Accept in part
13	13.2	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	a. Request that the applicant work with Council to determine a pathway for how the identified transport upgrades and bulk infrastructure networks will be funded and financed.	Reject
13	13.3	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	b. Amend the precinct provisions to incorporate objectives, policies, standards and matters of discretion/assessment criteria as appropriate to provide for the integration of subdivision and development with the timely, efficient, safe and effective transport and bulk infrastructure networks. In particular, add a new policy to avoid subdivision and development unless it is coordinated with the delivery of infrastructure (including transportation, stormwater, water supply and wastewater servicing) required to provide for development within the precinct.	Accept in part
13	13.4	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	c. Amend the precinct description to reflect any consequential amendments required to address other submission points.	Accept in part

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13	13.5	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	d. Amend IX.4.1 Activity table to ensure all subdivision and development activity that is not integrated with the provision of transport upgrades and the bulk infrastructure networks has a non-complying activity status. This must be supported by a robust objective and policy framework.	Accept
13	13.6	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	e. Amend the precinct to ensure the Applicant provides an additional special information requirement to include a Transport and Bulk Infrastructure Network Development and Subdivision Monitoring Plan.	Reject
13	13.7	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	Amend Standard IX6.2 to provide a 20m riparian margin.	Reject
13	13.8	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	a. Delete Standard IX.6(1) or amend the standard to only address variations to the zone height standard with cross references to the AUP HI17 Business – Light Industry zone provisions.	Accept in part
13	13.9	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	b. Amend the precinct provisions to provide additional objectives, policies, matters of discretion/assessment criteria to enable the assessment of the visual mass of larger buildings within the Light Industry zone. This should include assessment of the following matters: - The utilisation of subdued, recessive colours, providing variation in materials and finish of facades (roof colours that have a maximum LRV of 40%); - Creation of variation in roof profiles with consideration given to the overall roofscape when viewed from the elevated position around the site; - Ensuring all rooftop servicing and planting are designed as an integral part of the roofscape with particular consideration given to the view from the elevated context.	Accept in part
13	13.10	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	c. Amend Standard IX.4 Activity Table to add two new activities in the Development Category - (A10) New buildings located in the Height variation Control area as shown on precinct plan xx , with a Restricted Discretionary activity status - (A11) Additions and alterations to buildings that exceed the zone building height , located with the Height Variation Control area of precinct plan xx, with a Restricted Discretionary Activity status. RD	Accept in part
13	13.11	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	Update the wetland delineation assessment, across the site, without the use of the pasture exclusion method and including hydric soils and hydrology protocols.	Reject
13	13.12	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	Update the ecology report to show on figures all ecological features. Provide a clear detailed and labelled precinct plan that includes all natural features. Provide a complete assessment of these features.	Reject
13	13.13	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	Undertake a bat survey and provide site-specific assessment. If required, amend the precinct provisions to provide appropriate provisions to manage on site bat habitats.	Reject
13	13.14	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	Undertake a survey to identify if there any areas on site that have value as herpetofauna habitats. If required, amend the precinct provisions to provide appropriate provisions to manage indigenous herpetofauna.	Reject
13	13.15	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	Confirm the factors that the proposed area meets to qualify as an SNA and amend Schedule 3 Significant Ecological Areas – Terrestrial Schedule as necessary.	Accept
13	13.16	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	IX6.2 Streams and natural inland wetlands Delete IX6.2(1) (e)	Accept

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13	13.17	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	IX6.2 Streams and natural inland wetlands Delete Standard IX6.2 (2)	Reject
13	13.18	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	Amend Standard IX9 (1)(b) to include the matters to be assessed in a Monitoring and Maintenance Plan for natural wetlands.	Accept
13	13.19	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	a. Retain the indicative open space network as shown on Precinct Plan1. b. Amend Precinct Plan 1 legend as follows; Indicative Open Space ~~zone~~.	Accept
13	13.20	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	Apply Standard IX.6.5 Landscape buffer (Dairy Flat Highway interface) to provide protection to Development in the valley will absolutely ruinsite R10/73.	Accept in part
14	14.1	Auckland Transport	spatialplanning@at.govt.nz	Decline the Plan Change unless other matters raised are addressed.	Reject
14	14.2	Auckland Transport	spatialplanning@at.govt.nz	Request that the applicant work with Auckland Transport to determine a pathway for how the identified transport upgrades will be funded / financed.	Reject
14	14.3	Auckland Transport	spatialplanning@at.govt.nz	Request that the Applicant provides a formal peer review report of the modelling undertaken for the Milldale area. Alternatively, the AIMSUN models relied upon in the ITA should be provided to Auckland Transport for review. Request that where this information indicates alternative mitigation is required that the Applicant make any consequential amendments to infrastructure mitigation and triggers in consultation with Auckland Transport.	Reject
14	14.4	Auckland Transport	spatialplanning@at.govt.nz	Request that the Applicant compares the assumed trip generation rates against New Zealand or Australian published rates or calibrates based on locally observed data. Request that where this information indicates alternative mitigation is required that the Applicant make any consequential amendments to infrastructure mitigation and triggers in consultation with Auckland Transport.	Reject
14	14.5	Auckland Transport	spatialplanning@at.govt.nz	Request that the Applicant undertakes sensitivity testing to consider a mix of land use activities with a lower proportion of warehousing. Request that where this information indicates alternative mitigation is required that the Applicant make any consequential amendments to infrastructure mitigation and triggers in consultation with Auckland Transport.	Reject
14	14.6	Auckland Transport	spatialplanning@at.govt.nz	Request that the Applicant clarifies whether there is a gap on Argent Lane, as indicated in Figure 19 of the ITA. If there is a gap, the Applicant should update the AIMSUN model to include the full length of Argent Lane from Wainui Road to Dairy Flat Highway. Request that where this information indicates alternative mitigation is required that the Applicant make any consequential amendments to infrastructure mitigation and triggers in consultation with Auckland Transport.	Reject
14	14.7	Auckland Transport	spatialplanning@at.govt.nz	Amend the precinct provisions to incorporate policies, standards and matters of discretion/ assessment criteria as appropriate to provide for timely, efficient, safe and effective active mode networks by: - Requiring establishment of safe active mode connections to the Hibiscus Coast Station.	Reject
14	14.8	Auckland Transport	spatialplanning@at.govt.nz	Amend the precinct provisions to incorporate policies, standards and matters of discretion/assessment criteria as appropriate to provide for timely, efficient, safe and effective active mode networks by: - Ensuring safe walking and cycling facilities are provided along the entire length of the PC frontage to Dairy Flat Highway as part of the development.	Accept in part

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14	14.9	Auckland Transport	spatialplanning@at.govt.nz	Amend IX.6.7.1 to the extent that: - Cumulative subdivision and/or development is considered in the amount of total land that is enabled - Thresholds identified for development are consistent with thresholds identified in the ITA, s32 report and infrastructure report.	Accept in part
14	14.10	Auckland Transport	spatialplanning@at.govt.nz	Amend IX6.8.1 to the extent that: - Cumulative subdivision and/or development is considered in the amount of total land that is enabled - Thresholds identified for development are consistent with thresholds identified in the ITA, s32 report and infrastructure report.	Reject
14	14.11	Auckland Transport	spatialplanning@at.govt.nz	Amend the threshold for subdivision and development tables (Table .6.8.1) to consider transport upgrades collectively in one separate table from other infrastructure upgrades.	Accept in part
14	14.12	Auckland Transport	spatialplanning@at.govt.nz	Retain Precinct description subject to any consequential amendments required to address other submission points.	Accept in part
14	14.13	Auckland Transport	spatialplanning@at.govt.nz	Retain Objective 1	Accept
14	14.14	Auckland Transport	spatialplanning@at.govt.nz	Amend Objective 3 to include the following or similar: Access to, ~~and~~ from and within the precinct occurs in a safe and effective manner that: a) mitigates ~~significant~~ adverse effects of traffic generation on the surrounding road network; b) encourages in a mode shift to public and active modes of transport; c) Ensures public transport can operate efficiently at all times; and d) Provides a road network servicing access to and within the Precinct enabling connections to roads and land adjacent to the Precinct.	Accept in part
14	14.15	Auckland Transport	spatialplanning@at.govt.nz	Amend Objective 8 as follows or to similar effect: The precinct is subdivided and developed in a comprehensive~~ly~~ and integrated way that achieves a high quality ~~developed~~ industrial environment that responds to natural site features and landform, manages the interface with surrounding land use, enables ~~supports~~ public and active transport use and respects mana whenua values.	Accept in part
14	14.16	Auckland Transport	spatialplanning@at.govt.nz	Insert a new objective as follows or similar: '(x) Subdivision and development does not occur in advance of the availability of operational transport (including regional and local transport infrastructure).'	Accept
14	14.17	Auckland Transport	spatialplanning@at.govt.nz	Retain Policy 1	Accept
14	14.18	Auckland Transport	spatialplanning@at.govt.nz	Amend Policy 4 as follows or similar: Recognise the importance of employment to the Silverdale / Dairy Flat / Hibiscus Coast area, by providing opportunities for employment closer to where people live ~~including the potential for positive travel patterns associated with some people not needing~~ to reduce the need for travel outside the area for work.	Accept in part
14	14.19	Auckland Transport	spatialplanning@at.govt.nz	Retain Policy 5 (Re managing the effects of traffic generation)	Accept
14	14.20	Auckland Transport	spatialplanning@at.govt.nz	Retain Policy 6 (Re road upgrades)	Accept
14	14.21	Auckland Transport	spatialplanning@at.govt.nz	Retain Policy 9 (Re collector road location)	Accept
14	14.22	Auckland Transport	spatialplanning@at.govt.nz	Retain Policy 10 (Re local road network)	Accept
14	14.23	Auckland Transport	spatialplanning@at.govt.nz	Retain Policy 11 (Re transport network and all modes)	Accept

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14	14.24	Auckland Transport	spatialplanning@at.govt.nz	Retain Policy 13 (Re mode shifts)	Accept
14	14.25	Auckland Transport	spatialplanning@at.govt.nz	Retain Policy 22 (Re limiting convenience retail)	Accept
14	14.26	Auckland Transport	spatialplanning@at.govt.nz	Insert a new policy as follows or similar: '(x) Require that subdivision and development in the Precinct does not occur in advance of the availability of operational transport infrastructure.'	Accept
14	14.27	Auckland Transport	spatialplanning@at.govt.nz	Table IX.4.1 Retain activity A2	Accept
14	14.28	Auckland Transport	spatialplanning@at.govt.nz	Table IX.4.1 Clarify why Activity A3 is needed to support the Silverdale West Industrial Precinct or delete in consultation with Auckland Transport.	Accept
14	14.29	Auckland Transport	spatialplanning@at.govt.nz	Table IX.4.1 Delete activity (A4) and the reference to it within the standards (see Standard 1X6.6 Road widening setback along Dairy Flat Highway).	Accept
14	14.30	Auckland Transport	spatialplanning@at.govt.nz	Table IX.4.1 Amend A5 to NC activity status	Accept
14	14.31	Auckland Transport	spatialplanning@at.govt.nz	Table IX.4.1 Amend A6 to NC activity status	Accept
14	14.32	Auckland Transport	spatialplanning@at.govt.nz	Delete Standard IX.6. (2)(a) re E27.6.2 Trip generation not applying.	Accept
14	14.33	Auckland Transport	spatialplanning@at.govt.nz	Delete Standard 1X6.6 re road widening along Dairy Flat Highway.	Accept
14	14.34	Auckland Transport	spatialplanning@at.govt.nz	Amend Standard 1X6.7 to include the following or similar: Purpose: - Mitigate ~~Manage~~ the adverse effects of traffic generation on the surrounding regional and local road network by providing ~~through the identification of transport~~ upgrades needed to support development within the precinct and the wider area.	Accept in part
14	14.35	Auckland Transport	spatialplanning@at.govt.nz	Amend Row(a) in Column 2 of Table IX.6.7.1 to include the following or similar: - Argent Lane completion from ~~John Fair Drive~~ Dairy Flat Highway to Wainui Road with roundabout at Argent Lane / Wainui Road intersection - SH1 shoulder bus lanes from SH18 to Oteha Valley Road.	Reject
14	14.36	Auckland Transport	spatialplanning@at.govt.nz	Amend Row(b) in Column 2 of Table IX.6.7.1 to include the following or similar: - Upgrade to Dairy Flat Highway / Pine Valley Intersection to include a second right turn short bay from the east (approximately 135m) and formal pedestrian crossings, ~~and~~ advance cycle boxes, and bus stops Make consequential amendments to IX.11.3 Appendix 3: Transport Infrastructure Upgrades.	Accept in part
14	14.37	Auckland Transport	spatialplanning@at.govt.nz	Amend IX6.8 as follows or similar: Purpose: - ~~Manage~~ Mitigate the adverse effects of traffic generation on the surrounding regional and local road network through the ~~identification~~ provision of transport upgrades specifically needed to support development within the precinct.	Reject

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14	14.38	Auckland Transport	spatialplanning@at.govt.nz	Amend IX6.8 (3) as follows or similar: 3) For the purpose of this standard: (a) The enablement … (b) Any subdivision for Collector and / or Local Roads within Stage 1 must make provision for the extension of the roading network to adjoining Stage 2 property boundaries. For clarity, these ~~can be 'paper roads', and do not~~ need to be constructed to the shared property boundary as part of Stage 1 development works;	Reject
14	14.39	Auckland Transport	spatialplanning@at.govt.nz	Amend Row (a) in Column 2 of Table IX.6.8.1 as follows or similar: - First signalised …. ~~-Provision of a bi-directional cycle lane and footpaths along the southern edge of Dairy Flat Highway extending between Pine Valley Road and the first signalised intersection connecting the precinct to Dairy Flat~~ -Upgrade of the Dairy Flat Highway Precinct Road to an urban arterial road standard (as provided in Appendix 2: Road function and design elements table – External roads to the Precinct) including kerb, footpath, berms, a separated bi-directional cycle facility, bus stops (paired) and pedestrian connections the full length of the precinct frontage from the Silverdale interchange to the southern boundary of the Precinct.	Reject
14	14.40	Auckland Transport	spatialplanning@at.govt.nz	Amend IX6.9 Road Design to include the following or similar: 2) Any new or upgraded roads provided as part of the subdivision and development meet functional and design requirements relating to safety, accommodating required vehicle movements, accommodating necessary infrastructure and roading elements & providing for future upgrade of interim designs to ultimate standard where applicable.	Reject
14	14.41	Auckland Transport	spatialplanning@at.govt.nz	Amend IX.8.1. Matters of discretion (1) to include the following or similar: (X) The design and efficiency of stormwater infrastructure and devices (including communal devices) including where relevant, integration of devices with the road corridor and surrounding environment.	Accept
14	14.42	Auckland Transport	spatialplanning@at.govt.nz	Amend IX.8.1 Matters of discretion (8) to include the following or similar: (8) Subdivision or development that does not comply with IX.6.9(1) Road design ~~and upgrade of existing rural roads~~:	Accept
14	14.43	Auckland Transport	spatialplanning@at.govt.nz	Amend IX.8.2. Assessment criteria (1) as follows or similar: (a) … (i)Landowner patterns and the presence of natural features, natural hazards or ~~contours~~ other constraints and how these ~~this~~ impact~~s~~ the placement of roads;... (iii) The constructability of roads and the ability for it to be connected beyond any property boundary ~~delivered~~. (c) Whether roads and pedestrian and cycle paths are aligned to provide visual and physical connections to open spaces, including along the stream network, where the site conditions allow.	Accept in part
14	14.44	Auckland Transport	spatialplanning@at.govt.nz	Amend IX.9 Special information requirements to include the following or similar: IX.9.X Transport Design Report (X) Any proposed new key road intersection or upgrading of existing key road intersections illustrated on the Precinct Plan must be supported by a Transport Design Report and Concept Plans (including forecast transport modelling and land use assumptions), prepared by a suitably qualified transport engineer confirming the location and design of any road and its intersection(s) supports the safe and efficient function of the existing and future (ultimate) transport network and can be accommodated within the proposed or available road reserves. This may be included within a transport assessment supporting land use or subdivision consents. In addition, where an interim upgrade is proposed, information must be provided, detailing how the design allows for the ultimate upgrade to be efficiently delivered.	Reject

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14	14.45	Auckland Transport	spatialplanning@at.govt.nz	IX.9 Special Information requirements The Applicant provides an additional special information requirement to include monitoring of transport outcomes from development in accordance with the ITA.	Reject
14	14.46	Auckland Transport	spatialplanning@at.govt.nz	IX.10.1 Silverdale West Industrial Precinct: Precinct plan 1 Amend the precinct plan to: - Show an indicative internal roading network for the Stage 2 area with collector roads - Show the integration of key connections required by local networks adjoining the edge of the precinct into the surrounding environment. - Identify collector road intersections with Dairy Flat Highway as key intersections where a transport design report is required - Identify the strategic cycle connection.	Accept in part
14	14.47	Auckland Transport	spatialplanning@at.govt.nz	Amend Appendix 1 Road function and design elements table, to the updated table provided in Attachment 2.	Accept in part
14	14.48	Auckland Transport	spatialplanning@at.govt.nz	Amend Appendix 2 Road function and design elements table – External roads to the Precinct, to the updated table provided in Attachment 3.	Accept in part
14	14.49	Auckland Transport	spatialplanning@at.govt.nz	Amend IX.11.3 Appendix 3: Transport Infrastructure Upgrades – Upgrade 2 to include provision of an East-West pedestrian crossing and footpath across Pine Valley Road. The modelling may need to be updated as a result. Make consequential amendments to Table IX.6.7.1(b) of the precinct provisions.	Accept in part
15	15.1	YJS Holding Limited	hamish@mhg.co.nz	Provide a direct connection of a collector road from the property to Dairy Flat Highway, which further connects to the overall plan change area.	Reject
15	15.2	YJS Holding Limited	hamish@mhg.co.nz	That the proposed roading layout and service connections are coordinated across the whole PC area and that all roads must be built up to the property boundaries at levels which provide for compatible and continuous development.	Accept
15	15.3	YJS Holding Limited	hamish@mhg.co.nz	The plan change area should be subject to a detailed overall structure plan for the overall benefit of the region and area, not just the applicant.	Reject
15	15.4	YJS Holding Limited	hamish@mhg.co.nz	The proposed 30m height limit is further extended into the property with similar road setbacks as proposed for other sites in the plan change.	Reject
15	15.5	YJS Holding Limited	hamish@mhg.co.nz	That an infrastructure funding arrangement is put in place that is fair for all land owners.	Reject
15	15.6	YJS Holding Limited	hamish@mhg.co.nz	Reduce the proposed open space area indicated on the property to a 20m wide esplanade “strip”.	Reject
16	16.1	Mammoth Ventures Limited and DP Boocock No 2 Trustee Limited	burnette@thepc.co.nz	Identify the Subject Land as ‘Potential Office Hub’ on a precinct plan in IX.10.	Reject
16	16.2	Mammoth Ventures Limited and DP Boocock No 2 Trustee Limited	burnette@thepc.co.nz	Add to the Table IX.4.1 Activity table Rule “(A8) Construction and use of offices greater than 100m2 gross floor area within the area identified as ‘Potential Office Hub’ on the Precinct Plan IX.10.X with Activity status RD.	Reject
16	16.3	Mammoth Ventures Limited and DP Boocock No 2 Trustee Limited	burnette@thepc.co.nz	Add transportation and urban design matters of discretion and assessment criteria in IX.8.	Reject
17	17.1	NZ Transport Agency Waka Kotahi	perri.unthank@nzta.govt.nz	Retain objectives seeking to: - align infrastructure provision with development. - provide safe and efficient access. - support public and active transport use.	Accept

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17	17.2	NZ Transport Agency Waka Kotahi	perri.unthank@nzta.govt.nz	Retain policies seeking to: - align infrastructure provision with development. - provide safe and efficient access. - support public and active transport use.	Accept
17	17.3	NZ Transport Agency Waka Kotahi	perri.unthank@nzta.govt.nz	Retain IX.4.1(A1) restriction on footprint of food and beverage premises.	Accept
17	17.4	NZ Transport Agency Waka Kotahi	perri.unthank@nzta.govt.nz	Retain IX.4.1(A2) non complying activity status for Rule re access to Dairy Flat Highway.	Accept
17	17.5	NZ Transport Agency Waka Kotahi	perri.unthank@nzta.govt.nz	Retain IX.4.1(A5) regarding development occurring outside of the staging and ahead of necessary infrastructure upgrades.	Accept
17	17.6	NZ Transport Agency Waka Kotahi	perri.unthank@nzta.govt.nz	Amend IX.6.4 Landscape Buffer State Highway interface to: - re-aligning the landscape buffer and/ or building setback to apply from the proposed designation (NOR4) boundary along SH1; or - retain the area as a yard setback, rather than landscape buffer that aligns with the designation boundary;	Accept
17	17.7	NZ Transport Agency Waka Kotahi	perri.unthank@nzta.govt.nz	IX.6.7 Retain prerequisite transport infrastructure upgrades.	Accept in part
17	17.8	NZ Transport Agency Waka Kotahi	perri.unthank@nzta.govt.nz	Add a new provision requiring a safe connection for pedestrians and cyclists across SH1 as a stage 1 prerequisite infrastructure upgrade (IX.6.7.1(a)). Add a new provision requiring a safe connection for pedestrians and cyclists across SH1 in any upgrades to Silverdale Interchange (Table IX.6.7.1(d)).	Reject
17	17.9	NZ Transport Agency Waka Kotahi	perri.unthank@nzta.govt.nz	Retain the note below Table IX6.7.1 indicating alternative forms of upgrade to the Silverdale Interchange that achieves the same standard is available.	Accept
17	17.10	NZ Transport Agency Waka Kotahi	perri.unthank@nzta.govt.nz	Add provisions within the precinct requiring a financial contribution to fund the identified State Highway transport infrastructure projects that support development in Silverdale West Industrial Plan Change Area.	Reject
18	18.1	Seven Oaks Securities Ltd	tbinney@gmail.com	Include the rest of the land in Stage 1 in the Silverdale West Industrial structure plan.	Reject
18	18.2	Seven Oaks Securities Ltd	tbinney@gmail.com	How will other properties link into the infrastucture for the plan change area.	Reject
19	19.1	Watercare Services Limited	planchanges@water.co.nz	Decline the plan change. In the event that PC103 is approved, amend as requested.	Accept in part
19	19.2	Watercare Services Limited	planchanges@water.co.nz	Precinct Purpose Amend Para 3 second sentence as follows: Light industrial land use and subdivision activities are largely enabled through the underlying zoning, however the delivery of these within the precinct is needs to be closely aligned with the delivery of transport, water supply, wastewater and other infrastructure upgrades needed to support the development of the precinct.	Accept
19	19.3	Watercare Services Limited	planchanges@water.co.nz	Precinct Purpose Amend Implemenation second para as follows: Subdivision and development is restricted until the land within the Silverdale West Precinct is able to be connected to functioning bulk water supply and bulk wastewater infrastructure with sufficient capacity to service subdivision and development in the Precinct area, except where an interim solution and associated decommissioning for water and/or wastewater servicing is proposed.	Accept

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19	19.4	Watercare Services Limited	planchanges@water.co.nz	Add a new objective 4A as follows: Subdivision and development does not occur in advance of the availability and capacity of bulk water supply and bulk wastewater infrastructure, except where an interim solution and associated decommissioning for water and/or wastewater servicing is proposed.	Accept
19	19.5	Watercare Services Limited	planchanges@water.co.nz	Delete Polcy 8 and replace with a new policy as follows: ~~(8) Avoid subdivision and development prior to water and wastewater infrastructure capacity being available.~~ (8) Avoid subdivision and development that is in advance of the provision of functioning bulk water supply and bulk wastewater infrastructure with sufficient capacity to service subdivision and development within the Precinct area, except where an interim solution and associated decommissioning for water and/or wastewater self-servicing is proposed.	Accept
19	19.6	Watercare Services Limited	planchanges@water.co.nz	Amend ActivityTable Activity (A8) as follows: ~~Development not complying with standard IX.6.11(1). Wastewater Connections.~~ Use and development that does not comply with Standard IX6.11 Bulk Water Supply and Wastewater Infrastructure.	Accept in part
19	19.7	Watercare Services Limited	planchanges@water.co.nz	Amend ActivityTable Activity (A9) as follows: ~~Subdivision not complying with standard IX.6.11(2). Wastewater Connections.~~ Subdivision that does not comply with Standard IX6.11 Bulk Water Supply and Wastewater Infrastructure.	Accept in part
19	19.8	Watercare Services Limited	planchanges@water.co.nz	Amend IX.5 Notification as follows: (1) Except as provided for by IX(1A), ~~A~~any application for resource consent for an activity listed in Table IX.4.1 Activity will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991. (1A) Any application for resource consent that infringes the following standard will be considered without public or limited notification to any person other than Watercare or the need to obtain the written approval from any other affected parties unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991: (a) Standard IX6.11 Bulk Water Supply and Wastewater Infrastructure.	Reject
19	19.9	Watercare Services Limited	planchanges@water.co.nz	Amend Standards IX.6 (3) and (4) by amending the reference to IX.6.10 to IX6.11.	Accept
19	19.10	Watercare Services Limited	planchanges@water.co.nz	Amend Table IX.6.8.1 (a) column 3 by deleting: ~~Wastewater Pump Station servicing the Silverdale West Industrial Precinct – Stage 1, meeting the relevant requirements of Watercare Services Limited (or replacement organisation)~~	Accept
19	19.11	Watercare Services Limited	planchanges@water.co.nz	Amend Table IX.6.8.1 (b) column 3 by deleting: ~~Wastewater Pump Station servicing the Silverdale West Industrial Precinct – Stage 1, meeting the relevant requirements of Watercare Services Limited (or replacement organisation)~~	Accept
19	19.12	Watercare Services Limited	planchanges@water.co.nz	Amend Table IX.6.8.1 (c) column 3 by deleting: ~~Upgrade to Silverdale West Wastewater Pump Station to serve both the Silverdale West Industrial Precinct – Stages 1 and 2, meeting the relevant requirements of Watercare Services Limited (or replacement organisation)~~	Accept

Plan Change 103 (Private): Silverdale West Industrial Area					
Summary of Decisions Requested					
Sub #	**Sub Point**	**Submitter Name**	**Address for Service**	**Summary of Decisions Requested**	**Decision**
19	19.13	Watercare Services Limited	planchanges@water.co.nz	Amend Standard IX6.11 as follows: ~~Wastewater connections~~ Bulk Water Supply and Wastewater Infrastructure ~~Purpose: To ensure efficient delivery of wastewater infrastructure including treatment.~~ ~~(1) Prior to occupation, all buildings shall be connected to a functioning public wastewater network capable of servicing development intended on the lots.~~ ~~(2) Prior to the issue of a certificate pursuant s224(c) for subdivision, all lots shall be connected to a functioning public wastewater network capable of servicing development intended on the lots.~~ Purpose: • To ensure subdivision and development within the Precinct is adequately serviced with bulk water and wastewater infrastructure. (1) Bulk water supply and wastewater infrastructure with sufficient capacity for servicing the proposed development must be completed, commissioned and functioning: a. in the case of subdivision, prior to issuing of a certificate of title pursuant to 224(c); b. in the case of land use only, prior to construction of any buildings for activities that would require water and/or wastewater servicing.	Accept in part
19	19.14	Watercare Services Limited	planchanges@water.co.nz	Amend IX.9 Special information requirements as follows: (6) Water and Wastewater Servicing Plan (a) Within the application for the first stage of subdivision or development of any site existing at [date of plan change approval] within the Precinct the applicant must provide a Water and Wastewater Servicing Plan for the Precinct Area. The Water and Wastewater Servicing Plan must: i. Identify the location, size and capacity of the proposed water supply and wastewater network within the Precinct. ii. Identify the timing, location, size and capacity of the key water and wastewater infrastructure dependencies located outside of the Precinct Area but are necessary to service the Precinct. (7) Water Supply and Wastewater Infrastructure Capacity Assessment (a) All applications for subdivision or development must be accompanied by a Water Supply and Wastewater Infrastructure Capacity Assessment. The applicant is required to produce a water supply and wastewater infrastructure capacity assessment for the precinct to demonstrate there is sufficient capacity in the wider water and wastewater reticulated network, including the Army Bay WWTP, to service the proposed development or lots.	Reject
20	20.1	Hanna Katrina taylor moller	hannataylor@gmail.com	Decline the plan change. Development in the valley will absolutely ruin it.	Reject

Attachment B: Clause 16 memo dated 14 January 2026

Memo

Date 14 January 2026

To: Eryn Shields – Acting Manager; Regional, North, West and Islands Planning
Planning and Resource Consents

From: Dave Paul – Senior Policy Planner; Regional, North, West and Islands Planning
Planning and Resource Consents

Subject: **Plan Modification: Clause 16 amendment to a proposed plan change**
Plan Change: PC103 Silverdale West Industrial Precinct
Auckland Unitary Plan (Operative in Part 2016)

I seek your approval to make an amendment to a proposed policy statement or plan pursuant to clause 16, Schedule 1, Resource Management Act 1991 (RMA). Clause 16(2) provides that:

> *A local authority may make an amendment, without using the process in this schedule, to its proposed policy statement or plan to alter any information, where such an alteration is of minor effect, or may correct any minor errors.*

The RMA defines *proposed plan* at section 43AAC as follows:

> *(1) In this Act, unless the context otherwise requires,* **proposed plan**—
> *(a) means a proposed plan, a variation to a proposed plan or change, or a change to a plan proposed by a local authority that has been notified under clause 5 of Schedule 1 or given limited notification under clause 5A of that schedule, but has not become operative in terms of clause 20 of that schedule; and*
> *(b) includes—*
> *(i) a proposed plan or a change to a plan proposed by a person under Part 2 of Schedule 1 that has been adopted by the local authority under clause 25(2)(a) of Schedule 1:*
> *(ii) an IPI notified in accordance with section 80F(1) or (2).*

Plan Change 103 is a plan change to the Auckland Unitary Plan (Operative in part) that has been notified but has not yet been approved under clause 17, Schedule 1, or become operative.

You have delegated authority, as a Tier 4 manager, to make a decision to amend the plan change under clause 16 where the alteration is of minor effect or to correct any minor errors. Schedule 2A of the Auckland Council Combined Chief Executives Delegation Register authorises all powers, functions, and duties under RMA's first schedule (except clause 17 which cannot be delegated) to tier four positions.

Provision in Plan Change	Policy IX.3(17) Policy IX.3(25) Matter of discretion IX.8.1(2) Assessment criterion IX.8.2(3) Special information requirement IX.9(3)
Subject site and legal description (if applicable)	
Nature of error or alteration	Editorial errors, incorrect numbering and heading titles
Effect of change	The changes are to: 1. is to correct a minor error: and

	2. are neutral
Changes required to be made (text and/or in-text diagrams)	Amend the following provisions. The changes subject of this memo are highlighted in yellow. **Policy IX.3(17):** Create open space (including through esplanade reserves and riparian margins) that ~~that~~ is in general accordance with the indicative open space shown in Silverdale West Industrial Precinct Plan 1 and functions, among other things, as an appropriate buffer between streams and wetlands and adjacent industrial activity, and supports active transport modes through the precinct primarily in the form of esplanade reserves and riparian margins. **Policy IX.3(25):** Utilise~~ing at least 75%~~ and promote native plan~~n~~ting in riparian enhancement areas and street plantings~~;~~:… (b~~d~~)Taking an integrated approach to the management of stormwater which protects and enhances the mauri of freshwater, in particular with regard to John Creek~~;~~. **Matter of discretion IX.8.1(2):**(3)Development that does not comply with Standard IX6.12 Streams and natural inland ~~W~~wetlands **Assessment criterion IX.8.2(3):** Development that does not comply with Standard IX.6.12 Streams and natural inland wetlands **Special information requirement IX.9(3):** Monitoring of Rule IX.6.5 ~~7~~ Staging of subdivision and development ~~with~~
Changes required to be made (PC maps)	N/A
Attachments	Attachment 1: Corrections to text (strikethrough/underlining) Attachment 2: Corrected text (Clean)

Maps prepared by: N/A Geospatial Specialist	**Text Entered by:** Maninder Kaur-Mehta Planning Technician
Signature:	**Signature:** 
Prepared by: Dave Paul Senior Policy Planner	**Reviewed by:** Peter Vari Team Leader
Signature: 	**Signature:** 

Decision:
I agree/disagree to make an amendment of minor effect or correct the error under clause 16, schedule 1, RMA 1991 using my delegated authority

Eryn Shields
Acting Manager – Regional, North, West and Islands
Planning and Resource Consents
Date: 14 January 2026

Signature:



Attachment 1: Corrections to text (strikethrough/underlining)

…

IX.3. Policies

…

~~(16)~~(17) Create open space (including through esplanade reserves and riparian margins) that ~~that~~ is in general accordance with the indicative open space shown in Silverdale West Industrial Precinct Plan 1 and functions, among other things, as an appropriate buffer between streams and wetlands and adjacent industrial activity, and supports active transport modes through the precinct primarily in the form of esplanade reserves and riparian margins.

…

Cultural values

~~(23)~~(24) Recognise, protect and enhance the cultural values and relationships with Silverdale West by:

(a) Including tāngata whenua in resource consenting, including through provision of cultural impact assessments or other engagement~~;~~.

~~(b)~~ (25) Utilis~~e~~ing ~~at least 75%~~ and promote native plan~~n~~ting in riparian enhancement areas and street plantings~~;~~:

(a) Identifying opportunities early to incorporate traditional names or other names put forward by tāngata whenua into open space areas, roads, or other community spaces;

(b~~d~~)Taking an integrated approach to the management of stormwater which protects and enhances the mauri of freshwater, in particular with regard to John Creek~~;~~.

…

IX.8.1. Matters of discretion

…

(2) ~~(3)~~Development that does not comply with Standard IX6.1~~2~~ Streams and natural inland ~~W~~wetlands

(a) Effects on water quality and ecological habitat;~~ and~~

…

IX.8.2. Assessment criteria

…

(3) Development that does not comply with Standard IX.6.1~~2~~ Streams and natural inland

wetlands:

…

IX.9 Special information requirements

…

(3) Monitoring of Rule IX.6.5 ~~7~~ Staging of subdivision and development ~~with transport upgrades outside the Silverdale West Industrial Precinct to support planned future development within the precinct and in the wider area and Standard IX6.8 Staging of development with infrastructure upgrades including transport upgrades to support development within Silverdale West~~

…

Attachment 2: Corrected text (Clean)

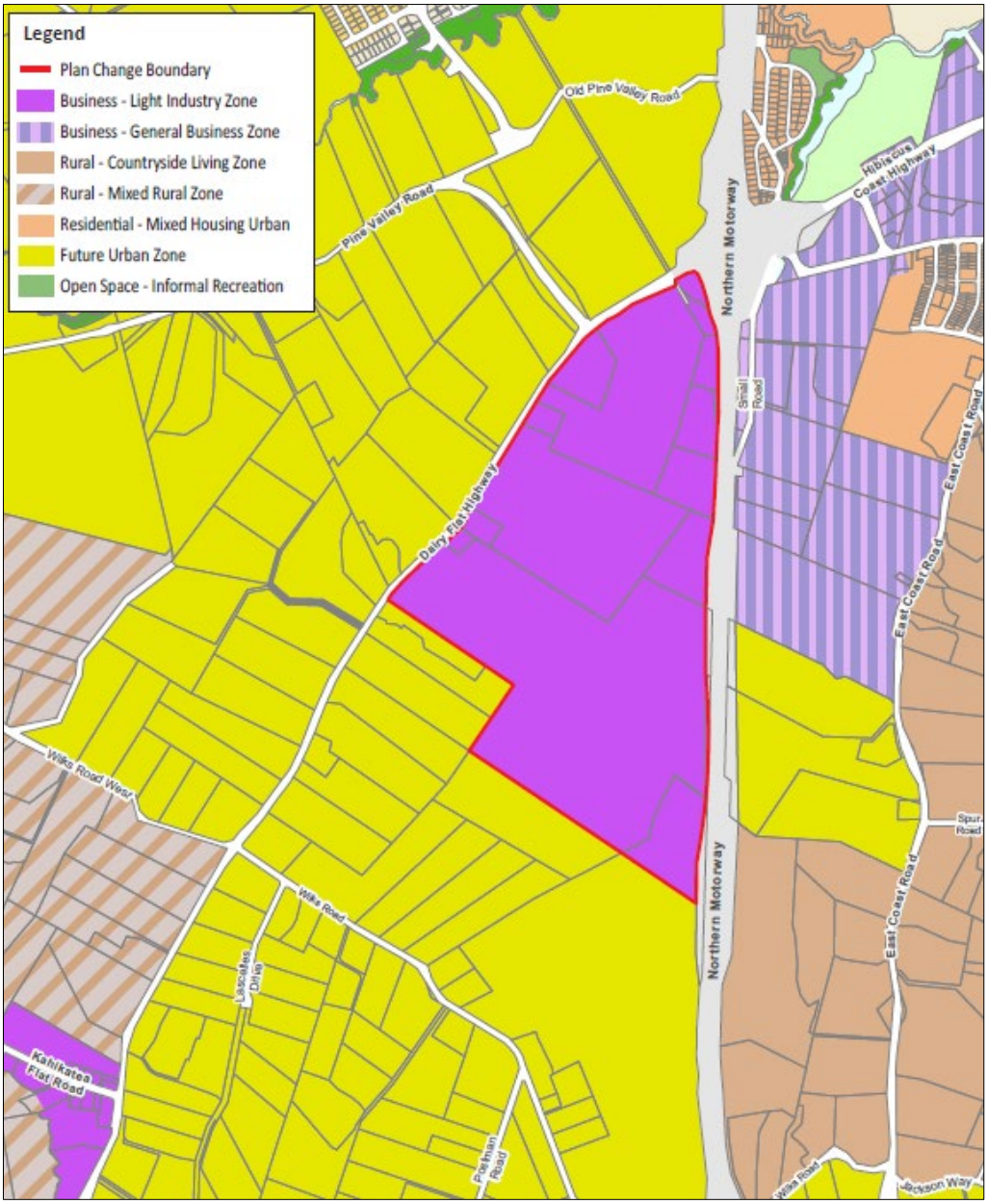
PRIVATE PLAN CHANGE IX – SILVERDALE WEST INDUSTRAL PRECINCT –

Hearing Panel's Decision 9th October 2025

PART A – AMENDMENT TO AUCKLAND UNITARY PLAN OPERATIVE IN PART PLANNING MAPS VIEWER

ZONING

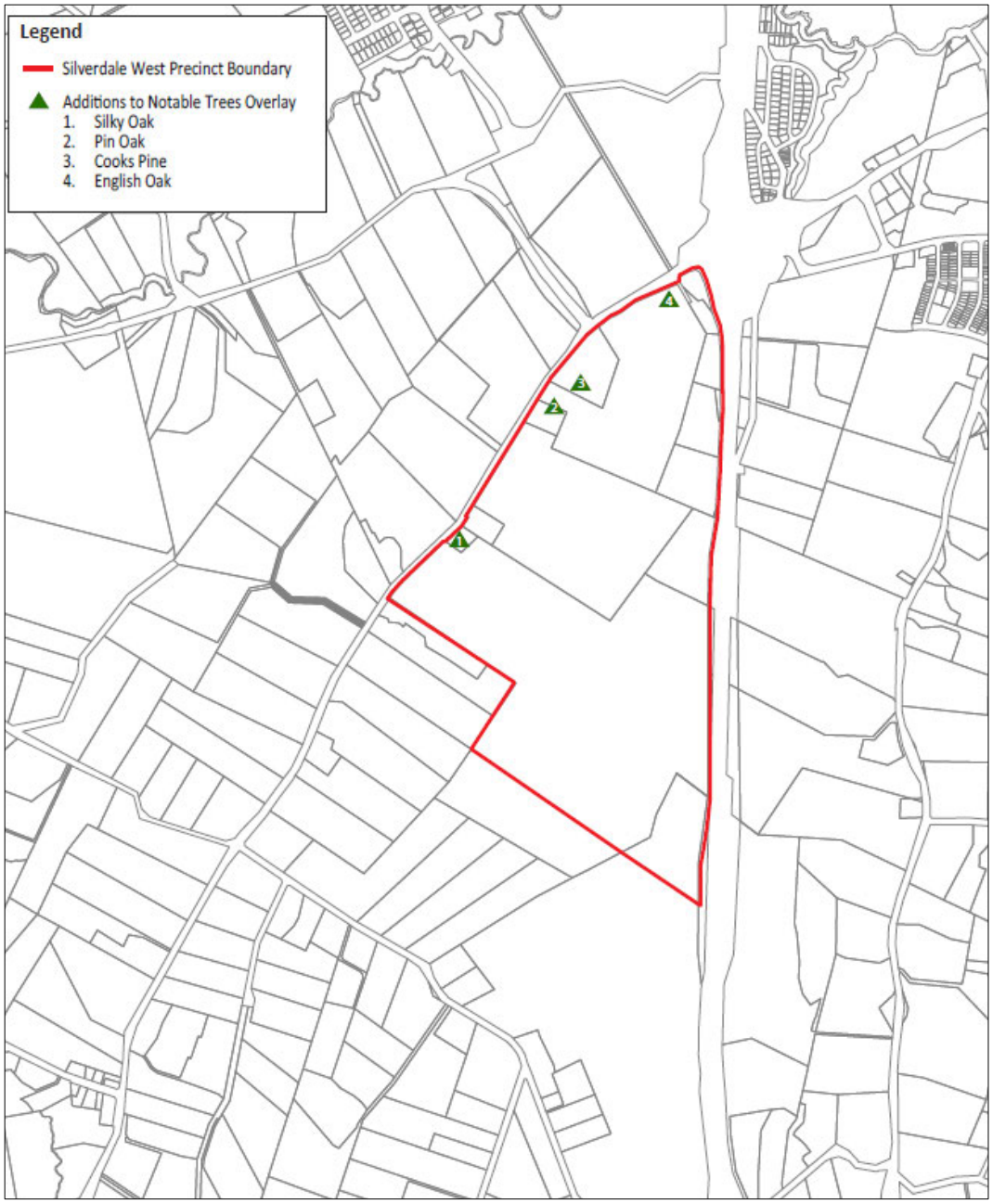
1. That the land currently zoned Future Urban Zone be rezoned to Business – Light Industry Zone as shown on the following zoning map.



Map 1 – Zoning Map

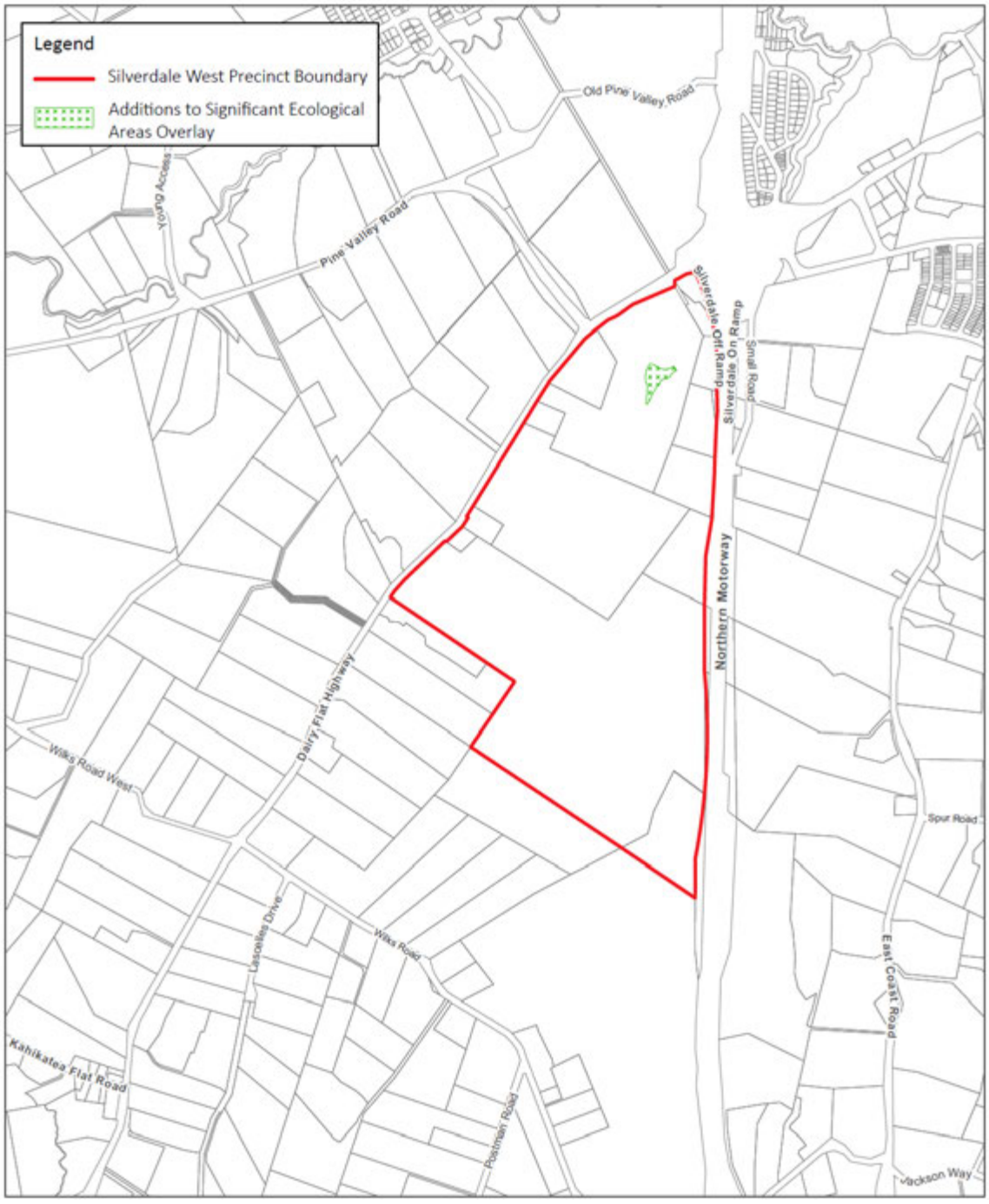
OVERLAYS

1. Identify four trees within the Notable Tree Overlay layer as per below



Map 2 – Notable Tree Overlay

2. Identify the Significant Ecological Areas Overlay layer as per below

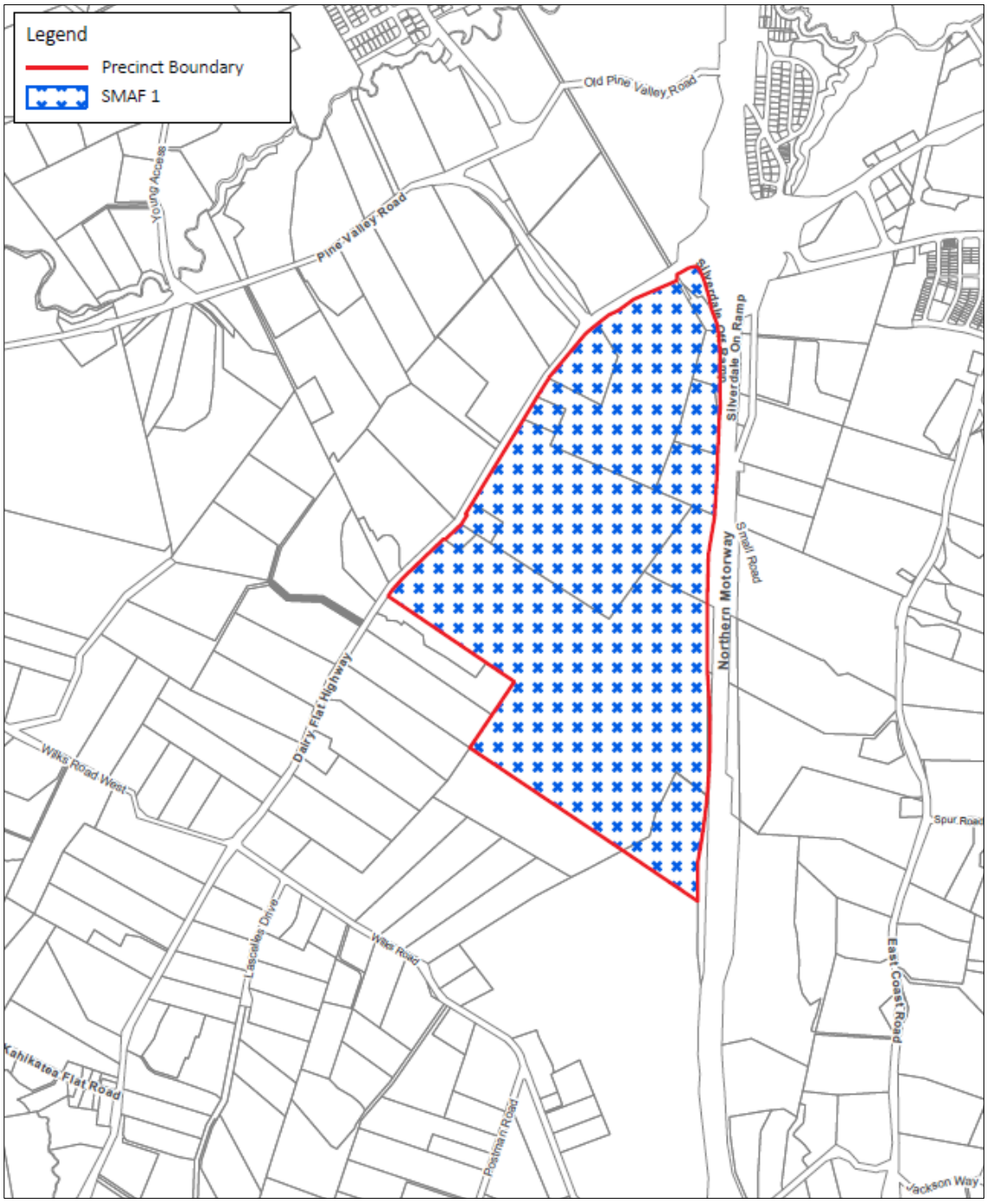


Map 3 – Significant Ecological Areas Overlay

CONTROLS

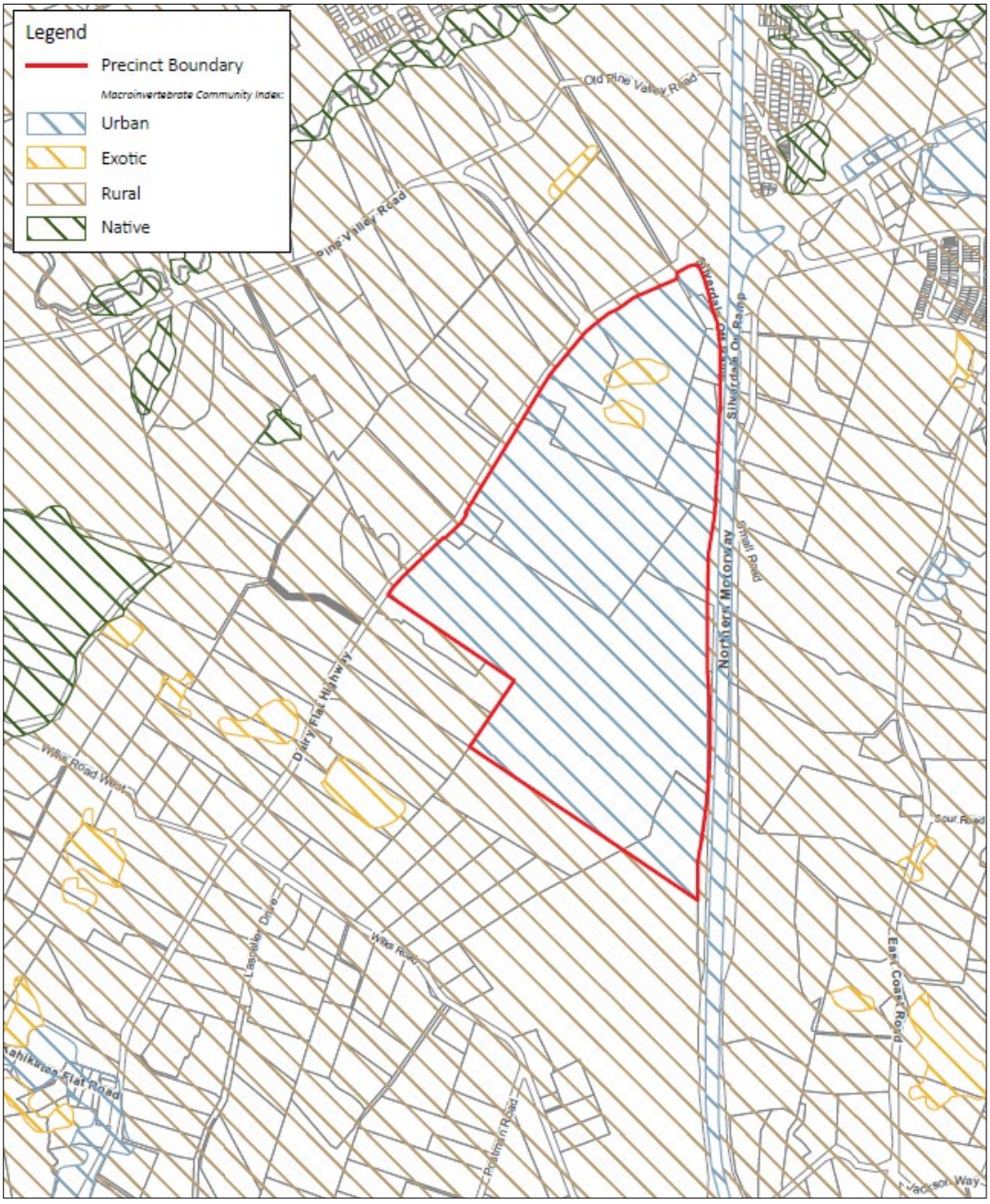
1. The land shown below be identified as “Stormwater Management Area – Flow 1” in the

‘Controls’ layer



Map 4 – Control: Stormwater Management Area – Flow 1

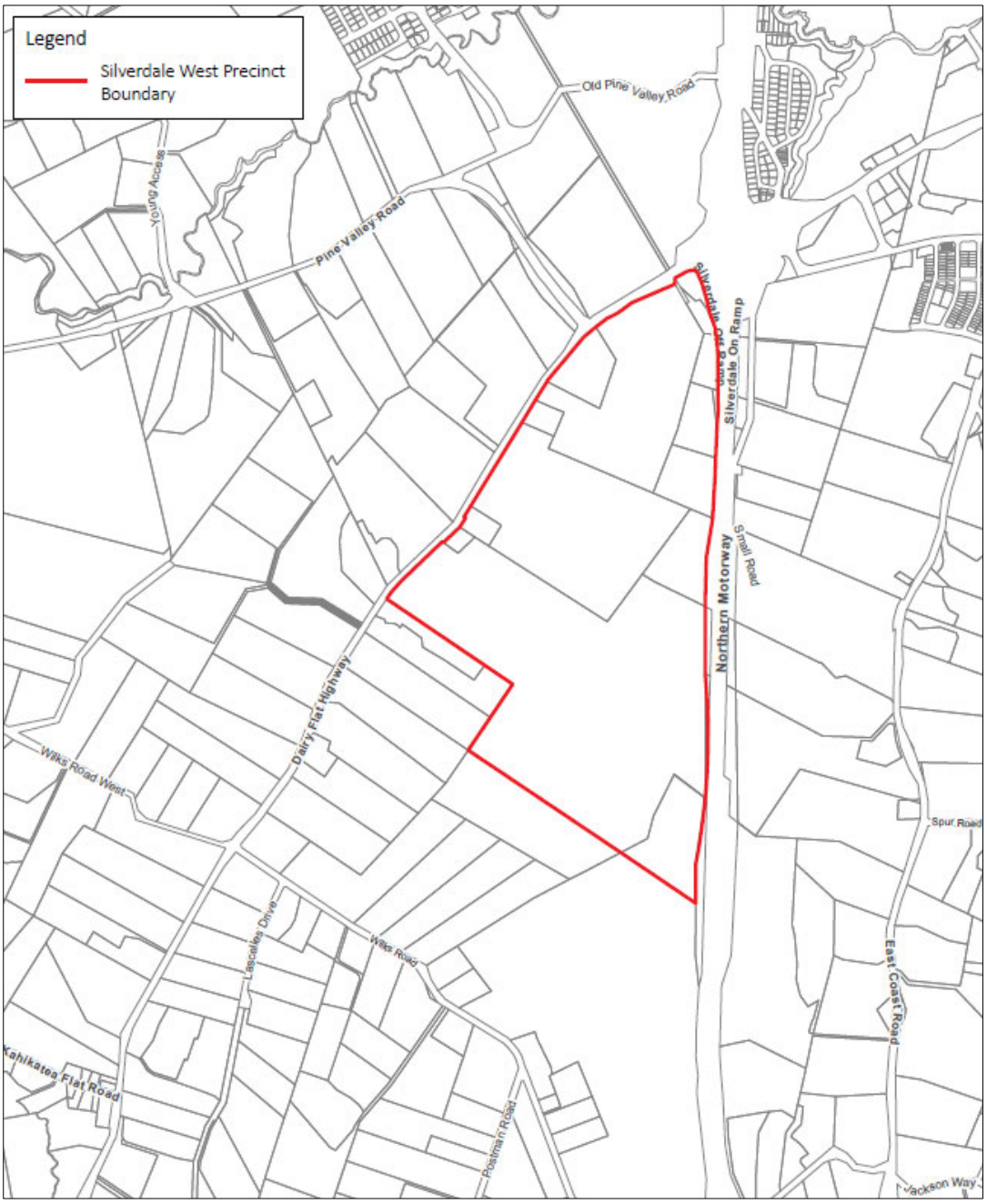
2. Delete the Macroinvertebrate Community Index – Rural notation from the planning maps across the proposed Silverdale West Precinct, and replace it with the Macroinvertebrate Community Index – Urban notation.



Map 5 – Control: Macroinvertebrate Community Index control

CHAPTER I - PRECINCTS

1. The land shown below be identified as ‘Silverdale West Precinct’ on the planning maps.



Map 6 – Precinct Boundary of IX – Silverdale West Precinct

PART B – AMENDMENTS TO AUCKLAND UNITARY PLAN PROVISIONS

1. INSERT ADDITIONAL ROWS INTO SCHEDULE 10: NOTABLE TREE SCHEDULE

1. Insert the following rows into Schedule 10: Notable Trees Schedule within the 'Rodney' section of the table.

ID	Botanical Name	Common Name	Number of Trees	Location / Street Address	Locality	Legal Description
…	…	…	…	…	…	…
XX	Grevillea Robusta	Silky Oak	1	1638 Dairy Flat Highway	Dairy Flat	Lot 1 DP 46158
XX	Quercus Palustris	Pin Oak	1	1686 Dairy Flat Highway	Dairy Flat	Lot 1 DP 69561
XX	Araucaria Columnaris	Cooks Pine	1	1700 Dairy Flat Highway	Dairy Flat	Pt Lot 1 DP 68886
XX	Quercus Robur	English Oak	1	1732 Dairy Flat Highway	Dairy Flat	Pt Lot 2 DP 68886

2. INSERT ADDITIONAL ROW INTO SCHEDULE 3 SIGNIFICANT ECOLOGICAL AREAS – TERRESTRIAL SCHEDULE

ID	Factor Met
…	…
SEA_T_XXXX	1~~, 3, 5~~

3. INSERT NEW SILVERDALE WEST INDUSTRIAL PRECINCT INTO CHAPTER I

IX Silverdale West Industrial Precinct

IX.1. Precinct description

The Silverdale West Industrial Precinct applies to approximately 107 hectares of land located broadly to the south of the Silverdale motorway interchange between State Highway 1 to the east and Dairy Flat Highway to the west.

The zoning of land within this precinct is Business – Light Industry Zone.

The primary purpose of the Silverdale West Industrial Precinct is to enable light industrial activity proximate to the urban growth in the wider northern areas of Auckland and the state highway transport network. Light industrial land use and subdivision activities are largely enabled through the underlying zoning, however the delivery of these within the precinct needs to be closely aligned with the delivery of transport, water supply, wastewater and other infrastructure upgrades needed to support the development of the precinct. Expected landscape amenity, stormwater and ecological outcomes are also articulated within the precinct and respond to mana whenua values.

Employment and economy

The precinct operates as a focal point for light industrial employment growth within northern Auckland. Through its strategic location adjoining the state highway network and north of the city centre, the Silverdale West Industrial Precinct appeals to businesses with an operational focus in Auckland and Northland, and to a wide and growing catchment of potential employees.

Transport

The existing transport network will support the initial development within the Silverdale West Industrial Precinct however, it will need to be progressively upgraded over time to support on-going development in the precinct and other planned future development in the wider area. The precinct includes provisions to ensure that the subdivision and development of land for industry and related activities is coordinated with transport infrastructure upgrades necessary to manage adverse effects on the local and wider transport network.

The precinct manages and mitigates the adverse effects of traffic generation on the transport network and achieves the integration of land use and transport by:

(a) Requiring particular transport infrastructure upgrades to be operational by the time a certain level of subdivision and development is reached within the Silverdale West Industrial Precinct (see Standard IX.6.~~7~~5), recognising other future planned development nearby also contributes to travel demand and that the wider area functions as an integrated and effective transport network;

(b) Requiring particular transport infrastructure upgrades to be operational by the time a certain level of subdivision and development is reached within the Silverdale West Industrial Precinct (see Standard IX.6.~~8~~5), recognising that particular upgrades are required to support differing levels of development of the

Silverdale West Industrial Precinct;

(c) Requiring development to be consistent with the Silverdale West Integrated Transport Assessment (**Silverdale West ITA**), or for development and subdivision that does not comply with Standard~~s~~ IX.6.~~7~~5 ~~or IX6.8~~ and / or that triggers assessment under E27.6.1, requiring a comprehensive assessment and an accompanying Transport Assessment Addendum report which builds on the Silverdale West ITA to be prepared;

(d) Requiring new collector roads within the precinct to be located generally in accordance with the Silverdale West Industrial Area Precinct Plan 1, and other new local roads to form a high quality and integrated network; and

(e) Requiring all proposed roads to be designed in accordance with IX.11.1: Appendix 1 Road Function and Design Elements Table and IX11.2 Appendix 2 Road function and design elements table – External roads to the Precinct, consistent with the functions outlined in the table.

Stormwater and ecology

The precinct includes a network of existing waterways that have been identified as being either permanent or intermittent, with John Creek forming a primary south to north stormwater and ecological spine and a number of existing natural wetlands and patches of indigenous vegetation present also. Development within the precinct is undertaken in a manner that enables these ecological assets to be protected and their values to be maintained or enhanced.

Landscape Buffers

The precinct provides a landscaped buffer along State Highway 1 and Dairy Flat Highway to achieve a gateway experience entering Silverdale and to mitigate adverse effects on the landscape and visual amenity values of the surrounding area arising from the changing land use to industrial.

Open Space

The precinct will provide for high amenity walking and cycling connections through the precinct along the network of existing streams. The precinct seeks to maintain and enhance these waterways and integrate them with the public open space network as a key feature and as part of a broader green network through the wider area.

Open spaces in the Silverdale West Industrial Precinct other than esplanade reserves may be privately owned, although it is anticipated that open spaces that form part of the active mode transport network through the precinct will be vested in Council. Indicative open space areas are identified within the precinct; however, the exact extent and location will be determined at subdivision stage.

Additional height

Opportunities for greater height in appropriate locations have been identified and are delivered via the Additional Height Area (as detail on IX.10.2 Precinct Plan 2) to enable a wide range of industrial activities.

Implementation

The precinct relies on the progressive provision of infrastructure to enable industrial

activity. The precinct provisions provide for implementation on a staged basis.

Subdivision and development are restricted until the land within the Silverdale West Industrial Precinct is able to be connected to functioning bulk water supply and bulk wastewater infrastructure with sufficient capacity to service subdivision and development in the Precinct area, except where an interim solution and associated decommissioning for water and / or wastewater servicing is proposed.

Relationship of the Silverdale West Industrial Precinct to overlay, Auckland-wide and zone provisions

All relevant overlay, Auckland-wide and zone provisions apply in this precinct unless otherwise specified below.

IX.2. Objectives

(1) Light industrial activities within the precinct enable employment and economic development opportunities for the wider Silverdale / Dairy Flat / Hibiscus Coast areas reducing the need for some people to travel outside the area for work.

(2) Māori cultural values are recognised, protected and enhanced within the precinct, particularly where they relate to freshwater quality.

(3) Access to, ~~and~~ from and within the precinct occurs in a safe and effective manner that:

  (a) Mitigates ~~significant~~ adverse effects of traffic generation ~~on~~ that may compromise the surrounding road network;

  (b) ~~e~~Encourages a mode shift to public and active modes of transport;

  (c) Ensures public transport can operate efficiently at all times; and

  (d) Provides a road network servicing access to and within the Precinct enabling connections to roads and land adjacent to the Precinct.

(4) Subdivision and development are coordinated with the supply of sufficient transport, water supply, stormwater, wastewater, energy and communications infrastructure.

(5) Subdivision and development does not occur in advance of the availability and capacity of bulk water supply and bulk wastewater infrastructure, except where an interim solution and associated decommissioning for water and / or wastewater servicing is proposed.

(6) Subdivision and development does not occur in advance of the availability of operational transport (including regional and local transport) infrastructure.

(7) Subdivision and development are managed to ensure the maintenance and enhancement of ecological values within the receiving environment.

(8) Strong ecological outcomes are embedded within the precinct through the protection and enhancement of key streams and natural wetlands and areas of indigenous vegetation.

(9) Enable buildings of greater height within lower lying areas of the precinct to

enable a range of industrial activities.

(10) The precinct is subdivided and developed in a comprehensively ~~developed~~ and integrated way to establish an industrial environment that responds to natural site features and landform, manages the interface with surrounding land use, contributes to a strong sense of arrival at Silverdale, supports public and active transport use and respects mana whenua values.

(11) Development and subdivision demonstrate the integration of green networks focused on freshwater systems with ~~publicly~~ accessible open space and active mode networks. through the precinct.

(12) Convenience retail for small to medium-scale tenancies are limited within the precinct to a scale that supports the over-arching transport initiative around the limitation of trips generated for daily conveniences, whilst not acting as a generator of trips into the precinct.

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

IX.3. Policies

Employment/Activities

(1) Require subdivision and development to be in general accordance with the Silverdale West Industrial Precinct Plan 1.

(2) Enable economic development opportunities within the precinct through the staged release of land with sufficient infrastructure to support its use.

(3) Enable the efficient use of land strategically located adjoining the state highway network and within the wider northern Auckland area, for light industrial activity.

(4) Recognise the importance of employment to the Silverdale / Dairy Flat / Hibiscus Coast area~~,~~ by providing opportunities for employment closer to where people live, including the potential for positive travel patterns associated with some people not needing to travel outside the area for work.

Transport, infrastructure and staging

(5) Ensure that subdivision and development in the precinct is coordinated with the provision of sufficient transport, stormwater, wastewater, water supply, energy and telecommunications infrastructure.

(6) Require that subdivision and development in the precinct does not occur in advance of the availability of operational transport infrastructure identified in the precinct standards.

(7) Manage the effects of traffic generation on the surrounding transport network, including by ensuring:

a) public transport can operate efficiently;

b) the surrounding road network can operate effectively during peak traffic periods;

c) any upgrades to the transport network are safe for pedestrians, cyclists

and motorists; and

d) the transport network operates safely at all times.

(8) Provide for the progressive upgrade of existing roads and key intersections within and adjoining the precinct, including the upgrade of road frontages to an urban standard at the time of development or subdivision of adjoining land, to provide for all transport modes and connect with the existing and planned future transport network.

~~(7)Ensure that subdivision and development in the precinct is coordinated with the provision of sufficient stormwater, wastewater, water supply, energy and telecommunications infrastructure~~

~~(8)~~(9) ~~Avoid subdivision and development prior to water and wastewater infrastructure capacity being available~~ Avoid subdivision and development that is in advance of the provision of functioning bulk water supply and wastewater infrastructure with sufficient capacity to service subdivision and development within the precinct area, except where an interim solution and associated decommissioning for water and / or wastewater self-servicing is proposed.

Street network, open space and built form

~~(9)~~(10) Require collector roads to be generally in the location shown in IX.10.1 Silverdale West Industrial: Precinct Plan 1, while allowing for variation where it would achieve a highly connected street layout that integrates with the surrounding transport network.

~~(10)~~(11) Ensure that development provides a local road network that achieves a highly connected street layout and integrates with the collector road network within the precinct, and the surrounding transport network, and supports the safety and amenity of the open space and stream network.

~~(11)~~(12) Require the transport network to be attractively designed and appropriately provide for all transport modes in accordance with IX.11.1: Appendix 1 – Road function and design elements table, and IX.11.2 Appendix 2 – Road function and design elements table – External roads to the precinct.

~~(12)~~(13) Ensure that the location and design of publicly accessible open spaces, including but not limited to riparian margins and esplanade reserves, contribute to a network of green pathways and cycle paths, a sense of place and a quality network of open spaces for the precinct, including by incorporating:

(a) distinctive site features;

(b) wetlands and streams.

~~(13)~~(14) Enable a mode shift to public and active modes of transport by requiring collector roads and arterial roads to be designed to provide safe separated access for pedestrians and cyclists.

~~(14)~~(15) Require ~~development~~ a landscape buffer to be established adjacent to Dairy Flat Highway and State Highway 1 to mitigate adverse effects arising from the industrial activities on the visual amenity of the surrounding area and to contribute to the arrival experience at Silverdale. ~~protect the interface with the surrounding land use~~

~~and maintain a sense of openness and naturalness through a landscaped setback.~~

~~(15)~~(16) Enable additional building height to meet the functional requirements of industry while responding to the landform.

~~(16)~~(17) Create open space (including through esplanade reserves and riparian margins) that is in general accordance with the indicative open space shown in Silverdale West Industrial Precinct Plan 1 and functions, among other things, as an appropriate buffer between streams and wetlands and adjacent industrial activity, and supports active transport modes through the precinct primarily in the form of esplanade reserves and riparian margins.

Stormwater management and ecology

~~(17)~~(18) Require development to maintain or enhance water quality and protect the health of stream and wetland environments, including by being consistent with any stormwater management plan adopted for the precinct by the network utility operator.

~~(18)~~(19) The riparian margins of streams and wetlands within the precinct are enhanced through ecological restoration and planting.

~~(19)~~(20) Design and construct devices (which may include constructed wetland areas) for stormwater treatment and detention of runoff from all impervious surfaces that also contribute to flood management, ecological, recreational and amenity values.

~~(20)~~(21) Utilise in stream works on streams, including bed and bank stabilisation, to provide habitat improvement, resilience to increase flows and capacity for stormwater runoff and flood management within the stream channel as part of subdivision and development.

~~(21)~~(22) The location, sizing, design, and construction of stormwater infrastructure to be vested to Auckland Council will occur as part of subdivision and development and will be in accordance with the requirements of the network utility operator.

Convenience retail

~~(22)~~(23) Limit the extent of convenience retail within the precinct to a scale that supports the over-arching transport initiative around the limitation of trips generated for daily conveniences, whilst not acting as a generator of trips into the precinct.

Cultural values

~~(23)~~(24) Recognise, protect and enhance the cultural values and relationships with Silverdale West by:

(a) Including tāngata whenua in resource consenting, including through provision of cultural impact assessments or other engagement~~;~~.

~~(b)~~ (25) Utilise~~ing at least 75%~~ and promote native planting in riparian enhancement areas and street plantings~~;~~:

(a) Identifying opportunities early to incorporate traditional names or other names put forward by tāngata whenua into open space areas, roads, or

other community spaces;

(b~~d~~)Taking an integrated approach to the management of stormwater which protects and enhances the mauri of freshwater, in particular with regard to John Creek~~;~~.

(26) (~~e~~)Ensuring the mauri of the John Creek Awa, including its tributaries, are ~~is~~ enhanced through development setbacks and native riparian planting; and

(27) (~~f~~)Ensuring the design of streets and publicly accessible open spaces incorporates Te Aranga design principles.

All relevant overlay, Auckland-wide and zone policies apply in this precinct in addition to those specified above.

IX.4. Activity table

All relevant overlay, Auckland-wide and zone activity tables apply unless the activity is listed in Activity Table IX.4.1 below.

Activity Table IX.4.1 specifies the activity status of land use, subdivision and development in the Silverdale West Industrial Precinct pursuant to sections 9(3) and 11 of the Resource Management Act 1991.

~~Development not in accordance with an approved Stormwater Management Plan either needs an approved amendment to the approved Stormwater Management Plan or a new Network Discharge Consent under Chapter E8 (Stormwater – Discharge and diversion).~~

Table IX.4.1 Activity table

Activity		**Activity Status**
Use		
(A1)	Food and beverage in accordance with Rule H17.4.1(A9) up to a total of 1,200m^2 across the precinct	P
Subdivision and Development		
(A2)	Any development with direct vehicle access from the precinct to Dairy Flat Highway	NC
(A3)	Subdivision, or new buildings prior to subdivision, including private roads (excluding alterations and additions that are a permitted activity in the underlying zone) ~~This rule only applies to the first resource consent to enable any site, sites or part of a site to be subdivided or developed. Thereafter, the relevant Auckland-wide and zone rules apply.~~ ~~Note: The purpose of this rule is to ensure that any land enabled for development is aligned with the necessary infrastructure to support that~~	RD

	~~land use.~~	
~~(A4)~~	~~Subdivision and/or development that does not comply with Standard IX6.6 Road widening setback along Dairy Flat Highway~~	~~D~~
(A4)~~(A5)~~	Subdivision and/or development that does not comply with Column 3 of Table ~~Standard~~ IX.6.5.1 (Transport Infrastructure upgrades required to be operational outside the Silverdale West Industrial Precinct to enable activities or subdivision in column 1) and the associated requirements of Standard IX.6.5 Staging of subdivision and development with transport upgrades ~~outside of the Silverdale West Industrial Precinct to support planned future development within the precinct and in the wider area~~	~~RD~~ NC
(A5)~~(A6)~~	Subdivision and/or development that does not comply with Column 2 of Table IX.6.5.1 (Transport infrastructure ~~including transport~~ upgrades ~~-~~required to be operational within the Silverdale West Industrial Precinct to enable subdivision in column 1) and the associated requirements of Standard IX.6.5 ~~(8)~~ Staging of subdivision and ~~-~~development with ~~infrastructure upgrades including~~ transport upgrades ~~to support planned future development within the Silverdale West Industrial Precinct.~~	~~D~~ NC
(A6)	Subdivision and/or development that does not comply with Appendix 1: Road function and design elements table IX.11.2 Appendix 2: Road function and design elements table – External roads to the Precinct	RD
(A7)	Subdivision and/or d~~D~~evelopment of publicly accessible open spaces ~~greater than 1,000m^2~~	RD
(A8)	Use and d~~D~~evelopment not complying with standard IX.6.8~~(11)~~ ~~(1)~~ Bulk Water Supply and Wastewater Infrastructure ~~Wastewater Connections~~.	NC
(A9)	Subdivision not complying with standard IX.6.8 ~~(11)(2)~~ Bulk Water Supply and Wastewater Infrastructure ~~Wastewater Connections~~.	NC
(A10)	Development exceeding 20m in height and up to 30m in height within an 'Additional Height Area' identified on IX.10.2 Silverdale West Industrial Precinct: Precinct Plan 2	C

IX.5. Notification

(1) An application for resource consent for a controlled activity listed in Table IX.4.1 Activity table, will be considered without public notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under sections 95A(9) or 95B(10) of the Resource Management Act 1991.

(2) ~~(1)~~Except as provided for in (1) above, a~~A~~ny application for resource consent for an activity listed in Table IX.4.1 Activity will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.

(3) ~~(2)~~When deciding on 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).

IX.6. Standards

(1) All relevant overlay, Auckland-wide and zone standards apply to the activities listed in Activity Table IX.4.1.

(2) The following Auckland-wide and zone standards do not apply to activities listed in Activity Table IX.4.1 above or to activities listed in Activity Table H17.4.1 of Chapter H17 Business – Light Industry Zone:

~~(a) E27.6.1 Trip generation~~

~~Within the Business – Light Industry Zone~~

~~(b) H17.6.1 Building Height~~

~~(c)~~ H17.6.4 Yards

(3) In addition to Standard IX.6 (1) activities listed in Activity Table IX.4.1 must comply with the following Standards IX.6.1 to IX.6.~~(10)~~8.

(4) In addition to standard H17.6 Standards activities listed as permitted and restricted discretionary in Activity Table H17.4.1 of Chapter H17 Business – Light Industry Zone must comply with the following Standards IX.6.1 to IX.6.~~(10)~~8.

~~**IX6.1** Building height~~

~~Purpose:~~

- ~~Enable building height to be maximised in the lower lying areas of the precinct to better provide for the functional requirements of industrial development.~~
- ~~Manage the effects of building height, including visual dominance.~~

~~(1) Buildings in the Business - Light Industry Zone must not exceed 20m in height, except that the land identified as being within the 'Additional height area' as specified in IX.10.2 Silverdale West Industrial Precinct: Precinct Plan 2 must~~

~~not exceed 30m in height.~~

IX.6.1 ~~2~~ Streams and natural inland wetlands

Purpose:

- To contribute to the maintenance and improvements ~~of to~~ water quality, habitat, biodiversity and amenity within the precinct.

Riparian margins

(1) Riparian margins of permanent and intermittent streams must be planted either side to a minimum width of 10m, measured from the top of the bank of the stream, provided that:

(a) This standard shall not apply to road, pedestrian, or cycleway crossings over streams.

(b) Roading, w~~W~~alkways and cycleways must not be located within at least 10m of the top of the bank of a stream, except walkways necessary to connect to stream crossings or to avoid trees more than 10m from the top of the stream bank. Where wider riparian margins are proposed, pedestrian and cycle paths of at least ~~up to~~ 2m in width individually or 3m where combined are able to be provided within the area outside the margin 10m from the top of the stream bank.

(c) ~~The riparian planting area must be vested in Council or protected and maintained in perpetuity by an appropriate legal mechanism~~.

(2) A building, or parts of a building, must be setback at least ~~20~~25m from the bank of a river or stream measuring 3m or more in width, consistent with the requirements of E38.7.3.2 (Subdivision establishing an esplanade reserve).

~~(e) The ecological enhancement / restoration of all natural inland wetlands and streams and their margins within the precinct are subject to the mitigation hierarchy, including use for biodiversity offsetting or ecological compensation.~~

~~*Ecological offsetting*~~

~~(2) Ecological enhancement works, being ecological restoration in excess of the minimum requirements required through the precinct and Auckland-wide provisions, undertaken within the precinct and provided in advance of any impact on ecological values can be used to balance future unavoidable or unmitigated ecological impacts within the precinct. Any such works are subject to the relevant provisions of Chapter E3 (Lakes, rivers, streams and wetlands) and E15 (Vegetation management and biodiversity).~~

Vesting

(3) Wetlands, streams and their planted margins must be vested in Council or

protected and maintained in perpetuity by an appropriate legal mechanism.

IX.6.2 ~~3~~Yards

Purpose:

- Provide appropriate buffering and screening between industrial activities and open space, recognising the open space zoning, and the 10m riparian yard setback required by IX.6.1(1)~~(1)(d)~~ which achieves an amenity and buffer function.

(1) A building or parts of a building must be set back from the relevant boundary by the minimum depth listed in Table IX6.2.1

Table IX6.2~~3~~.1: Yard setbacks

Yard	Minimum depth
Front yard	2m
Rear yard	2m + 3m landscaping requirement (as detailed in (4) below) where adjoining Open Space Zones or land vested or to be vested in the council
Side yard	2m + 3m landscaping requirement (as detailed in (4) below) where adjoining Open Space Zones or land vested or to be vested in the council
Riparian yard	10m from the edge of permanent and intermittent streams

(2) Front yards (excluding access points) must be planted with a mixture of trees, shrubs or ground cover plants (including grass) within and along the full extent of the yard.

~~(3) Any minimum front yard setback required for the land adjoining Dairy Flat Highway shall be measured from the 3m wide road widening setback requirement included at Standard IX.6.6 Road widening setback along Dairy Flat Highway).~~

(3)~~(4)~~ Side and rear yards must include a landscape area planted with a mixture of trees, shrubs or ground cover plants (including grass) within and along the full extent of the yard to provide a densely planted visual buffer for a depth of at least 3m (except as detailed below) and must be appropriately maintained thereafter. The landscaping requirement can be reduced where:

(a) side and rear yards adjoin a riparian yard that is 13m or more in width, no landscaping within the side or rear yard is required.

(b) side and rear yards adjoin a riparian yard of between 10m and 13m in

width, the landscaping requirement shall be limited to a 'top-up' function, being the difference between the width of the riparian yard and 13m.

IX.6.3 4 Landscape buffer (State Highway 1 interface)

Purpose:

- To provide a visual landscape buffer between industrial activities within the precinct and State Highway 1.
- To provide for a gateway experience entering Silverdale.

(1) A building or parts of a building within the State Highway 1 Landscape Buffer area shown on IX.10.1 Silverdale West Industrial Precinct: Precinct Plan 1 must be set back from the boundary with State Highway 1 Designations 6759 and 6760 as shown on IX.11.4 Appendix 4 - Landscape Buffer Plan, by the minimum depth of 10m.

(2) The setback must be planted in accordance with Special Information Requirement IX.9(4) Landscape Buffer Planting Plan.

~~**Table IX6.4.1 Landscape buffer (State Highway 1 interface)**~~

~~**Address (as at 23 August 2023)**~~	~~**Minimum Planting Width Within Setback**~~
~~1738 Dairy Flat Highway Lot 1 DP 480626~~	~~5m~~
~~Diary Flat Highway Lot 2 DP 480626~~	~~10m~~
~~Sec 6 SO 308591, Dairy Flat Highway Silverdale 0931~~	~~10m~~
~~1744 Dairy Flat Highway. Sec 9 SO 308591, Sec 10 SO 308591~~	~~15m~~
~~1748 Dairy Flat Highway. Pt Allot 210 Psh Of Okura SO 18072, Sec 19 SO 308591~~	~~15m~~
~~1748A Dairy Flat Highway~~	~~15m~~
~~1636 Dairy Flat Highway Lot 1 DP 208687~~	~~15m~~
~~193 Wilks Road Lot 1 DP 433431~~	~~15m~~

~~**Note:**~~

~~In the event that a Designation is confirmed for public transport works within the Landscape Buffer (State Highway 1 Interface), the requirements in Standard IX6.4 do not apply. The rear or side yard requirements of Standard IX6.3 apply to the new boundary.~~

IX.6.45 Landscape buffer (Dairy Flat Highway interface)

Purpose:

- To provide a visual landscape buffer between industrial activities within the precinct and Dairy Flat Highway.

(1) A building or parts of a building within the Dairy Flat Landscape Buffer area

shown on IX.10.1 Silverdale West: Industrial Precinct Plan 1 must be set back from the boundary with Dairy Flat Highway Designations 1480 and 1497 by a minimum depth of 5m. ~~from the edge of the road widening boundary requirement under Standard IX.6.6, or from the legal road boundary.~~

(2) The setback must be planted in accordance with any Landscape Buffer Planting Plan provided in accordance with Special Information Requirement IX.9(4).

~~**IX.6.6** Road widening setback along Dairy Flat Highway~~

~~Purpose:~~

- ~~To provide for the future required widening of Dairy Flat Highway.~~

~~(1) `A building or parts of a building within the Dairy Flat Landscape Buffer area shown on IX.10.1 Silverdale West: Precinct Plan 1 must be set back from the boundary with Dairy Flat Highway by a minimum depth of 3m.~~

~~(2) The setback must be measured from the legal road boundary that existed at the year of 2023. No buildings, structures or parts of a building shall be constructed within this 3m wide setback. Pedestrian paths and cycleways are permitted within the 3m wide road widening setback.~~

IX.6.5.~~7~~ Staging of subdivision and development with transport upgrades ~~outside of the Silverdale West Industrial Precinct to support planned future development within the precinct and in the wider area~~

Purpose:

- Manage the adverse effects of traffic generation on the surrounding regional and local road network through the provision ~~identification~~ of transport upgrades needed to support development within the precinct and the wider area.
- Achieve the integration of land use and transport consistent with Policies IX.3~~(5)~~ (6) (7), and (8).
- Ensure sufficient infrastructure is in place to support the staged development of the precinct.

Note:
~~For completeness, the requirements of this standard only apply to the first application for any site, sites or part of a site.~~ If an application for subdivision is granted and meets the requirements of this standard, subsequent applications for new buildings on that land shall be deemed to comply with the standard. Where land use consent for new buildings occurs first, any subsequent subdivision around that land use shall be deemed to comply.

(1) ~~Development, subdivision and use of Light Industry zoned land within the precinct must not exceed the thresholds in Table IX.6.7.1 until such time as the identified infrastructure upgrades (or equivalents) are constructed and~~

~~are operational. Applications for resource consent in respect of activities, development or subdivision identified in Column 1 of Table IX.6.7.1 will comply with this standard if the corresponding infrastructure identified in Column 2 of the Table (or equivalent) is~~ The Transport Infrastructure upgrades (or equivalents) listed in Columns 2 and 3 of Table IX.6.5.1 must be constructed and operational prior to the implementation of any subdivision, development or use of Light Industry Land within the precinct. Once the prerequisites in Columns 2 and 3 have been completed, subdivision and / or development in Column 1 is enabled. Applications for resource consent in respect of activities, development or subdivision identified in Column 1 of Table IX.6.5.1 will comply with this standard if the corresponding transport upgrades identified in Columns 2 and 3 of the Table (or equivalent) is:

(a) constructed and operational prior to lodgement of the resource consent application; or

(b) under construction with relevant consents and/or designations being given effect to prior to the lodgement of the resource consent application and the application is expressly made on the basis that the relevant transport ~~infrastructure~~ upgrade(s) will be completed and operational prior to:

(i) the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or

(ii) the occupation of any buildings associated with industrial, retail and / or community activities in the case of a land use consent application; or

(c) Proposed to be constructed by the applicant as part of the resource consent application and the application is expressly made on the basis that the relevant transport ~~infrastructure~~ upgrade(s) will be completed and operational:

(i) Prior to or in conjunction with the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or

(ii) Prior to the occupation of any buildings associated with industrial, retail and / or community activities in the case of a land use consent application.

~~If traffic modelling and analysis demonstrates to Council's satisfaction that an alternative transport upgrade will have the same or better outcomes for all transport modes, that will be deemed to satisfy the relevant requirement of Column 2 of the Table.~~

(2) Any application lodged in terms of Standard IX.6.5~~(7)~~(1) (b) or (c) above must confirm the applicant's express agreement in terms of section 108AA(1)(a) of the RMA and on an Augier basis to the imposition of

consent conditions requiring (as relevant) that:

(a) no industrial or commercial floorspace shall be occupied until the relevant transport ~~infrastructure~~ upgrades are constructed and operational; and/or

(b) no section 224(c) certificate shall be issued, and no subdivision survey plan shall be deposited until the relevant transport ~~infrastructure~~ upgrades are constructed and operational.

Any resource consent(s) granted on one or both of the above basis must be made subject to consent conditions as described in Standard IX.6.5~~7~~(2)(a) and/or Standard IX.6.5(2)(b) above. Those conditions will continue to apply until appropriate evidence is supplied to Council confirming that the relevant transport ~~infrastructure~~ upgrades are operational.

(3) For the purpose of Standards IX.6.5~~7~~ (1) and (2):

(a) The subdivision and / or development of Stage 1 land is to occur prior to the subdivision and / or development of Stage 2 land to ensure that development is aligned with the necessary provision of infrastructure. Staging is as per IX.10.1 – (Silverdale West Industrial Precinct: Precinct Plan 1);

(b) 'Industrial or commercial floorspace' means buildings for those activities that have a valid land use consent or a subdivision that has a 224C certificate that creates additional vacant lots;

(c) 'Occupation' and 'occupied' mean occupation and use for the purposes permitted by the resource consent but not including occupation by personnel engaged in construction, fitting out or decoration;

(d) Operational' means the relevant upgrade is available for use and open to all traffic; and

(e) Within the precinct, 'Land Available for Development' means the total land area of development Lots within the Light Industry zone that will be used for Industrial or Commercial activities and have been subject to approved subdivision consents or are included within a proposed subdivision application. For completeness, Land Available for Development excludes Open Space zoned land (where zoned), riparian margins and esplanade reserves, collector, key local and local roads, the landscape buffers and road widening requirements of Standards IX.6.43 and, IX.6.54, ~~and IX6.6~~ and land required for stormwater management.

(4) Any proposal for commercial, industrial and/or community activities must demonstrate compliance with this standard in accordance with the Special

Information Requirements in IX.9(3).

Table IX.6.~~7~~5.1 Threshold for subdivision ~~and~~, development and / or use: Transport upgrades ~~within and outside of the Silverdale West Industrial Precinct to support planned future development within the precinct and in the wider area~~

	Column 1 Subdivision, development and/or use ~~within Stage 1 (as defined in IX.10.1:Silverdale West Industrial– Precinct Plan 1),~~ enabled by transport infrastructure in Columns 2 and 3 being operational	Column 2 Transport infrastructure upgrades required to be operational (in accordance with IX.11: Silverdale West Industrial Precinct Appendix 3 Transport Infrastructure Upgrades) within the Silverdale West Industrial Precinct to enable ~~activities or~~ subdivision, development and / or use in column 1	Column ~~2~~3 Transport infrastructure upgrades required to be operational (in accordance with IX.11: Silverdale West Industrial Precinct Appendix 3 Transport Infrastructure Upgrades) outside of the Silverdale West Industrial Precinct to enable ~~activities or~~ subdivision, development and / or use in column 1
	(1) The Transport Infrastructure listed in Columns 2 and 3 must be constructed and operational prior to the implementation of any subdivision, or development, and / or use within the precinct.		
Stage 1 as defined on IX.10.1: Silverdale West Industrial Precinct – Precinct Plan 1			
(a)	~~The Transport Infrastructure listed in Columns 2 and 3 must be constructed and operational prior to the implementation of any subdivision, or development, and / or use within the precinct.~~ Once the prerequisites in Columns 2 and 3 have been completed, subdivision, ~~or~~ development, and / or use up to 28.4ha of Land Available for Development is enabled (cumulative across Stage 1).	▪ First signalised intersection connecting the precinct to Dairy Flat Highway (including provision of signalised pedestrian crossings, advance cycle boxes and footpath infrastructure connecting to indicative bus stop locations) ▪ Provision of a bi-directional cycle lane and footpath along the southern edge of Dairy Flat Highway extending between Pine Valley Road and the first signalised intersection connecting the precinct to Dairy Flat Highway	~~▪ Highgate Overbridge constructed and operational~~ ▪ Pine Valley Road / Dairy Flat Highway signalisation ▪ Pine Valley Road upgrade (including provision of a cycle lane and footpath infrastructure) from Argent Lane to Dairy Flat Highway completed; and ▪ Argent Lane completion from John Fair Drive to Wainui Road

(b)	~~The Transport Infrastructure listed in Columns 2 and 3 must be constructed and operational prior to implementation of any subdivision and / or development above 28.4ha of Land Available for Development~~ ~~Once the prerequisites in Columns 2 and 3 have been completed, subdivision and / or development up to 36.9ha of Land Available for Development is enabled~~ Between 28.4ha and 36.9ha of Land Available for Development (cumulative across Stage 1)	▪ The transport infrastructure upgrades required in Column 2 for (a) above	▪ The transport infrastructure upgrades required in Column 3 for (a) above ▪ Upgrade to Dairy Flat Highway / Pine Valley Intersection to include a second right turn short bay from the east (approximately 135m) and formal pedestrian crossings and advance cycle boxes
(c)	~~The Transport Infrastructure listed in Columns 2 and 3 must be constructed and operational prior to implementation of any subdivision and / or development above 36.9ha of Land Available for Development~~. ~~Once the prerequisites in Columns 2 and 3 have been completed, subdivision and / or development up to 45.4ha of Land Available for Development is enabled.~~ Between 36.9ha and 45.4ha of Land Available for	▪ The transport infrastructure upgrades required in Column 2 for (a) and (b) above	▪ The transport infrastructure upgrades required in Column 3 for (a) and (b) above ▪ Signalisation of the Wilks Road / Dairy Flat Highway Intersection (including signalised pedestrian crossings and advanced cycle boxes), or a roundabout with safe provision for all modes; and ▪ Signalisation of the East Coast Road / Wilks Road intersection (including signalised pedestrian crossings and advanced cycle boxes)

	Development (cumulative across Stage 1)		
	~~**Column 1**~~ ~~**Subdivision, development or use within Stage 2 (as defined in IX.10.1 Silverdale West Industrial – Precinct Plan 1), enabled by transport infrastructure in Columns 2 and 3**~~	~~**Column 2**~~ ~~**Transport infrastructure upgrades required (in accordance with IX.11: Silverdale West Industrial Precinct Appendix 3 Transport Infrastructure Upgrades) within the Silverdale West Industrial Precinct to enable activities or subdivision in column 1**~~	~~**Column 3**~~ ~~**Transport infrastructure upgrades required (in accordance with IX.11: Silverdale West Industrial Precinct Appendix 3 Transport Infrastructure Upgrades) outside of the Silverdale West Industrial Precinct to enable activities or subdivision in column 1**~~
Stage 2 as defined on IX.10.1: Silverdale West Industrial Precinct – Precinct Plan 1			
(d)	~~The Transport Infrastructure listed in Columns 2 and 3 must be constructed and operational prior to implementation of any subdivision and / or development above 45.4ha of Land Available for Development~~ ~~Once the prerequisites in Columns 2 and 3 have been completed, subdivision and / or development up to 53.9ha of Land Available for Development is enabled~~ Between 45.4ha and 53.9ha of Land Available for Development (cumulative across Stages 1 and 2)	▪ The transport infrastructure upgrades required in Column 2 for (a) to (c) above ▪ Second signalised intersection connecting the precinct to Dairy Flat Highway (including provision of signalised pedestrian crossings, advance cycle boxes and footpath infrastructure connecting to indicative bus stop locations)	▪ The transport infrastructure upgrades required in Column 3 for (a) to (c) above ▪ Upgrades to the Silverdale Interchange to: - Provide a slip lane on the western approach to the Silverdale Interchange which connects to the northbound on-ramp; and - Extend the length of the left turn slip lane on the southbound off-ramp at the Silverdale Interchange to around 150m and introduce a ramp meter for the AM peak

(e)	~~The Transport Infrastructure listed in Columns 2 and 3 must be constructed and operational prior to implementation of any subdivision and / or development above 53.9ha of Land Available for Development~~ More than 53.9ha of Land Available for Development (cumulative across Stages 1 and 2)	▪ The transport infrastructure upgrades required in Column 2 for (a) to (d) above	▪ The transport infrastructure upgrades required in Column 3 for (a) to (d) above; and ▪ Upgrade to the Argent Lane / Pine Valley intersection to a roundabout to two circulating lanes

~~Note:~~

(5) The plans shown indicatively in IX.11 Appendix 3 - Transport Upgrades shall be deemed to satisfy the Transport infrastructure required in Columns 2 and 3. An alternative upgrade design that ~~performs to the same standard~~ has similar or better safety and efficiency outcomes may also be adopted with the agreement of the road controlling authority~~,~~.

~~IX.6.8 Staging of development with infrastructure upgrades including transport upgrades to support development within the Silverdale West Industrial Precinct~~

~~Purpose:~~

- ~~Manage the adverse effects of traffic generation on the surrounding regional and local road network through the identification of transport upgrades specifically needed to support development within the precinct.~~
- ~~Achieve the integration of land use and transport consistent with Policies IX.3(5) and (6).~~
- ~~Ensure sufficient infrastructure is in place to support the staged development of the precinct.~~

~~Note:~~
~~For completeness, the requirements of this standard only apply to the first application for any site, sites or part of a site. If an application for subdivision is granted and meets the requirements of this standard, subsequent applications for new buildings shall be deemed to comply with the standard. Where land use consent for new buildings occurs first, any subsequent subdivision around that land use shall be deemed to comply.~~

~~(1) Development, subdivision and use of Light Industry zoned land within the precinct must not exceed the thresholds in Table IX.6.8.1 until such time that the identified infrastructure upgrades (or equivalents) are constructed and are operational. Applications for resource consent in respect of activities, development or subdivision identified in Column 1 of Table IX.6.8.1 will comply with Standard IX.6.8(1) if the corresponding infrastructure identified in Column 2~~

of Table IX.6.8.1 (or equivalent) is:

(a) Constructed and operational prior to lodgement of the resource consent application; or

(b) Under construction with relevant consents and / or designations being given effect to prior to the lodgement of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational prior to:

(i) the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or

(ii) the occupation of any buildings associated with industrial, retail and / or community activities in the case of a land use consent application; or

(c) Proposed to be constructed by the applicant as part of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational:

(i) Prior to or in conjunction with the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or

(ii) Prior to the occupation of any buildings associated with industrial, retail and / or community activities in the case of a land use consent application.

(2) Any application lodged in terms of Standard IX.6.8(1) (b) or (c) above must confirm the applicant's express agreement in terms of section 108AA(1)(a) of the RMA and on an Augier basis to the imposition of consent conditions requiring (as relevant) that:

(a) no industrial or commercial floorspace shall be occupied until the relevant infrastructure upgrades are constructed and operational; and/or

(b) no section 224(c) certificate shall be issued, and no subdivision survey plan shall be deposited until the relevant infrastructure upgrades are constructed and operational.

Any resource consent(s) granted on one or both of the above bases must be made subject to consent conditions as described in Standards IX.6.8(2)(a) and/or IX.6.8(2)(b) above. Those conditions will continue to apply until appropriate evidence is supplied to Council confirming that the relevant infrastructure upgrades are operational.

If traffic modelling demonstrates to Council's satisfaction that an alternative infrastructure upgrade will have the same or better outcomes, that will be deemed to satisfy the relevant requirement of Column 2 of Table IX.6.8.1.

(3) For the purpose of this standard:

(a) The enablement of Stage 1 land is to occur prior to the enablement of Stage 2 land to ensure that development is aligned with the necessary provision of infrastructure;

(b) Any subdivision for Collector and / or Local Roads within Stage 1 must make provision for the extension of the roading network to adjoining Stage 2 property boundaries. For clarity, these can be 'paper roads', and do not need to be constructed to the shared property boundary as part of

~~Stage 1 development works;~~

~~(c) 'industrial floorspace' means buildings for those activities that have a valid land use consent or a subdivision that has a 224C certificate that creates additional vacant lots;~~

~~(d) 'Occupation' and 'occupied' mean occupation and use for the purposes permitted by the resource consent but not including occupation by personnel engaged in construction, fitting out or decoration;~~

~~(e) Operational' means the relevant upgrade is available for use and open to all traffic; and~~

~~(f) Within the precinct, 'Land Available for Development' means the total land area of development Lots within the Light Industry zone that will be used for Industrial or Commercial activities and have been subject to approved subdivision consents or are included within a proposed subdivision application. For completeness, Land Available for Development excludes Open Space zoned land (where zoned), riparian margins and esplanade reserves, collector and local roads, the landscape buffers and road widening requirements of Standards IX6.4, IX6.5 and IX6.6, and land required for stormwater management.~~

~~(4) Any proposal for industrial activities must demonstrate compliance with this standard in accordance with the Special information requirements in IX.9(3).~~

~~Table IX.6.8.1 Threshold for subdivision and development: Infrastructure upgrades including transport upgrades to support development within the Silverdale West Industrial Precinct~~

	~~Column 1~~ ~~Subdivision, development and/or use within Stage 1 (as defined in IX.10.1: Silverdale West Industrial– Precinct Plan 1), enabled by Transport and Other Infrastructure in columns 2 and 3~~	~~Column 2~~ ~~Transport infrastructure required (in accordance with IX.11: Silverdale West Industrial Precinct Appendix 3 Transport Infrastructure Upgrades) to enable activities or subdivision in column 1~~	~~Column 3~~ ~~Other infrastructure required to enable activities or subdivision in column 1~~

~~(a)~~	~~The Transport and Other Infrastructure listed in Columns 2 and 3 must be constructed and operational prior to the implementation of any subdivision or development within the precinct.~~ ~~Once the prerequisites in Columns 2 and 3 have been completed, subdivision and / or development up to 53.9ha of Land Available for Development is enabled.~~ ~~The provision of Infrastructure listed in Column 3 may be delivered incrementally. While infrastructure provision may enable full development capacity within Stage 1, sufficient infrastructural capacity must at least be provided to support any proposal.~~	~~• First signalised intersection connecting the precinct to Dairy Flat Highway (including provision of signalised pedestrian crossings, advance cycle boxes and footpath infrastructure connecting to indicative bus stop locations)~~ ~~• Provision of a bi-directional cycle lane and footpath along the southern edge of Dairy Flat Highway extending between Pine Valley Road and the first signalised intersection connecting the precinct to Dairy Flat Highway~~	~~• Wastewater Pump Station servicing the Silverdale West Industrial Precinct – Stage 1, meeting the relevant requirements of Watercare Services Limited (or replacement organisation)~~ ~~• Flood management works within Stage 1 to ensure there is no net increase in flood risk to down and upstream properties.~~

(b)	The Transport and Other Infrastructure listed in Columns 2 and 3 must be constructed and operational prior to implementation of any subdivision and / or development above 53.9ha of Land Available for Development. Once the prerequisites in Column 2 have been completed, subdivision and / or development up to 49.8ha of Land Available for Development is enabled. The provision of Infrastructure listed in Column 3 may be delivered incrementally. While infrastructure provision may enable full development capacity within Stage 1, sufficient infrastructural capacity must at least be provided to support any proposal.	• Second signalised intersection connecting the precinct to Dairy Flat Highway (including provision of signalised pedestrian crossings, advance cycle boxes and footpath infrastructure connecting to indicative bus stop locations).	• Wastewater Pump Station servicing the Silverdale West Industrial Precinct – Stage 1, meeting the relevant requirements of Watercare Services Limited (or replacement organisation) • Flood management works within Stage 1 to ensure there is no net increase in flood risk to down and upstream properties.

	Column 1 Subdivision, development and or use within Stage 2 (as defined in IX.10.1:Silverdale West Industrial – Precinct Plan 1), enabled by Transport and Other Infrastructure in columns 2 and 3	Column 2 Transport infrastructure required (in accordance with IX.11: Silverdale West Industrial Precinct Appendix 3 Transport Infrastructure Upgrades) to enable activities or subdivision in column 1	Column 3 Other infrastructure required to enable activities or subdivision in column 1
(c)	The Other Infrastructure listed in Column 3 must be constructed and operational prior to implementation of any subdivision and / or development within Stage 2. The provision of Infrastructure listed in Column 3 may be delivered incrementally. While infrastructure provision may enable full development capacity within Stage 1, sufficient infrastructural capacity must at least be provided to support any proposal.		• Flood management works within Stage 2 to ensure there is no net increase in flood risk to down and upstream properties; and • Upgrade to Silverdale West Wastewater Pump Station to serve the Silverdale West Industrial Precinct – Stages 1 and 2, meeting the relevant requirements of Watercare Services Limited (or replacement organisation)

Note:

The plans shown indicatively in IX.11 Appendix 3 Transport Infrastructure Upgrades shall be deemed to satisfy the Transport infrastructure Column 2. An alternative

~~upgrade design that performs to the same standard may also be adopted.~~

IX.6.6 ~~9~~ Road design

Purpose:

- To ensure that any use, development and/or subdivision complies with IX.11.1: Appendix 1: Road Function and Design Elements Table and IX.11.2 Appendix 2: Road function and design elements table – External roads to the Precinct.

(1) Any use, development and /or subdivision that includes the construction of new roads, or the upgrade of existing roads, must comply with IX.11 Appendix 1: Road Function and Design Elements Table.

(2) Any subdivision for Collector and / or Key Local Roads internally within the Precinct must make provision for the extension of the roading network to adjoining property boundaries within the Precinct in general accordance with the indicative roading layout set out in IX.10.1 Silverdale West Industrial Precinct: Precinct Plan 1. For clarity, roads can either be vested and constructed, or vested as unformed legal road.

Note:

Where legal roads are vested as unformed legal roads, it is expected that adjoining landowners looking to rely on those roads for access will construct that part of those roading connections as part of their subdivision and / or development processes (including gaining all necessary approvals). There is no expectation that Auckland Transport will fund or construct those roads.

IX.6.7~~10~~ Stormwater management ~~quality~~

Purpose:

- To ensure that stormwater is managed and treated prior to discharge to maintain and enhance the health and ecological values of John Creek and the receiving environment.

(1) Any use, development and /or subdivision must be in accordance with any stormwater management plan adopted under the Network Discharge Consent.

(2) Development not consistent with an approved Stormwater Management Plan either needs an ~~approved~~ adopted amendment to the ~~approved~~ adopted Stormwater Management Plan or a new Network Discharge Consent under Chapter E8 (Stormwater – Discharge and diversion) or other relevant discharge consent.

IX.6.8 ~~11 Wastewater connections~~ Bulk water supply and wastewater ~~in~~frastructure

Purpose:

- To ensure ~~efficient delivery of wastewater infrastructure including treatment~~ subdivision and development within the Precinct is adequately serviced with bulk

water and wastewater infrastructure.

(1) ~~Prior to occupation, all buildings shall be connected to a functioning public wastewater network capable of servicing development intended on the lots.~~ Bulk water supply and wastewater infrastructure with sufficient capacity for servicing the proposed development must be completed, commissioned and functioning:

(a) In the case of subdivision, prior to issuing of a certificate pursuant to section 224(c) of the Resource Management Act 1991; or

(b) In the case of land use only, prior to a passed final inspection under the Building Act of any buildings for activities that would require water and / or wastewater servicing.

(2) ~~Prior to the issue of a certificate pursuant s224(c) for subdivision, all lots shall be connected to a functioning public wastewater network capable of servicing development intended on the lots.~~

IX.7. Assessment – controlled activities

IX.7.1. Matters of control

~~There are no controlled activities in this precinct.~~

The Council will reserve control over all of the following matters when assessing a controlled activity resource consent application:

(1) Development exceeding 20m in height and up to 30m in height within an 'Additional Height Area' as detailed on IX.10.2 Silverdale West Industrial Precinct: Precinct Plan 2:

(a) the contribution of façade and rooftop form and colour on the perceived visual mass of taller buildings within the Precinct when viewed from elevated vantage points outside the Precinct.

IX.7.2. Assessment criteria

The Council will consider the relevant following matters when assessing a controlled activity resource consent application:

(1) Development exceeding 20m in height and up to 30m in height within an 'Additional Height Area' as detailed on IX.10.2 Silverdale West Industrial Precinct: Precinct Plan 2:

(a) the extent to which the materiality and finish of façades, and the form and colour of rooftops utilises the following methods to avoid or mitigate adverse visual amenity effects from elevated vantage points outside the Precinct:

(i) The use of subdued or recessive colours, and variation in façade materials and finishes (including roof colours that have a maximum Light Reflectance Value of 40%)

(ii) The creation of variation in roof profiles across the Precinct, including

consideration given to the overall roofscape when viewed from elevated positions outside the Precinct

(iii) The integration of rooftop servicing and plant with the wider roofscape, with particular consideration given to the overall roofscape when viewed from elevated positions outside the Precinct.

IX.8. Assessment – restricted discretionary activities

IX.8.1. Matters of discretion

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

(1) New buildings prior to subdivision; and subdivision, including subdivision establishing private roads:

(a) Location and design of the collector road, local roads and connections with neighbouring sites to achieve an integrated street network, and appropriately provide for all modes;

(b) Provision of cycling and pedestrian networks;

(c) Design and sequencing of upgrades to the existing road network;

(d) The design and efficiency of stormwater infrastructure and devices (including communal devices) including where relevant, integration of devices with the road corridor and surrounding environment;

~~(d)~~(e) Retaining walls along public realm interface;

~~(e)~~(f) Mana Whenua values; and

~~(f)~~(g) Matters of discretion IX.8.1(1)(a)-(~~e~~f) apply in addition to the matters of discretion in E38.12.1.

~~(2)Development that does not comply with Standard IX6.1 Building Height~~

~~(a) Matters of discretion H17.8.1(4) apply.~~

(2) ~~(3)~~Development that does not comply with Standard IX6.1~~2~~ Streams and natural inland wetlands

(a) Effects on water quality and ecological habitat; ~~and~~

(b) The extent to which any reduction in width of the riparian margin is able to be offset elsewhere within the precinct~~.~~; and

(c) Effects on stream bed and bank stabilisation and erosion.

(3) ~~(4)~~Development that does not comply with Standard IX6.2 ~~3~~ Yards:

(a) Matters of discretion H17.8.1(4) apply

(4) ~~(5)~~Development that does not comply with IX6.3 ~~4~~ Landscape buffer (State

Highway 1 Interface)

(a) Visual amenity effects.

(b) Gateway experience to Silverdale.

(5) ~~(6)~~Development that does not comply with IX6.4 ~~5~~ Landscape buffer (Dairy Flat Highway Interface)

(a) Visual amenity effects.

(6) ~~(7)~~Subdivision, development or use that does not comply with ~~outside of the Silverdale West Industrial Precinct to support planned future development within the precinct and in the wider area~~ E27.6.1 Trip generation:

(a) Effects of traffic generation on the safety and operation of the surrounding road network consistent with policies ~~IX.3.4~~ IX.3(6), (7) and (8);

(b) The scale and nature of effects on the transportation network arising from the proposed subdivision or development, in the context of the rate of uptake of industrial development within the precinct and the uptake of other planned future development in the surrounding area;

(c) The rate of public transport uptake and associated / supporting travel management measures and the effects of provision of facilities that encourage alternative modes of travel; and

(d) The outcome of engagement with the road controlling authority(ies)

(e) The transport infrastructure upgrades detailed in Table IX.6.5.1 required for the subdivision or development.

(7) ~~(8)~~Subdivision or ~~d~~Development that does not comply with IX.6.~~6~~9(1) Road design ~~and upgrade of existing rural roads~~:

(a) The design of the road, and associated road reserve and whether it achieves policies IX.3~~(8)~~ (10) to (12) and (14);

(b) Design constraints; and

(c) Interface design treatment at property boundaries, particularly for pedestrians and cyclists.

(8) ~~(9)~~Subdivision or ~~D~~development of publicly accessible open space ~~greater than 1,000m^2~~:

(a) Location and design of the indicative open spaces shown in IX.10.2 Precinct Plan 1;

(b) Location and design of any other publicly accessible open spaces greater than 1,000m^2;

(c) Ownership and maintenance arrangements.

(9) Development that does not comply with IX.6.7 Stormwater management:

(a) The requirements of the adopted Stormwater Management Plan and

whether it achieves policies IX.3(18) to (22)

(b) Flood effect in a 1% Annual Exceedance Probability (AEP) flood event.

IX.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 overlays, Auckland-wide or zone provisions:

(1) New buildings prior to subdivision, and subdivision, including subdivision establishing private roads:

Location and design of roads

(a) Whether the collector road and key pedestrian connections are provided generally within 50m of the location shown on IX.10.1 Silverdale West Industrial Precinct Plan 1 to achieve a highly connected street layout that integrates with the surrounding transport network. An alternative alignment that provides an equal or better degree of connectivity and amenity within and beyond the precinct may be appropriate, having regard to the following functional matters:

(i) Landowner patterns and ~~T~~the presence of natural features, natural hazards, or contours or other constraints and how these ~~this~~ impact~~s~~ the placement of roads;

(ii) The need to achieve an efficient block structure and layout within the precinct suitable to the proposed activities; and

(iii) The constructability of roads and the ability for it to be ~~delivered~~ connected to and beyond any property boundary.

(b) Whether a high quality and integrated network of local roads is provided within the precinct that has a good degree of accessibility and supports a walkable street network.

(c) Whether roads and pedestrian and cycle paths are aligned to provide visual and physical connections to open spaces, including along the stream network, where the site conditions allow.

(d) Whether subdivision and development provides for collector roads and local roads to the site boundaries to coordinate with neighbouring sites and support the integrated completion of the network within the precinct over time;

~~*Design of roads*~~

(e) Whether the design of new collector and local roads accord with the road design details provided in IX.11.1 Appendix 1;

Design and sequencing of upgrades to the existing road network

~~(f) Whether compliance is achieved with IX.6.7. An alternative upgrade that provides an equal or better traffic outcome within and beyond the precinct~~

~~may be appropriate.~~

~~(g)~~(f) Whether conditions offered as part of the land use or subdivision consent application ensures compliance with Standard IX.6.5 ~~and IX.6.8~~.

Retaining walls along the public realm interface

~~(h)~~(g) The extent to which any retaining along the public realm interface is minimised, mitigated and responds to the landscape, any watercourses or other ecological features.

Mana Whenua Values

~~(i)~~(h) Whether the design of streets and publicly accessible open spaces incorporate Te Aranga design principles.

(2) Subdivision and/or d~~D~~evelopment of publicly accessible open space ~~greater than 1,000m^2~~:

(a) Whether open spaces are provided in locations generally consistent with the indicative locations shown on IX.10.1 Precinct Plan 1

(b) Whether the location and design of open spaces integrates with surrounding natural features include the network of permanent and intermittent streams.

(c) If private ownership of publicly accessible open space is proposed, whether appropriate arrangements are proposed to provide for ongoing private maintenance.

~~(3)Development that does not comply with Standard IX6.1 Building Height:~~

~~(a) Whether development is consistent with Policy IX3(14)~~

~~(b) The assessment criteria seyt out in H17.8.8(3)~~

(3) Development that does not comply with Standard IX.6.1~~2~~ Streams and natural inland wetlands:

(a) Whether the development is consistent with Policy IX.3.~~(17)~~(18)-~~(19)~~(20).

(b) The extent to which the development retains and provides protection for riparian margins and any reduction achieves water quality, habitat, biodiversity and amenity outcomes

(4) Development that does not comply with IX6.2 ~~3~~Yards:

(a) The assessment criteria set out in H17.8.2(4) ~~(5)~~.

(5) Development that does not comply with IX6.3 ~~4~~ Landscape buffer (State Highway 1 Interface):

(a) the extent to which planting is designed to achieve a regular structure and rhythm along State Highway 1 reinforcing a buffer; and

(b) the extent to which the integrated site layout, building and landscape design provides a high quality and visually attractive frontage to State Highway 1 and contributes to a gateway experience entering

Silverdale.

(6) Development that does not comply with IX6.45 Landscape buffer (Dairy Flat Highway Interface)

(a) the extent to which planting is designed to achieve a regular structure and rhythm along Dairy Flat Highway reinforcing a buffer;

(b) the extent to which the integrated site layout, building and landscape design provides a high quality and visually attractive frontage to Dairy Flat Highway.

(7) Subdivision, development or use that does not comply with ~~Standard IX.6.7. Staging of subdivision and development with transport upgrades outside of the Silverdale West Industrial Precinct to support planned future development within the precinct and in the wider area~~ E27.6.1 Trip generation:

~~(a) A proposal that does not comply with IX.6.7 Staging of subdivision and development with transport upgrades outside of the Silverdale West Industrial Precinct to support planned future development within the precinct and in the wider area, will be assessed in terms of the matters below, as informed by a Transport Assessment Addendum prepared in accordance with information requirement IX.9(2) to a scale and nature proportional to the scale of non-compliance with Standard IX.6.7~~

(a) A proposal that requires consent under E27.6.1 Trip generation will be assessed in terms of the matters below, as informed by a Transport Assessment Addendum prepared in accordance with information requirement IX.9(2);

(b) Whether the proposal is consistent with policies IX.3~~(5)~~(6), (7) and (8);

(c) Whether the proposal and its supporting transportation features address all modes of transport for the intended activity in a manner that is consistent with the relevant transport strategies of Auckland Transport and Waka Kotahi applying to the Silverdale West area;

(d) Whether increased use of public transport within the precinct or the wider area, has provided additional available capacity and effectiveness of the surrounding transport network;

(e) Whether the proposal would have a similar or lesser trip generation and similar effects on the surrounding road network to the development mix provided for in the Table IX.6.57.1 Threshold for subdivision and development: Transport upgrades outside of the Silverdale West Industrial Precinct to support development within the precinct and in the wider area ~~and Table IX.6.8.1 Threshold for subdivision and development: Infrastructure upgrades including transport upgrades to support development within the precinct~~;

(f) Whether industrial development is coordinated with residential development within the wider Silverdale/Milldale area to minimise trips outside of the precinct providing additional capacity and effectiveness of

the surrounding transport network;

(g) Whether the actual rate of development in the wider area is slower than anticipated and provides effectiveness and capacity in the surrounding transport network;

(h) The effect of the timing and development of any other transport upgrades or transport innovations not anticipated by the precinct;

(i) Whether the proposal demonstrates methods that promote or provide for the increased use of public transport, including details of how those methods would be implemented, monitored and reviewed so as to contribute to a reduction in vehicle trips;

(j) Whether the surrounding transport network can operate safely and efficiently effectively when considering traffic generated by construction activities within the wider area;

(k) ~~w~~Whether the internal roading network elements are designed to a consistent, high-quality standard;

(l) ~~w~~Whether sufficient cycleway and walkway linkages and facilities are provided, and are designed to contribute to the needs of employment and visitor use of the site;

(m) ~~t~~The extent to which the connections of the internal roading layout avoid adverse effects on the safety and efficiency of the adjacent road network;

(n) ~~t~~The extent to which the safe and efficient operation of the State Highway and primary road network is compromised by development within the precinct;

(o) Whether safe connections can be achieved to public transport services within the precinct.

(8) Development that does not comply with IX.6.6~~9~~(1) Road Design: ~~and upgrade of existing rural roads:~~

(a) Whether there are constraints or other factors present which make it impractical to comply with the required standards;

(b) Whether the design of the road and associated road reserve achieves policies IX.3~~(8)(9)~~(10), (11), (12) and (14);

(c) Whether the proposed design and road reserve:

(i) incorporates measures to achieve the required design speeds;

(ii) can safely accommodate required vehicle movements;

(iii) can appropriately accommodate all proposed infrastructure and roading elements including utilities and/or any stormwater treatment;

(iv) assesses the feasibility of upgrading any interim design or road

reserve to the ultimate required standard.

(d) Whether there is an appropriate interface design treatment at property boundaries, particularly for pedestrians and cyclists.

(9) Development that does not comply with IX.6.7 Stormwater management:

(a) Whether the stormwater management achieves policies IX.3(18) to (22)

(b) The extent to which the development meets the requirements of the adopted Stormwater Management Plan.

IX.9 Special information requirements

(1) Riparian planting plan

(a) An application for land modification, development and subdivision which adjoins a permanent or intermittent stream must be accompanied by a riparian planting plan identifying the location, species, planter bag size and density of the plants. Plant species should be native and resistant to flooding and not increase flooding and stream erosion.

(b) An application for land modification, development and subdivision which adjoins a natural wetland within a development area must be accompanied by a Monitoring and Maintenance Plan for the natural wetland which identifies revegetation planting (species, location, planter, bag size and density), hydrological monitoring (indicators of wetland vegetation and processes), soil monitoring (hydric soil assessment), and maintenance requirements to ensure that wetland plantings establish.

(c) Riparian and wetland planting plans must be prepared by a suitably qualified and experienced person, with regard had to the provisions in Appendix 16 Guideline for native revegetation plantings.

(2) Transport Assessment Addendum

(a) An application not complying with Standard IX.6.5 ~~7~~ Staging of subdivision and development with transport upgrades ~~outside the Silverdale West Industrial Precinct to support planned future development within the precinct and in the wider area, and Standard IX6.8 Staging of development with infrastructure upgrades including transport upgrades to support development in the Silverdale West Industrial Precinct~~ or requiring consent under E27.6.1 Trip generation, must be accompanied by a Transport Assessment Addendum which details the transportation effects of the infringement / trip generation, and which must build on the Silverdale West ITA. The ~~Addendum~~ Transport Assessment Addendum must be prepared by suitably qualified transport planner or traffic engineer prepared in accordance with the Auckland Transport Integrated Transport Assessment Guidelines applying at the time of the application for the infringement.

(b) The Transport Assessment ~~A~~addendum ~~assessment~~ must include a register of development and subdivision that has been previously

approved under Standard IX.6.5 ~~7~~ Staging of subdivision and development with transport upgrades ~~outside the Silverdale West Industrial Precinct to support planned future development within the precinct and in the wider area, and Standard IX6.8 Staging of subdivision and development with infrastructure upgrades including transport upgrades to support development in Silverdale West Industrial Precinct~~ or under E27.6.1 Trip generation.

(c) Where engagement has been undertaken with the road controlling authority(ies), the Transport Assessment Addendum must document the outcomes of that engagement.

(3) Monitoring of Rule IX.6.5 ~~7~~ Staging of subdivision and development ~~transport upgrades outside the Silverdale West Industrial Precinct to support planned future development within the precinct and in the wider area and Standard IX6.8 Staging of development with infrastructure upgrades including transport upgrades to support development within Silverdale West~~:

(a) Any proposal for commercial, industrial, and / or community activities must demonstrate compliance with Standard IX.6.5 ~~7~~ Staging of subdivision and development with transport upgrades ~~outside of the Silverdale West Industrial Precinct to support planned future development within the precinct and in the wider area~~. Any application must contain details of the amount of Land Available for Development proposed to be enabled for commercial, industrial or community activity, and for any subdivision proposal involving super lots, the Land Available for Development involved.

(4) Landscape Buffer Planting Plan

(a) An application for land modification, development and subdivision which adjoins State Highway 1 or Dairy Flat Highway must be accompanied by a planting plan identifying the location, species, planter bag size and density of the plants.

(b) Plant species should be utilised to create multi-layered native planting consisting of low edge planting, mid-height shrubs/trees as well as taller tree species (with the ability to grow to a minimum of 20m in height at maturity when adjoining State Highway 1). This planting is to be arranged to achieve a regular structure and rhythm reinforcing a gateway feature.

(5) Stream Stabilisation Plan

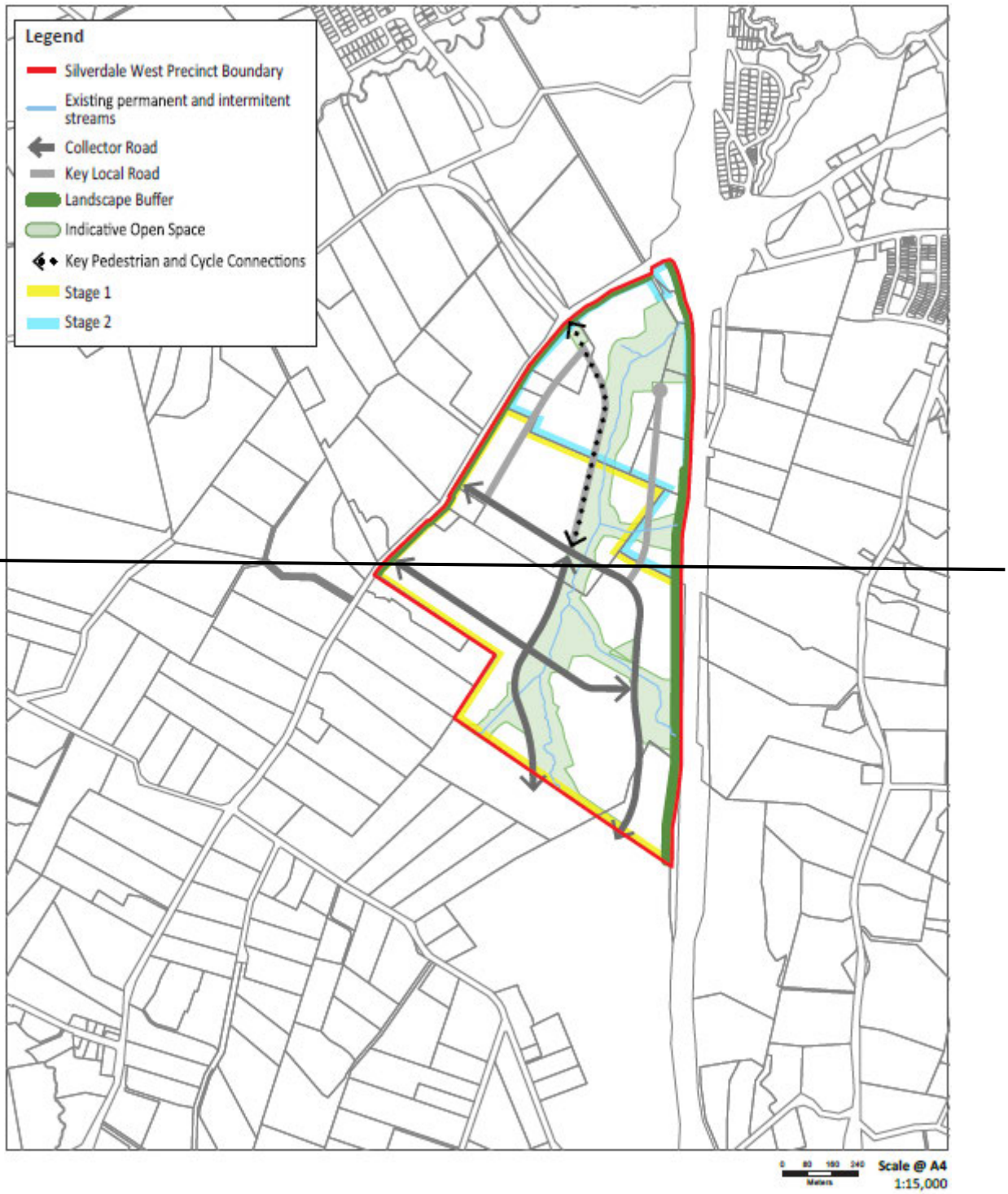
(a) Any application for land modification, development and subdivision which adjoins a permanent or intermittent stream must be accompanied by a stream and stabilisation plan assessment to inform the type and scale of instream work required to ensure the effects from the development is managed and there is resilience to any effects of future flow.

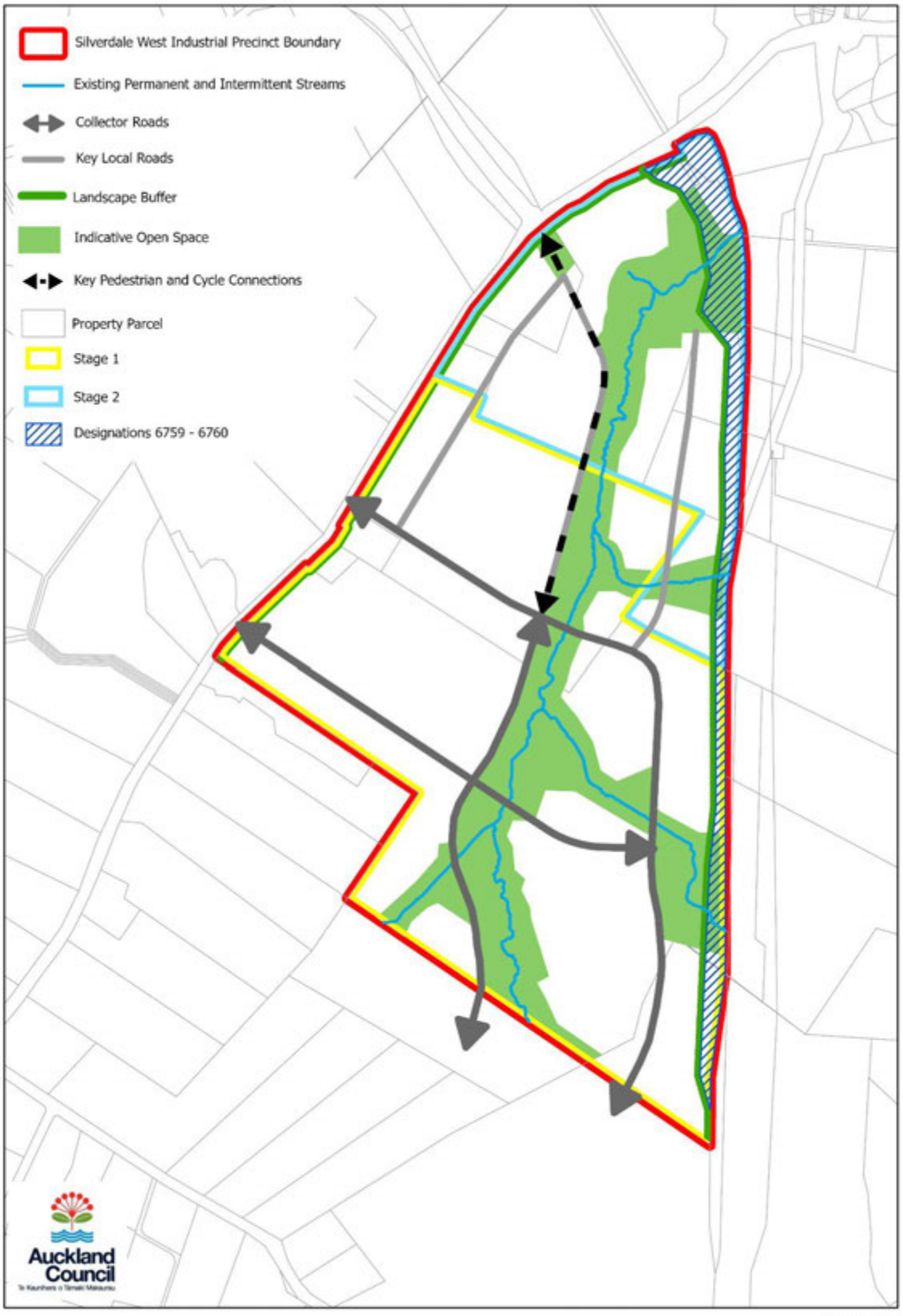
(b) Any stream work is of a standard that will allow the stream to

progressively improve over time where it is degraded.

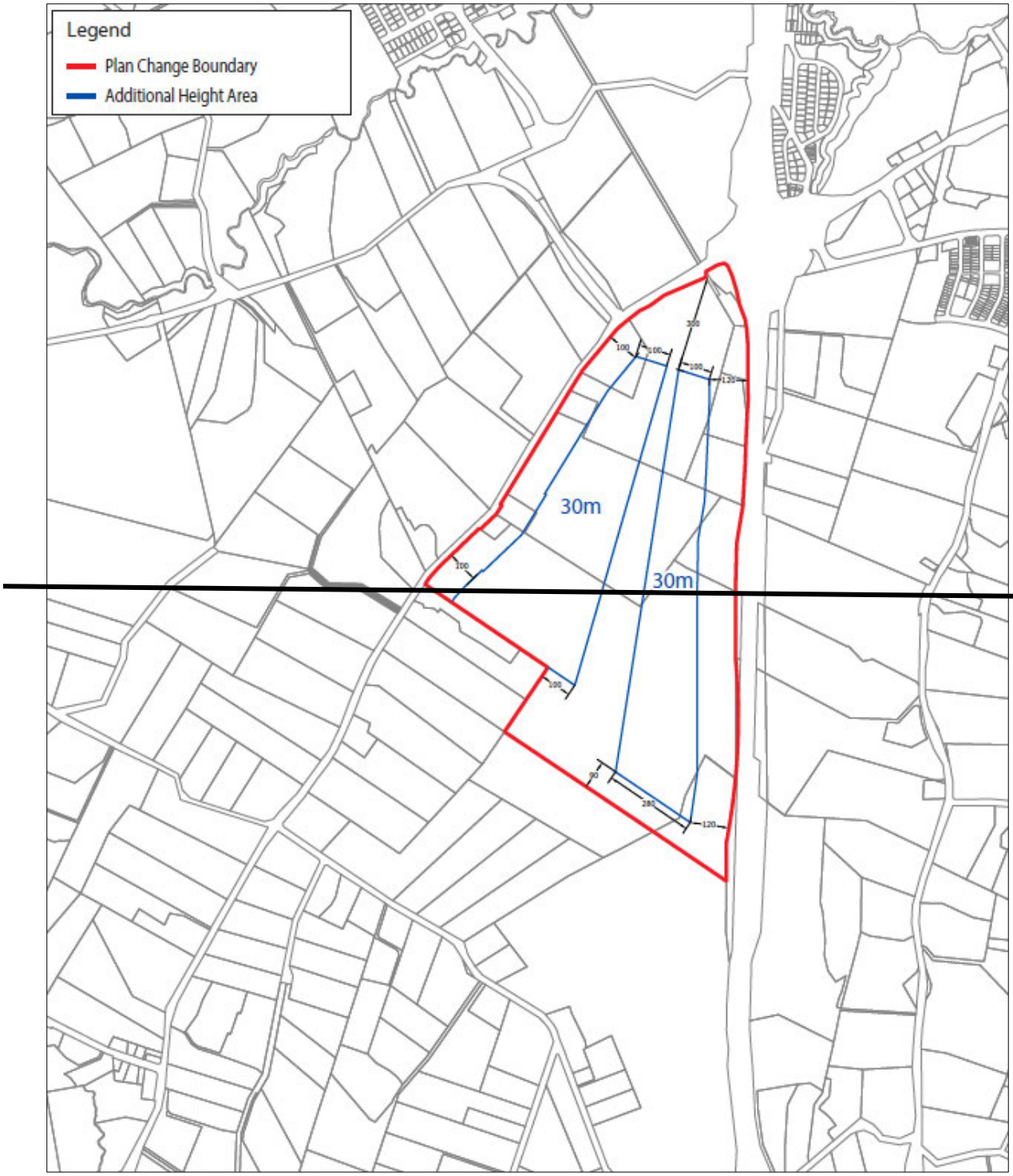
IX.10. Precinct plans

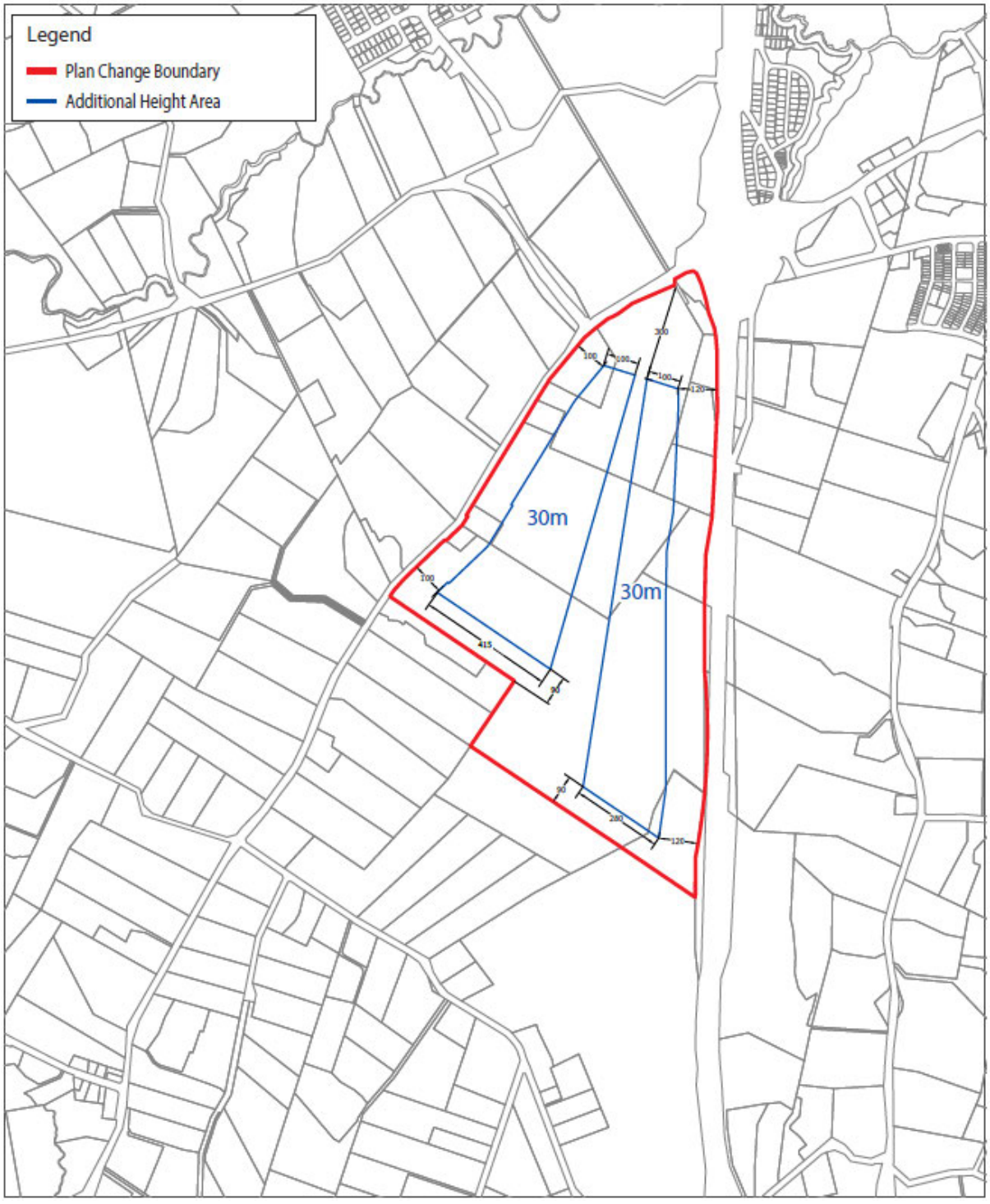
IX.10.1 Precinct Plan 1 Silverdale West Industrial Precinct




Silverdale West Industrial Precinct Boundary
Existing Permanent and Intermittent Streams
Collector Roads
Key Local Roads
Landscape Buffer
Indicative Open Space
Key Pedestrian and Cycle Connections
Property Parcel
Stage 1
Stage 2
Designations 6759 - 6760
Auckland Council

IX.10.2 Precinct Plan 2 Silverdale West Industrial Precinct: Additional Height Area




Legend
Plan Change Boundary
Additional Height Area
30m
30m

X.11. Appendices

IX.11.1 Appendix 1: Road function and design elements table

Road Description	Proposed Role and Function of Road in Precinct Area	Minimum Road Reserve (Note 1)	Total Number of Lanes	Speed Limit (Design)	On-Street Parking	Access Restrictions	Median (Note 2)	Freight or heavy vehicle route	Cycle Provision	Pedestrian Provision	Street Trees	Bus Provision (Note 3)
Collector Road	Collector Road (Type 1)	21m (without on-street parking) 22m (with on-street parking)	2	50 km/h	~~No~~ Optional	No	Yes (3m-wide flush median)	No	Yes Separated on both sides	Yes Both sides	Trees each side	Yes (in lane bus stops)
Local Roads	Local Road (Type 2)	17m (without on-street parking) 20m (with on-street parking)	2	50 km/h	~~No~~ Optional	No	No	No	No	Yes Both sides	Trees each side	No

Note 1: Typical minimum width which may need to be varied in specific locations where required to accommodate network utilities, batters, structures, stormwater treatment, intersection design, significant constraints, or other localised design requirements.

Note 2: Flush medians subject to Auckland Transport approval at EPA stage.

Note 3: Carriageway and intersection geometry capable of accommodating buses. Bus stop form and locations and bus routes shall be determined with Auckland Transport at resource consent and engineering plan approval stage.

IX.11.2 Appendix 2: Road function and design elements table – External roads to the Precinct

Road Description	Proposed Role and Function of Road in Precinct Area	Minimum Road Reserve (Note 1)	Total Number of Lanes	Speed Limit (Design)	On-Street Parking	Access Restrictions	Median (Note 2)	Freight or heavy vehicle route	Cycle Provision	Pedestrian Provision	Street Trees	Bus Provision (Note 3)
Dairy Flat Highway southwest of Pine Valley Road to the southwestern extent of the Precinct (Interim upgrade to precinct frontage) ~~(south of the northernmost access to Silverdale West)~~	Arterial Road (Two Lanes)	~~30m~~ Variable width for interim	2	50km/h	No	Yes	Yes	Yes	Yes ~~Separated on both sides~~ On precinct frontage only	Yes ~~Both sides~~ On precinct frontage only	Yes Trees on each side	~~Yes~~ No
~~**Dairy Flat Highway** (between the northernmost access to Silverdale West and~~	~~Arterial Road Four Lanes – right turn bay~~	~~30m~~	~~4 with right turn bay~~	~~50km/h~~	~~No~~	~~Yes~~			~~Yes Separated on both sides~~	~~Yes Both sides~~	~~Yes Trees on each side~~	~~Yes~~

Road Description	Proposed Role and Function of Road in Precinct Area	Minimum Road Reserve (Note 1)	Total Number of Lanes	Speed Limit (Design)	On-Street Parking	Access Restrictions	Median (Note 2)	Freight or heavy vehicle route	Cycle Provision	Pedestrian Provision	Street Trees	Bus Provision (Note 3)
~~Pine Valley Road)~~												

Dairy Flat Highway (at the Pine Valley Road intersection only)	Arterial Road Four Lanes left turn	32m	~~4 with left turn lane~~ Western leg: - 3 approach lanes inclusive of a left turn lane - 1 departure lane Eastern leg: - 3 approach lanes, inclusive of double right turn - 2 departure lanes	50km/h	No	Yes	Yes	Yes	~~Yes~~ ~~Separated on both sides~~ Advance stop boxes	~~Yes~~ ~~Both sides~~ North-South and East-West	Yes Trees on each side	Yes

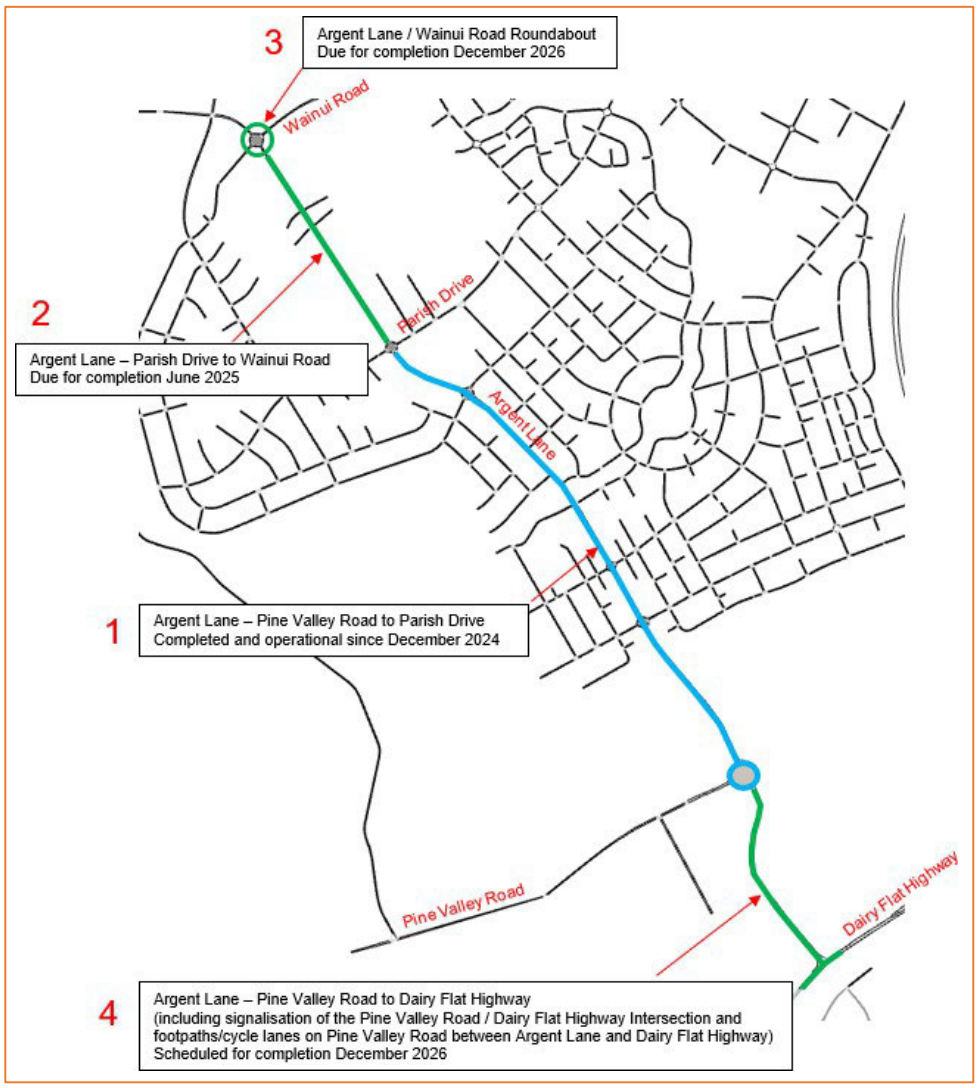
Note 1: Typical minimum width which may need to be varied in specific locations where required to accommodate network utilities, batters, structures, stormwater treatment, intersection design, significant constraints including land ownership, or other localised design requirements.

Note 2: Flush, solid or raised medians subject to Auckland Transport approval at EPA stage.

Note 3: Carriageway and intersection geometry capable of accommodating buses. Bus stop form and locations and bus routes shall be determined with Auckland Transport at resource consent and engineering plan approval stage.

IX.11.3 Appendix 3: Transport Infrastructure Upgrades

Pre-Development Upgrades



1: Argent Lane (Pine Valley Road to Parish Drive)

- Two-lane vehicle carriageway
- Single lane roundabouts at the Parish Drive, Maryvale Road and John Fair Drive intersections
- Footpaths on both sides of the road
- Segregated cycle facilities

2: Argent Lane (Parish Drive to Wainui Road)

- Two-lane vehicle carriageway
- Footpaths on both sides of the road
- Segregated cycle facilities

3: Argent Lane / Wainui Road Roundabout

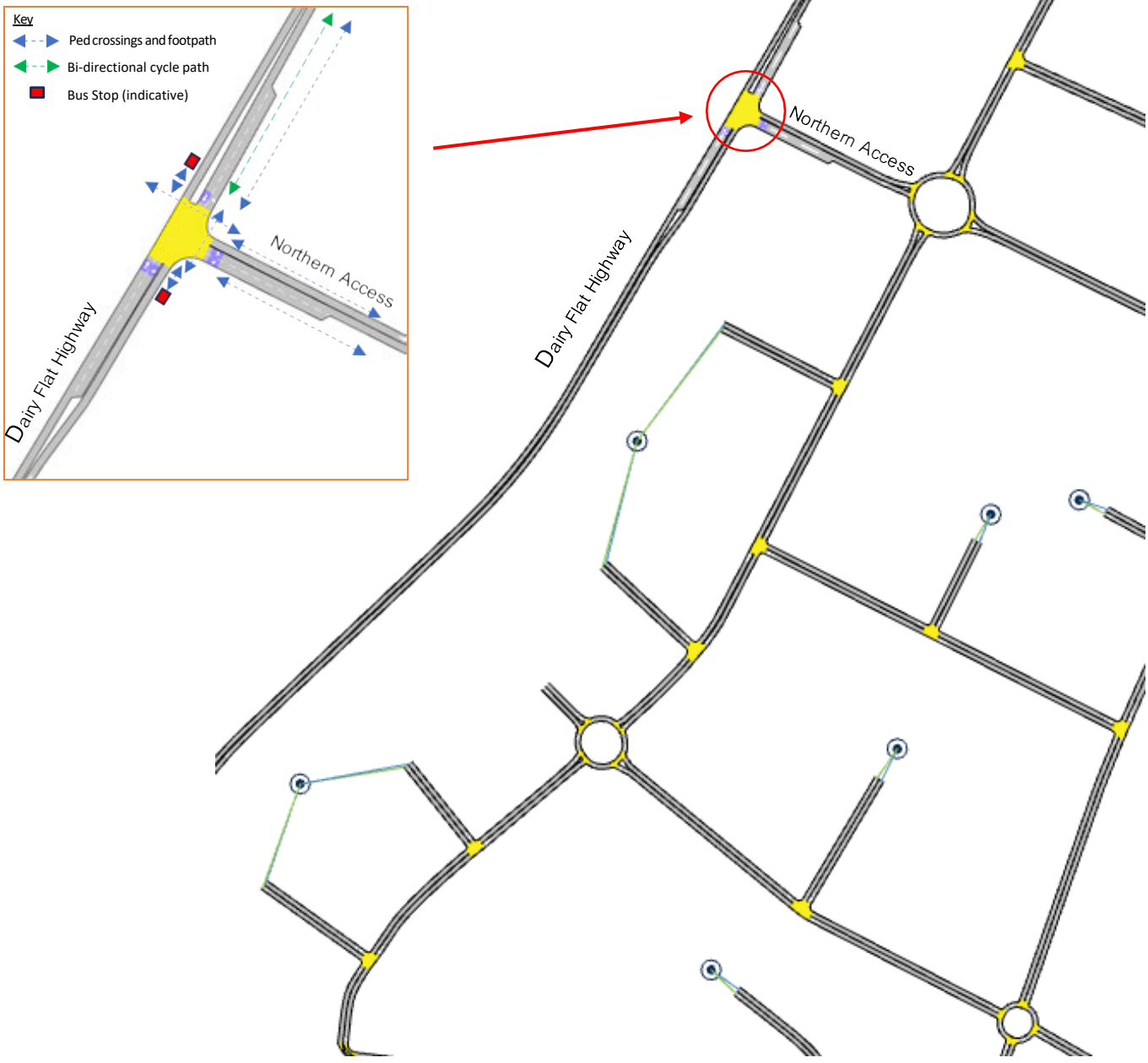
- Single Lane roundabout
- Footpaths and cycle provisions

4: Argent Lane (Pine Valley Road to Dairy Flat Highway)

- Realignment of Pine Valley Road
- Two-lane vehicle carriageway
- Signalisation of the Pine Valley Road / Dairy Flat Highway intersection (inclusive of pedestrian crossings on all legs and advance cycle boxes)
- Cycle lane and footpaths on both sides of Pine Valley Road between Argent Lane and Dairy Flat Highway

Upgrade 1

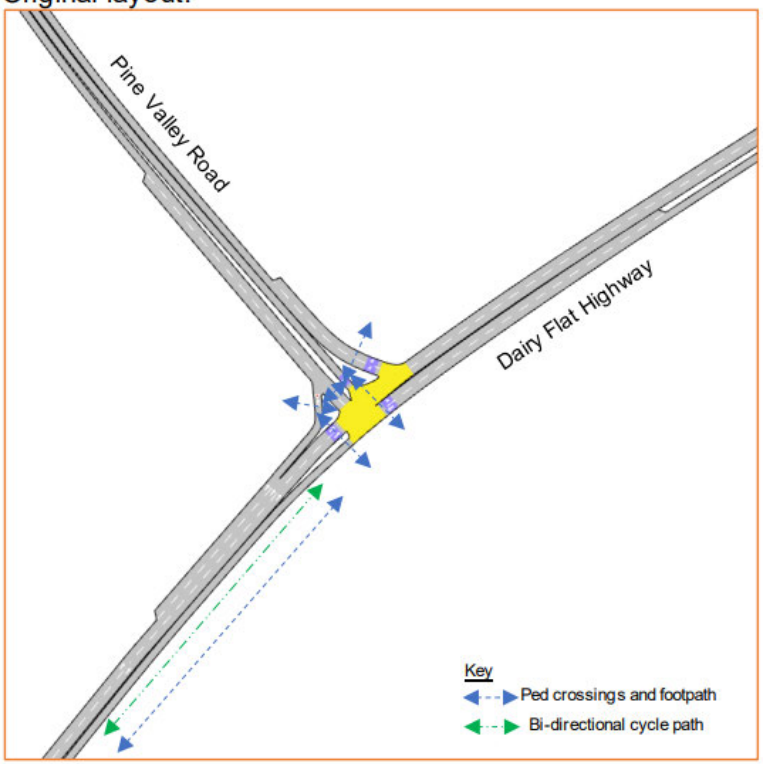
- One signalised intersection connecting the PPC area to the external road network via Dairy Flat Highway
  - signalised pedestrian crossings incorporated within the intersection layout
  - advance cycle boxes assumed for all approaches
  - footpaths connecting to the indicative bus stop locations



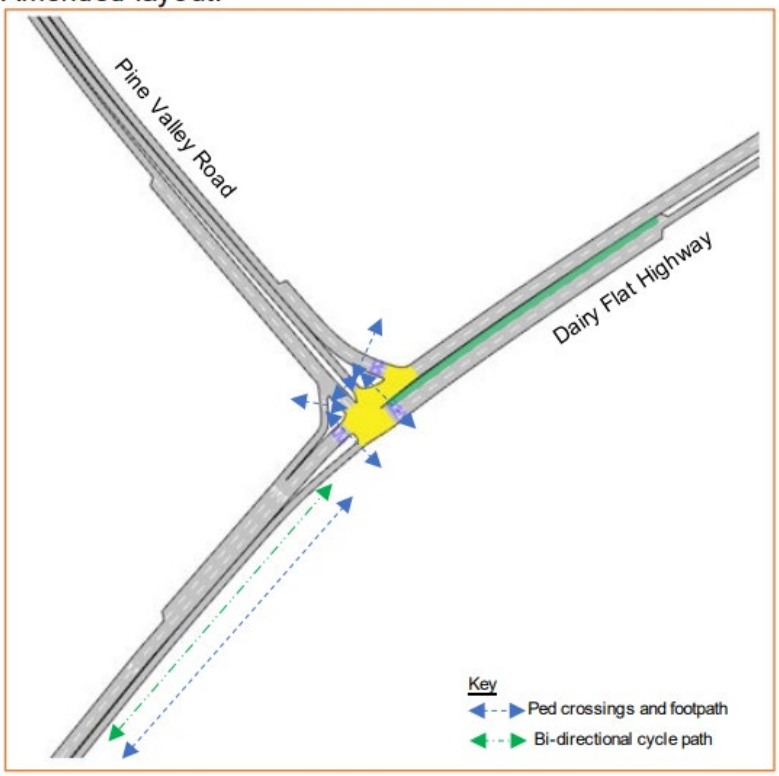
Upgrade 2 (Table IX.6.7.1 (b) of the Precinct Provisions)

- Upgrade of the Pine Valley Road / Dairy Flat Highway intersection to include a second right turn short bay from the east (turns into Pine Valley Road) (approximately 135m)
    - formal pedestrian crossings incorporated within the intersection layout, plus advance cycle boxes

Original layout:



Amended layout:

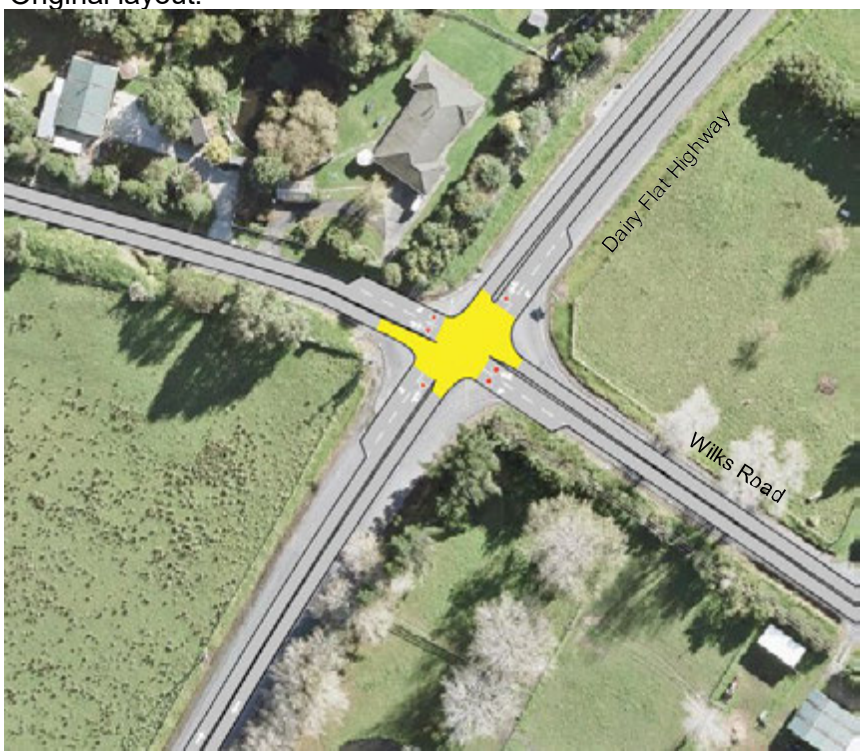


Upgrade 3 (Table IX.6.7.1 (c) of the Precinct Provisions)

- Signalisation of the Wilks Road / Dairy Flat Highway intersection
  - signalised pedestrian crossings incorporated within the intersection layout
  - advance cycle boxes assumed

Note: A roundabout design with safe provision for all modes is an alternative option.

Original layout:



Amended layout:



Upgrade 4 **(Table IX.6.7.1 (c) of the Precinct Provisions)**

- Signalisation of the Wilks Road / East Coast Road intersection
  - signalised pedestrian crossings incorporated within the intersection layout
  - advance cycle boxes assumed

Original layout:



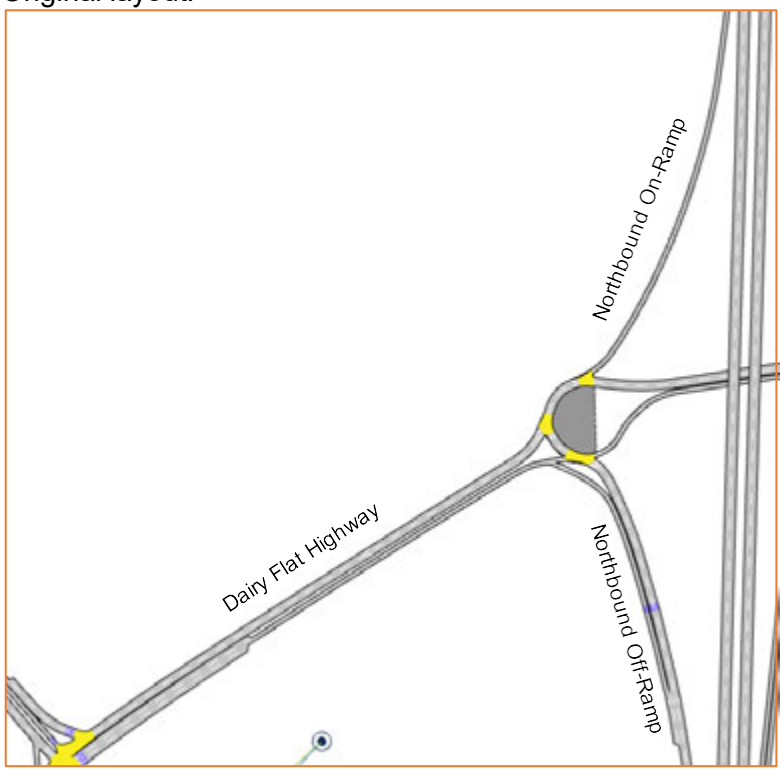
Amended layout:



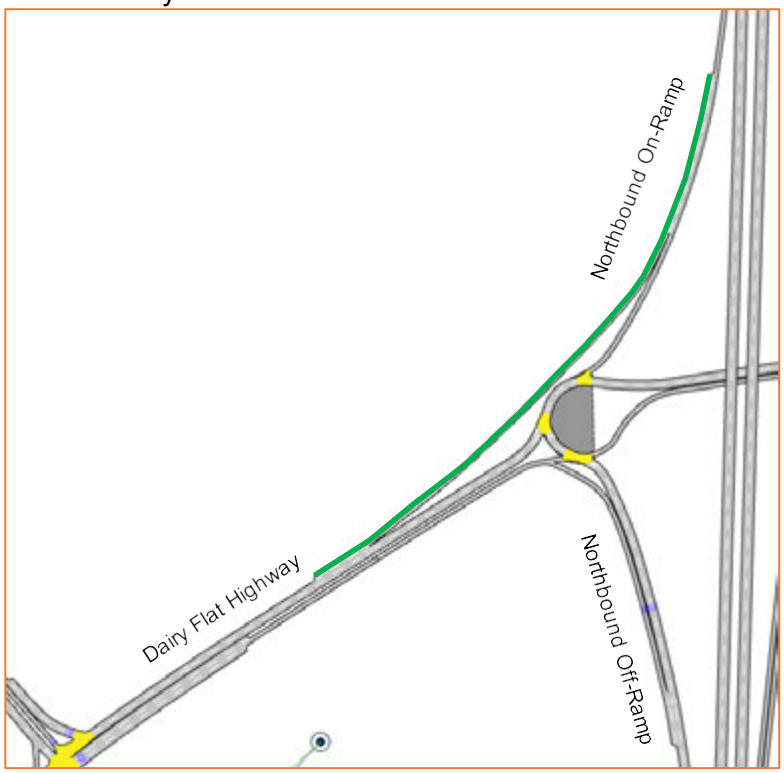
Upgrade 5 (Table IX.6.7.1 (d) of the Precinct Provisions)

- Provision of a slip lane on the western approach to the Silverdale interchange which connects to the northbound on-ramp

Original layout:



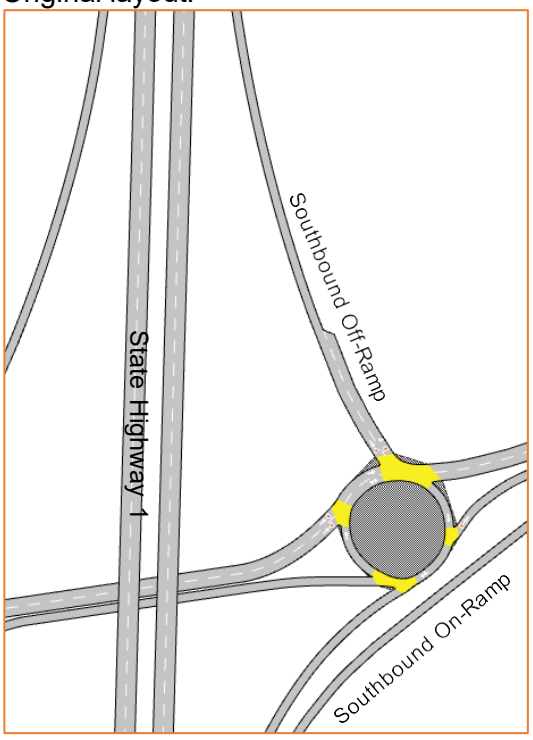
Amended layout:



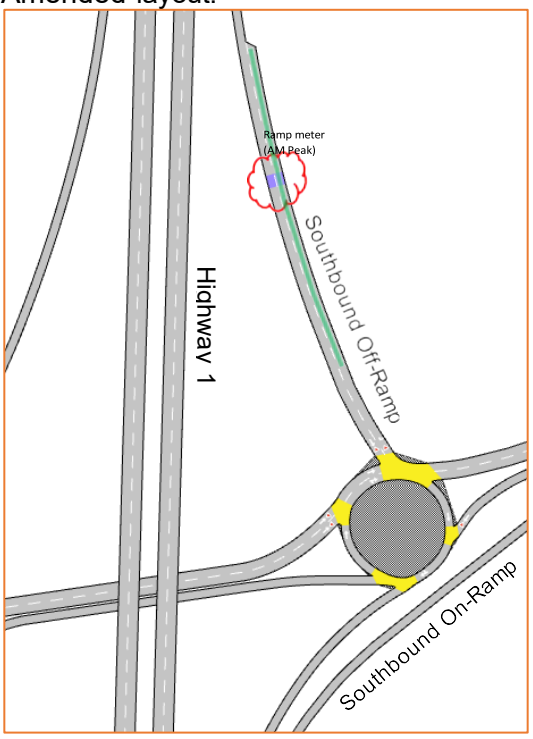
Upgrade 6 **(Table IX.6.7.1 (d) of the Precinct Provisions)**

- Extending the length of the left turn slip lane on the southbound off-ramp at the Silverdale interchange to around 150m and introducing a ramp meter for the AM peak

Original layout:

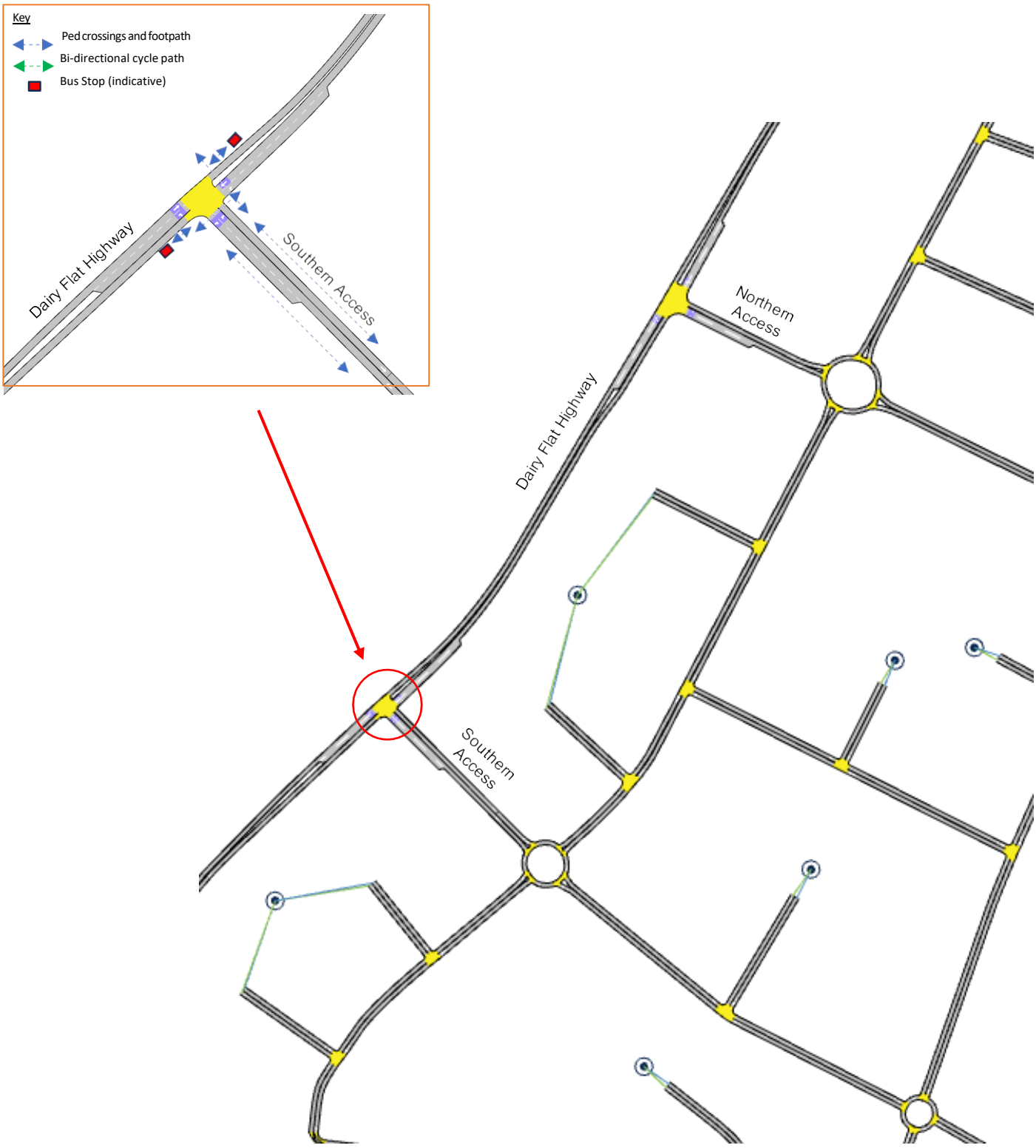


Amended layout:



Upgrade 7

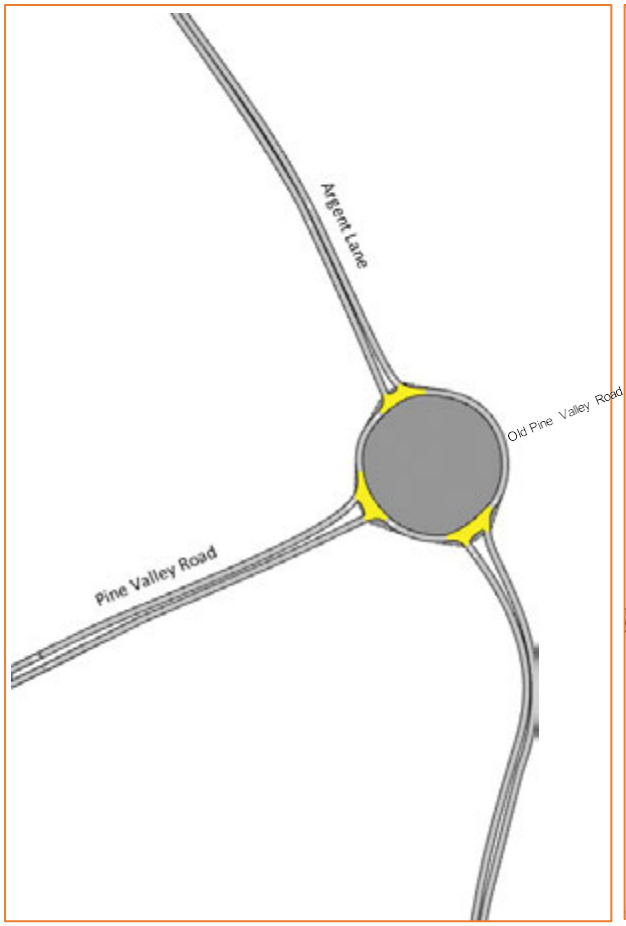
- Provision of a second signalised intersection off Dairy Flat Highway to service the PPC area
  - signalised pedestrian crossings incorporated within the intersection layout
  - advance cycle boxes assumed for all approaches
  - footpaths connecting to the indicative bus stop locations



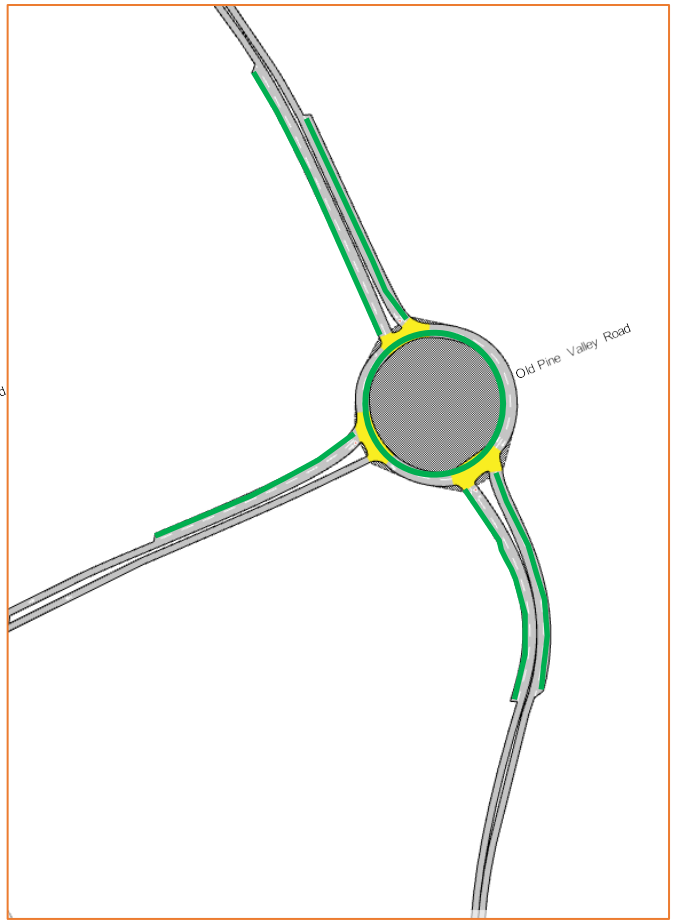
Upgrade 8 (Table IX.6.7.1 (e) of the Precinct Provisions)

- Double-laning of the Argent Lane / Pine Valley Road roundabout

Original layout:



Amended layout:



It should be noted that Old Pine Valley Road has not been specifically included in the model as it is a no-exit road with only a small number of properties accessing it. It can be included once a notable level of future development along the road is identified.

IX11.4 Appendix 4 Landscape Buffer Plans

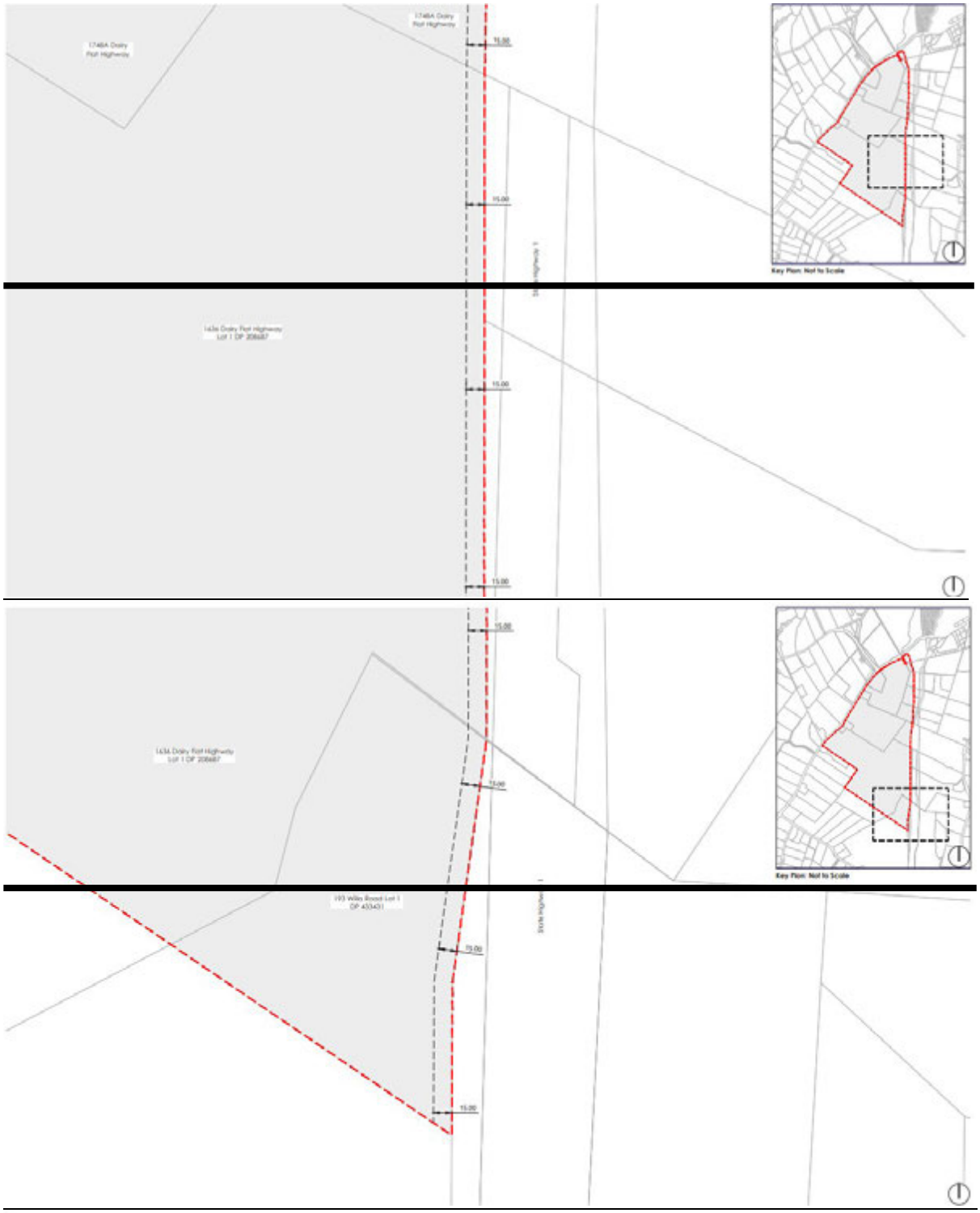


Notes.

1. To be read in conjunction with Table IX6.4.1 Landscape buffer (State Highway 1 Interface).
2. All dimensions illustrated are in metres.

Legend.

- Site boundary
- Landscape offset from State Highway 1
- Existing Parcel Boundaries

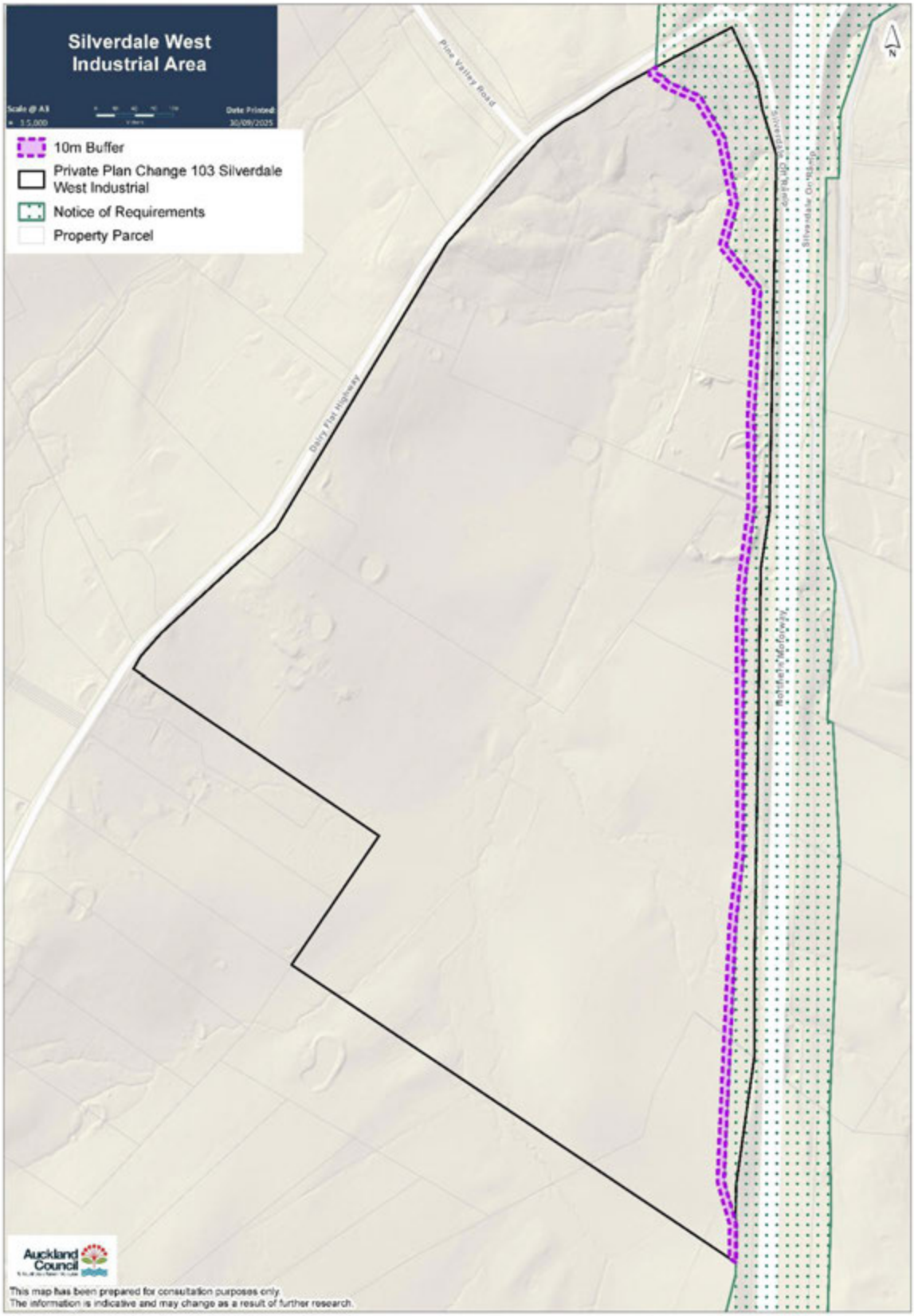


Notes.

1. To be read in conjunction with Table IX6.4.1 Landscape buffer (State Highway 1 Interface).
2. All dimensions illustrated are in metres.

Legend.

- Site boundary
- Landscape offset from State Highway 1
- Existing Parcel Boundaries


Silverdale West Industrial Area
Scale @ A3
1:5,000
Date Printed:
30/09/2025
10m Buffer
Private Plan Change 103 Silverdale West Industrial
Notice of Requirements
Property Parcel
Pine Valley Road
Dairy Flat Highway
Auckland Council
This map has been prepared for consultation purposes only.
The information is indicative and may change as a result of further research.

Attachment C: Corrections to text (strikethrough/underlining)

I561. Silverdale West Industrial Precinct

I561.1. Precinct description

The Silverdale West Industrial Precinct applies to approximately 107 hectares of land located broadly to the south of the Silverdale motorway interchange between State Highway 1 to the east and Dairy Flat Highway to the west. The zoning of land within this precinct is Business – Light Industry Zone.

The primary purpose of the Silverdale West Industrial Precinct is to enable light industrial activity proximate to the urban growth in the wider northern areas of Auckland and the state highway transport network. Light industrial land use and subdivision activities are largely enabled through the underlying zoning, however the delivery of these within the precinct needs to be closely aligned with the delivery of transport, water supply, wastewater and other infrastructure upgrades needed to support the development of the precinct. Expected landscape amenity, stormwater and ecological outcomes are also articulated within the precinct and respond to mana whenua values.

Employment and economy

The precinct operates as a focal point for light industrial employment growth within northern Auckland. Through its strategic location adjoining the state highway network and north of the city centre, the Silverdale West Industrial Precinct appeals to businesses with an operational focus in Auckland and Northland, and to a wide and growing catchment of potential employees.

Transport

The existing transport network will support the initial development within the Silverdale West Industrial Precinct however, it will need to be progressively upgraded over time to support on-going development in the precinct and other planned future development in the wider area. The precinct includes provisions to ensure that the subdivision and development of land for industry and related activities is coordinated with transport infrastructure upgrades necessary to manage adverse effects on the local and wider transport network.

The precinct manages and mitigates the adverse effects of traffic generation on the transport network and achieves the integration of land use and transport by:

(a) Requiring particular transport infrastructure upgrades to be operational by the time a certain level of subdivision and development is reached within the Silverdale West Industrial Precinct (see Standard I561.6.5), recognising other future planned development nearby also contributes to travel demand and that the wider area functions as an integrated and effective transport network;

(b) Requiring particular transport infrastructure upgrades to be operational by the time a certain level of subdivision and development is reached within the Silverdale West Industrial Precinct (see Standard I561.6.5), recognising that particular upgrades are required to support differing levels of development of the Silverdale West Industrial Precinct;

(c) Requiring development to be consistent with the Silverdale West Integrated Transport Assessment (**Silverdale West ITA**), or for development and

subdivision that does not comply with Standard I561.6.5 and / or that triggers assessment under E27.6.1, requiring a comprehensive assessment and an accompanying Transport Assessment Addendum report which builds on the Silverdale West ITA to be prepared;

(d) Requiring new collector roads within the precinct to be located generally in accordance with the Silverdale West Industrial Area Precinct Plan 1, and other new local roads to form a high quality and integrated network; and

(e) Requiring all proposed roads to be designed in accordance with I561.11.1: Appendix 1 Road Function and Design Elements Table and I561.11.2 Appendix 2 Road function and design elements table – External roads to the Precinct, consistent with the functions outlined in the table.

Stormwater and ecology

The precinct includes a network of existing waterways that have been identified as being either permanent or intermittent, with John Creek forming a primary south to north stormwater and ecological spine and a number of existing natural wetlands and patches of indigenous vegetation present also. Development within the precinct is undertaken in a manner that enables these ecological assets to be protected and their values to be maintained or enhanced.

Landscape Buffers

The precinct provides a landscaped buffer along State Highway 1 and Dairy Flat Highway to achieve a gateway experience entering Silverdale and to mitigate adverse effects on the landscape and visual amenity values of the surrounding area arising from the changing land use to industrial.

Open Space

The precinct will provide for high amenity walking and cycling connections through the precinct along the network of existing streams. The precinct seeks to maintain and enhance these waterways and integrate them with the public open space network as a key feature and as part of a broader green network through the wider area.

Open spaces in the Silverdale West Industrial Precinct other than esplanade reserves may be privately owned, although it is anticipated that open spaces that form part of the active mode transport network through the precinct will be vested in Council. Indicative open space areas are identified within the precinct; however, the exact extent and location will be determined at subdivision stage.

Additional height

Opportunities for greater height in appropriate locations have been identified and are delivered via the Additional Height Area (as detail on I561.10.2 Precinct Plan 2) to enable a wide range of industrial activities.

Implementation

The precinct relies on the progressive provision of infrastructure to enable industrial activity. The precinct provisions provide for implementation on a staged basis.

Subdivision and development are restricted until the land within the Silverdale West

Industrial Precinct is able to be connected to functioning bulk water supply and bulk wastewater infrastructure with sufficient capacity to service subdivision and development in the Precinct area, except where an interim solution and associated decommissioning for water and / or wastewater servicing is proposed.

Relationship of the Silverdale West Industrial Precinct to overlay, Auckland-wide and zone provisions

All relevant overlay, Auckland-wide and zone provisions apply in this precinct unless otherwise specified below.

I561.2. Objectives

(1) Light industrial activities within the precinct enable employment and economic development opportunities for the wider Silverdale / Dairy Flat / Hibiscus Coast areas reducing the need for some people to travel outside the area for work.

(2) Māori cultural values are recognised, protected and enhanced within the precinct, particularly where they relate to freshwater quality.

(3) Access to, from and within the precinct occurs in a safe and effective manner that:

(a) Mitigates adverse effects of traffic generation that may compromise the surrounding road network;

(b) Encourages a mode shift to public and active modes of transport;

(c) Ensures public transport can operate efficiently at all times; and

(d) Provides a road network servicing access to and within the Precinct enabling connections to roads and land adjacent to the Precinct.

(4) Subdivision and development are coordinated with the supply of sufficient transport, water supply, stormwater, wastewater, energy and communications infrastructure.

(5) Subdivision and development does not occur in advance of the availability and capacity of bulk water supply and bulk wastewater infrastructure, except where an interim solution and associated decommissioning for water and / or wastewater servicing is proposed.

(6) Subdivision and development does not occur in advance of the availability of operational transport (including regional and local transport) infrastructure.

(7) Subdivision and development are managed to ensure the maintenance and enhancement of ecological values within the receiving environment.

(8) Strong ecological outcomes are embedded within the precinct through the protection and enhancement of key streams and natural wetlands and areas of indigenous vegetation.

(9) Enable buildings of greater height within lower lying areas of the precinct to

enable a range of industrial activities.

(10) The precinct is subdivided and developed in a comprehensive and integrated way to establish an industrial environment that responds to natural site features and landform, manages the interface with surrounding land use, contributes to a strong sense of arrival at Silverdale, supports public and active transport use and respects mana whenua values.

(11) Development and subdivision demonstrate the integration of green networks focused on freshwater systems with accessible open space and active mode networks. through the precinct.

(12) Convenience retail for small to medium-scale tenancies are limited within the precinct to a scale that supports the over-arching transport initiative around the limitation of trips generated for daily conveniences, whilst not acting as a generator of trips into the precinct.

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

I561.3. Policies

Employment/Activities

(1) Require subdivision and development to be in general accordance with the Silverdale West Industrial Precinct Plan 1.

(2) Enable economic development opportunities within the precinct through the staged release of land with sufficient infrastructure to support its use.

(3) Enable the efficient use of land strategically located adjoining the state highway network and within the wider northern Auckland area, for light industrial activity.

(4) Recognise the importance of employment to the Silverdale / Dairy Flat / Hibiscus Coast area by providing opportunities for employment closer to where people live, including the potential for positive travel patterns associated with some people not needing to travel outside the area for work.

Transport, infrastructure and staging

(5) Ensure that subdivision and development in the precinct is coordinated with the provision of sufficient transport, stormwater, wastewater, water supply, energy and telecommunications infrastructure.

(6) Require that subdivision and development in the precinct does not occur in advance of the availability of operational transport infrastructure identified in the precinct standards.

(7) Manage the effects of traffic generation on the surrounding transport network,

including by ensuring:

a) public transport can operate efficiently;

b) the surrounding road network can operate effectively during peak traffic periods;

c) any upgrades to the transport network are safe for pedestrians, cyclists and motorists; and

d) the transport network operates safely at all times.

(8) Provide for the progressive upgrade of existing roads and key intersections within and adjoining the precinct, including the upgrade of road frontages to an urban standard at the time of development or subdivision of adjoining land, to provide for all transport modes and connect with the existing and planned future transport network.

(9) Avoid subdivision and development that is in advance of the provision of functioning bulk water supply and wastewater infrastructure with sufficient capacity to service subdivision and development within the precinct area, except where an interim solution and associated decommissioning for water and / or wastewater self-servicing is proposed.

Street network, open space and built form

(10) Require collector roads to be generally in the location shown in I561.10.1 Silverdale West Industrial: Precinct Plan 1, while allowing for variation where it would achieve a highly connected street layout that integrates with the surrounding transport network.

(11) Ensure that development provides a local road network that achieves a highly connected street layout and integrates with the collector road network within the precinct, and the surrounding transport network, and supports the safety and amenity of the open space and stream network.

(12) Require the transport network to be attractively designed and appropriately provide for all transport modes in accordance with I561.11.1: Appendix 1 – Road function and design elements table, and I561.11.2 Appendix 2 – Road function and design elements table – External roads to the precinct.

(13) Ensure that the location and design of publicly accessible open spaces, including but not limited to riparian margins and esplanade reserves, contribute to a network of green pathways and cycle paths, a sense of place and a quality network of open spaces for the precinct, including by incorporating:

(a) distinctive site features;

(b) wetlands and streams.

(14) Enable a mode shift to public and active modes of transport by requiring collector roads and arterial roads to be designed to provide safe separated access for

pedestrians and cyclists.

(15) Require a landscape buffer to be established adjacent to Dairy Flat Highway and State Highway 1 to mitigate adverse effects arising from the industrial activities on the visual amenity of the surrounding area and to contribute to the arrival experience at Silverdale.

(16) Enable additional building height to meet the functional requirements of industry while responding to the landform.

(17) Create open space (including through esplanade reserves and riparian margins) that is in general accordance with the indicative open space shown in Silverdale West Industrial Precinct Plan 1 and functions, among other things, as an appropriate buffer between streams and wetlands and adjacent industrial activity, and supports active transport modes through the precinct primarily in the form of esplanade reserves and riparian margins.

Stormwater management and ecology

(18) Require development to maintain or enhance water quality and protect the health of stream and wetland environments, including by being consistent with any stormwater management plan adopted for the precinct by the network utility operator.

(19) The riparian margins of streams and wetlands within the precinct are enhanced through ecological restoration and planting.

(20) Design and construct devices (which may include constructed wetland areas) for stormwater treatment and detention of runoff from all impervious surfaces that also contribute to flood management, ecological, recreational and amenity values.

(21) Utilise in stream works on streams, including bed and bank stabilisation, to provide habitat improvement, resilience to increase flows and capacity for stormwater runoff and flood management within the stream channel as part of subdivision and development.

(22) The location, sizing, design, and construction of stormwater infrastructure to be vested to Auckland Council will occur as part of subdivision and development and will be in accordance with the requirements of the network utility operator.

Convenience retail

(23) Limit the extent of convenience retail within the precinct to a scale that supports the over-arching transport initiative around the limitation of trips generated for daily conveniences, whilst not acting as a generator of trips into the precinct.

Cultural values

(24) Recognise, protect and enhance the cultural values and relationships with Silverdale

West by:

(a) Including tāngata whenua in resource consenting, including through provision of cultural impact assessments or other engagement.

(25) Utilise and promote native planting in riparian enhancement areas and street plantings:

(a) Identifying opportunities early to incorporate traditional names or other names put forward by tāngata whenua into open space areas, roads, or other community spaces;

(b) Taking an integrated approach to the management of stormwater which protects and enhances the mauri of freshwater, in particular with regard to John Creek.

(26) Ensuring the mauri of the John Creek Awa, including its tributaries, are enhanced through development setbacks and native riparian planting; and

(27) Ensuring the design of streets and publicly accessible open spaces incorporates Te Aranga design principles.

All relevant overlay, Auckland-wide and zone policies apply in this precinct in addition to those specified above.

I561.4. Activity table

All relevant overlay, Auckland-wide and zone activity tables apply unless the activity is listed in Activity Table I561.4.1 below.

Activity Table I561.4.1 specifies the activity status of land use, subdivision and development in the Silverdale West Industrial Precinct pursuant to sections 9(3) and 11 of the Resource Management Act 1991.

Table I561.4.1 Activity table

Activity		**Activity Status**
Use		
(A1)	Food and beverage in accordance with Rule H17.4.1(A9) up to a total of 1,200m^2 across the precinct	P
Subdivision and Development		
(A2)	Any development with direct vehicle access from the precinct to Dairy Flat Highway	NC
(A3)	Subdivision, or new buildings prior to subdivision, including private roads (excluding alterations and additions that are a permitted activity in the underlying zone)	RD

(A4)	Subdivision and/or development that does not comply with Column 3 of Table I561.6.5.1 (Transport Infrastructure upgrades required to be operational outside the Silverdale West Industrial Precinct to enable activities or subdivision in column 1) and the associated requirements of Standard I561.6.5 Staging of subdivision and development with transport upgrades	NC
(A5)	Subdivision and/or development that does not comply with Column 2 of Table I561.6.5.1 (Transport infrastructure upgrades required to be operational within the Silverdale West Industrial Precinct to enable subdivision in column 1) and the associated requirements of Standard I561.6.5 Staging of subdivision and development with transport upgrades	NC
(A6)	Subdivision and/or development that does not comply with Appendix 1: Road function and design elements table I561.11.2 Appendix 2: Road function and design elements table – External roads to the Precinct	RD
(A7)	Subdivision and/or development of publicly accessible open spaces	RD
(A8)	Use and development not complying with standard I561.6.8 Bulk Water Supply and Wastewater Infrastructure	NC
(A9)	Subdivision not complying with standard I561.6.8 Bulk Water Supply and Wastewater Infrastructure	NC
(A10)	Development exceeding 20m in height and up to 30m in height within an 'Additional Height Area' identified on I561.10.2 Silverdale West Industrial Precinct: Precinct Plan 2	C

I561.5. Notification

(1) An application for resource consent for a controlled activity listed in Table I561.4.1 Activity table, will be considered without public notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under sections 95A(9) or 95B(10) of the Resource Management Act 1991.

(2) Except as provided for in (1) above, any application for resource consent for an activity listed in Table I561.4.1 Activity will be subject to the normal tests for

notification under the relevant sections of the Resource Management Act 1991.

(3) When deciding on 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).

I561.6. Standards

(1) All relevant overlay, Auckland-wide and zone standards apply to the activities listed in Activity Table I561.4.1.

(2) The following Auckland-wide and zone standards do not apply to activities listed in Activity Table I561.4.1 above or to activities listed in Activity Table H17.4.1 of Chapter H17 Business – Light Industry Zone:

H17.6.4 Yards

(3) In addition to Standard I561.6 (1) activities listed in Activity Table I561.4.1 must comply with the following Standards I561.6.1 to I561.6.8.

(4) In addition to standard H17.6 Standards activities listed as permitted and restricted discretionary in Activity Table H17.4.1 of Chapter H17 Business – Light Industry Zone must comply with the following Standards I561.6.1 to I561.6.8.

I561.6.1. Streams and natural inland wetlands

Purpose:

- To contribute to the maintenance and improvement of water quality, habitat, biodiversity and amenity within the precinct.

Riparian margins

(1) Riparian margins of permanent and intermittent streams must be planted either side to a minimum width of 10m, measured from the top of the bank of the stream, provided that:

(a) This standard shall not apply to road, pedestrian, or cycleway crossings over streams.

(b) Roading, walkways and cycleways must not be located within at least 10m of the top of the bank of a stream, except walkways necessary to connect to stream crossings or to avoid trees more than 10m from the top of the stream bank. Where wider riparian margins are proposed, pedestrian and cycle paths of at least 2m in width individually or 3m where combined are able to be provided within the area outside the margin 10m from the top of the stream bank.

(2) A building, or parts of a building, must be setback at least 25m from the bank of a river or stream measuring 3m or more in width, consistent with the requirements of E38.7.3.2 (Subdivision establishing an esplanade reserve).

Vesting

(3) Wetlands, streams and their planted margins must be vested in Council or protected and maintained in perpetuity by an appropriate legal mechanism.

I561.6.2. Yards

Purpose:

- Provide appropriate buffering and screening between industrial activities and open space, recognising the open space zoning, and the 10m riparian yard setback required by I561.6.1(1) which achieves an amenity and buffer function.

(1) A building or parts of a building must be set back from the relevant boundary by the minimum depth listed in Table I5616.2.1

Table I5616.2.1: Yard setbacks

Yard	Minimum depth
Front yard	2m
Rear yard	2m + 3m landscaping requirement (as detailed in (4) below) where adjoining Open Space Zones or land vested or to be vested in the council
Side yard	2m + 3m landscaping requirement (as detailed in (4) below) where adjoining Open Space Zones or land vested or to be vested in the council
Riparian yard	10m from the edge of permanent and intermittent streams

(2) Front yards (excluding access points) must be planted with a mixture of trees, shrubs or ground cover plants (including grass) within and along the full extent of the yard.

(3) Side and rear yards must include a landscape area planted with a mixture of trees, shrubs or ground cover plants (including grass) within and along the full extent of the yard to provide a densely planted visual buffer for a depth of at least 3m (except as detailed below) and must be appropriately maintained thereafter. The landscaping requirement can be reduced where:

(a) side and rear yards adjoin a riparian yard that is 13m or more in width, no landscaping within the side or rear yard is required.

(b) side and rear yards adjoin a riparian yard of between 10m and 13m in width, the landscaping requirement shall be limited to a 'top-up' function, being the difference between the width of the riparian yard and 13m.

I561.6.3. Landscape buffer (State Highway 1 interface)

Purpose:

- To provide a visual landscape buffer between industrial activities within the precinct and State Highway 1.
- To provide for a gateway experience entering Silverdale.

(1) A building or parts of a building within the State Highway 1 Landscape Buffer area shown on I561.10.1 Silverdale West Industrial Precinct: Precinct Plan 1 must be set back from the boundary with State Highway 1 Designations 6759 and 6760 as shown on I561.11.4 Appendix 4 - Landscape Buffer Plan, by the minimum depth of 10m.

(2) The setback must be planted in accordance with Special Information Requirement I561.9(4) Landscape Buffer Planting Plan.

I561.6.4. Landscape buffer (Dairy Flat Highway interface)

Purpose:

- To provide a visual landscape buffer between industrial activities within the precinct and Dairy Flat Highway.

(1) A building or parts of a building within the Dairy Flat Landscape Buffer area shown on I561.10.1 Silverdale West: Industrial Precinct Plan 1 must be set back from the boundary with Dairy Flat Highway Designations 1480 and 1497 by a minimum depth of 5m.

(2) The setback must be planted in accordance with any Landscape Buffer Planting Plan provided in accordance with Special Information Requirement I561.9(4).

I561.6.5. Staging of subdivision and development with transport upgrades

Purpose:

- Manage the adverse effects of traffic generation on the surrounding regional and local road network through the provision of transport upgrades needed to support development within the precinct and the wider area.
- Achieve the integration of land use and transport consistent with Policies I561.3(6) (7), and (8).
- Ensure sufficient infrastructure is in place to support the staged development of the precinct.

Note:

If an application for subdivision is granted and meets the requirements of this standard, subsequent applications for new buildings on that land shall be deemed to comply with the standard. Where land use consent for new buildings occurs first, any subsequent subdivision around that land use shall be deemed to comply.

(1) The Transport Infrastructure upgrades (or equivalents) listed in Columns 2 and 3 of Table I561.6.5.1 must be constructed and operational prior to the implementation of any subdivision, development or use of Light Industry Land

within the precinct. Once the prerequisites in Columns 2 and 3 have been completed, subdivision and / or development in Column 1 is enabled. Applications for resource consent in respect of activities, development or subdivision identified in Column 1 of Table I561.6.5.1 will comply with this standard if the corresponding transport upgrades identified in Columns 2 and 3 of the Table (or equivalent) is:

(a) constructed and operational prior to lodgement of the resource consent application; or

(b) under construction with relevant consents and/or designations being given effect to prior to the lodgement of the resource consent application and the application is expressly made on the basis that the relevant transport upgrade(s) will be completed and operational prior to:

(i) the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or

(ii) the occupation of any buildings associated with industrial, retail and / or community activities in the case of a land use consent application; or

(c) Proposed to be constructed by the applicant as part of the resource consent application and the application is expressly made on the basis that the relevant transport upgrade(s) will be completed and operational:

(i) Prior to or in conjunction with the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or

(ii) Prior to the occupation of any buildings associated with industrial, retail and / or community activities in the case of a land use consent application.

(2) Any application lodged in terms of Standard I561.6.5(1) (b) or (c) above must confirm the applicant's express agreement in terms of section 108AA(1)(a) of the RMA and on an Augier basis to the imposition of consent conditions requiring (as relevant) that:

(a) no industrial or commercial floorspace shall be occupied until the relevant transport upgrades are constructed and operational; and/or

(b) no section 224(c) certificate shall be issued, and no subdivision survey plan shall be deposited until the relevant transport upgrades are constructed and operational.

Any resource consent(s) granted on one or both of the above basis must be made subject to consent conditions as described in Standard I561.6.5(2)(a) and/or Standard I561.6.5(2)(b) above. Those conditions will continue to apply until appropriate evidence is supplied to Council confirming that the relevant transport upgrades are operational.

(3) For the purpose of Standards I561.6.5(1) and (2):

(a) The subdivision and / or development of Stage 1 land is to occur prior to the subdivision and / or development of Stage 2 land to ensure that development is aligned with the necessary provision of infrastructure. Staging is as per I561.10.1 – (Silverdale West Industrial Precinct: Precinct Plan 1);

(b) 'Industrial or commercial floorspace' means buildings for those activities that have a valid land use consent or a subdivision that has a 224C certificate that creates additional vacant lots;

(c) 'Occupation' and 'occupied' mean occupation and use for the purposes permitted by the resource consent but not including occupation by personnel engaged in construction, fitting out or decoration;

(d) Operational' means the relevant upgrade is available for use and open to all traffic; and

(e) Within the precinct, 'Land Available for Development' means the total land area of development Lots within the Light Industry zone that will be used for Industrial or Commercial activities and have been subject to approved subdivision consents or are included within a proposed subdivision application. For completeness, Land Available for Development excludes Open Space zoned land (where zoned), riparian margins and esplanade reserves, collector, key local and local roads, the landscape buffers and road widening requirements of Standards I561.6.3 and, I561.6.4, and land required for stormwater management.

(4) Any proposal for commercial, industrial and/or community activities must demonstrate compliance with this standard in accordance with the Special Information Requirements in I561.9(3).

Table I561.6.5.1 Threshold for subdivision, development and / or use: Transport upgrades

	Column 1 **Subdivision, development and/or use enabled by transport infrastructure in Columns 2 and 3 being operational**	**Column 2** **Transport infrastructure upgrades required to be operational (in accordance with I561.11: Silverdale West Industrial Precinct Appendix 3 Transport Infrastructure Upgrades) within the Silverdale West Industrial Precinct to enable subdivision, development and / or use in column 1**	**Column 3** **Transport infrastructure upgrades required to be operational (in accordance with I561.11: Silverdale West Industrial Precinct Appendix 3 Transport Infrastructure Upgrades) outside of the Silverdale West Industrial Precinct to enable subdivision, development and / or use in column 1**
(1) The Transport Infrastructure listed in Columns 2 and 3 must be constructed and			

	operational prior to the implementation of any subdivision, or development, and / or use within the precinct.		
Stage 1 as defined on I561.10.1: Silverdale West Industrial Precinct – Precinct Plan 1			
(a)	Once the prerequisites in Columns 2 and 3 have been completed, subdivision, development, and / or use up to 28.4ha of Land Available for Development is enabled (cumulative across Stage 1).	▪ First signalised intersection connecting the precinct to Dairy Flat Highway (including provision of signalised pedestrian crossings, advance cycle boxes and footpath infrastructure connecting to indicative bus stop locations) ▪ Provision of a bi-directional cycle lane and footpath along the southern edge of Dairy Flat Highway extending between Pine Valley Road and the first signalised intersection connecting the precinct to Dairy Flat Highway	▪ Pine Valley Road / Dairy Flat Highway signalisation ▪ Pine Valley Road upgrade (including provision of a cycle lane and footpath infrastructure) from Argent Lane to Dairy Flat Highway completed; and ▪ Argent Lane completion from John Fair Drive to Wainui Road
(b)	Between 28.4ha and 36.9ha of Land Available for Development (cumulative across Stage 1)	▪ The transport infrastructure upgrades required in Column 2 for (a) above	▪ The transport infrastructure upgrades required in Column 3 for (a) above ▪ Upgrade to Dairy Flat Highway / Pine Valley Intersection to include a second right turn short bay from the east (approximately 135m) and formal pedestrian crossings and advance cycle boxes
(c)	Between 36.9ha and 45.4ha of Land Available for Development (cumulative across Stage 1)	▪ The transport infrastructure upgrades required in Column 2 for (a) and (b) above	▪ The transport infrastructure upgrades required in Column 3 for (a) and (b) above ▪ Signalisation of the Wilks Road / Dairy Flat Highway Intersection (including signalised pedestrian crossings and advanced cycle boxes), or a roundabout with safe provision for all modes; and ▪ Signalisation of the East Coast Road / Wilks Road intersection (including signalised pedestrian crossings and advanced

			cycle boxes)
Stage 2 as defined on I561.10.1: Silverdale West Industrial Precinct – Precinct Plan 1			
(d)	Between 45.4ha and 53.9ha of Land Available for Development (cumulative across Stages 1 and 2)	▪ The transport infrastructure upgrades required in Column 2 for (a) to (c) above ▪ Second signalised intersection connecting the precinct to Dairy Flat Highway (including provision of signalised pedestrian crossings, advance cycle boxes and footpath infrastructure connecting to indicative bus stop locations)	▪ The transport infrastructure upgrades required in Column 3 for (a) to (c) above ▪ Upgrades to the Silverdale Interchange to: - Provide a slip lane on the western approach to the Silverdale Interchange which connects to the northbound on-ramp; and - Extend the length of the left turn slip lane on the southbound off-ramp at the Silverdale Interchange to around 150m and introduce a ramp meter for the AM peak
(e)	More than 53.9ha of Land Available for Development (cumulative across Stages 1 and 2)	▪ The transport infrastructure upgrades required in Column 2 for (a) to (d) above	▪ The transport infrastructure upgrades required in Column 3 for (a) to (d) above; and ▪ Upgrade to the Argent Lane / Pine Valley intersection to a roundabout to two circulating lanes

(5) The plans shown indicatively in I561.11 Appendix 3 - Transport Upgrades shall be deemed to satisfy the Transport infrastructure required in Columns 2 and 3. An alternative upgrade design that has similar or better safety and efficiency outcomes may also be adopted with the agreement of the road controlling authority.

I561.6.6. Road design

Purpose:

- To ensure that any use, development and/or subdivision complies with I561.11.1: Appendix 1: Road Function and Design Elements Table and I561.11.2 Appendix

2: Road function and design elements table – External roads to the Precinct.

(1) Any use, development and /or subdivision that includes the construction of new roads, or the upgrade of existing roads, must comply with I561.11 Appendix 1: Road Function and Design Elements Table.

(2) Any subdivision for Collector and / or Key Local Roads internally within the Precinct must make provision for the extension of the roading network to adjoining property boundaries within the Precinct in general accordance with the indicative roading layout set out in I561.10.1 Silverdale West Industrial Precinct: Precinct Plan 1. For clarity, roads can either be vested and constructed, or vested as unformed legal road.

Note:

Where legal roads are vested as unformed legal roads, it is expected that adjoining landowners looking to rely on those roads for access will construct that part of those roading connections as part of their subdivision and / or development processes (including gaining all necessary approvals). There is no expectation that Auckland Transport will fund or construct those roads.

I561.6.7. Stormwater management

Purpose:

- To ensure that stormwater is managed and treated prior to discharge to maintain and enhance the health and ecological values of John Creek and the receiving environment.

(1) Any use, development and /or subdivision must be in accordance with any stormwater management plan adopted under the Network Discharge Consent.

(2) Development not consistent with an approved Stormwater Management Plan either needs an adopted amendment to the adopted Stormwater Management Plan or a new Network Discharge Consent under Chapter E8 (Stormwater – Discharge and diversion) or other relevant discharge consent.

I561.6.8. Bulk water supply and wastewater nfrastructure

Purpose:

- To ensure subdivision and development within the Precinct is adequately serviced with bulk water and wastewater infrastructure.

(1) Bulk water supply and wastewater infrastructure with sufficient capacity for servicing the proposed development must be completed, commissioned and functioning:

(a) In the case of subdivision, prior to issuing of a certificate pursuant to section 224(c) of the Resource Management Act 1991; or

(b) In the case of land use only, prior to a passed final inspection under the Building Act of any buildings for activities that would require water and / or wastewater servicing.

I561.7. Assessment – controlled activities

I561.7.1. Matters of control

The Council will reserve control over all of the following matters when assessing a controlled activity resource consent application:

(1) Development exceeding 20m in height and up to 30m in height within an 'Additional Height Area' as detailed on I561.10.2 Silverdale West Industrial Precinct: Precinct Plan 2:

(a) the contribution of façade and rooftop form and colour on the perceived visual mass of taller buildings within the Precinct when viewed from elevated vantage points outside the Precinct.

I561.7.2. Assessment criteria

The Council will consider the relevant following matters when assessing a controlled activity resource consent application:

(1) Development exceeding 20m in height and up to 30m in height within an 'Additional Height Area' as detailed on I561.10.2 Silverdale West Industrial Precinct: Precinct Plan 2:

(a) the extent to which the materiality and finish of façades, and the form and colour of rooftops utilises the following methods to avoid or mitigate adverse visual amenity effects from elevated vantage points outside the Precinct:

(i) The use of subdued or recessive colours, and variation in façade materials and finishes (including roof colours that have a maximum Light Reflectance Value of 40%)

(ii) The creation of variation in roof profiles across the Precinct, including consideration given to the overall roofscape when viewed from elevated positions outside the Precinct

(iii) The integration of rooftop servicing and plant with the wider roofscape, with particular consideration given to the overall roofscape when viewed from elevated positions outside the Precinct.

I561.8. Assessment – restricted discretionary activities

I561.8.1. Matters of discretion

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

(1) New buildings prior to subdivision; and subdivision, including subdivision establishing private roads:

(a) Location and design of the collector road, local roads and connections with neighbouring sites to achieve an integrated street network, and appropriately provide for all modes;

(b) Provision of cycling and pedestrian networks;

(c) Design and sequencing of upgrades to the existing road network;

(d) The design and efficiency of stormwater infrastructure and devices (including communal devices) including where relevant, integration of devices with the road corridor and surrounding environment;

(e) Retaining walls along public realm interface;

(f) Mana Whenua values; and

(g) Matters of discretion I561.8.1(1)(a)-(f) apply in addition to the matters of discretion in E38.12.1.

(2) Development that does not comply with Standard I561.6.1 Streams and natural in land wetlands

(a) Effects on water quality and ecological habitat;

(b) The extent to which any reduction in width of the riparian margin is able to be offset elsewhere within the precinct; and

(c) Effects on stream bed and bank stabilisation and erosion.

(3) Development that does not comply with Standard I561.6.2 Yards:

(a) Matters of discretion H17.8.1(4) apply

(4) Development that does not comply with I561.6.3 Landscape buffer (State Highway 1 Interface)

(a) Visual amenity effects.

(b) Gateway experience to Silverdale.

(5) Development that does not comply with I561.6.4 Landscape buffer (Dairy Flat Highway Interface)

(a) Visual amenity effects.

(6) Subdivision, development or use that does not comply with E27.6.1 Trip generation:

(a) Effects of traffic generation on the safety and operation of the surrounding road network consistent with policies I561.3(6), (7) and (8);

(b) The scale and nature of effects on the transportation network arising from the proposed subdivision or development, in the context of the rate of uptake of industrial development within the precinct and the uptake of other planned future development in the surrounding area;

(c) The rate of public transport uptake and associated / supporting travel management measures and the effects of provision of facilities that encourage alternative modes of travel; and

(d) The outcome of engagement with the road controlling authority(ies)

(e) The transport infrastructure upgrades detailed in Table I561.6.5.1 required for the subdivision or development.

(7) Subdivision or Development that does not comply with I561.6.6(1) Road design

(a) The design of the road, and associated road reserve and whether it achieves policies I561.3(10) to (12) and (14);

(b) Design constraints; and

(c) Interface design treatment at property boundaries, particularly for pedestrians and cyclists.

(8) Subdivision or development of publicly accessible open space:

(a) Location and design of the indicative open spaces shown in I561.10.2 Precinct Plan 1;

(b) Location and design of any other publicly accessible open spaces greater than 1,000m^2;

(c) Ownership and maintenance arrangements.

(9) Development that does not comply with I561.6.7 Stormwater management:

(a) The requirements of the adopted Stormwater Management Plan and whether it achieves policies I561.3(18) to (22)

(b) Flood effect in a 1% Annual Exceedance Probability (AEP) flood event.

I561.8.2. 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 overlays, Auckland-wide or zone provisions:

(1) New buildings prior to subdivision, and subdivision, including subdivision establishing private roads:

Location and design of roads

(a) Whether the collector road and key pedestrian connections are provided generally within 50m of the location shown on I561.10.1 Silverdale West Industrial Precinct Plan 1 to achieve a highly connected street layout that integrates with the surrounding transport network. An alternative alignment that provides an equal or better degree of connectivity and amenity within and beyond the precinct may be appropriate, having regard to the following functional matters:

(i) Landowner patterns and the presence of natural features, natural hazards, or contours or other constraints and how these impact the placement of roads;

(ii) The need to achieve an efficient block structure and layout within the precinct suitable to the proposed activities; and

(iii) The constructability of roads and the ability for it to be connected to and beyond any property boundary.

(b) Whether a high quality and integrated network of local roads is provided within the precinct that has a good degree of accessibility and supports a walkable street network.

(c) Whether roads and pedestrian and cycle paths are aligned to provide visual and physical connections to open spaces, including along the stream network, where the site conditions allow.

(d) Whether subdivision and development provides for collector roads and local roads to the site boundaries to coordinate with neighbouring sites and support the integrated completion of the network within the precinct over time;

(e) Whether the design of new collector and local roads accord with the road design details provided in I561.11.1 Appendix 1;

Design and sequencing of upgrades to the existing road network

(f) Whether conditions offered as part of the land use or subdivision consent application ensures compliance with Standard I561.6.5.

Retaining walls along the public realm interface

(g) The extent to which any retaining along the public realm interface is minimised, mitigated and responds to the landscape, any watercourses or other ecological features.

Mana Whenua Values

(h) Whether the design of streets and publicly accessible open spaces incorporate Te Aranga design principles.

(2) Subdivision and/or development of publicly accessible open space:

(a) Whether open spaces are provided in locations generally consistent with the indicative locations shown on I561.10.1 Precinct Plan 1

(b) Whether the location and design of open spaces integrates with surrounding natural features include the network of permanent and intermittent streams.

(c) If private ownership of publicly accessible open space is proposed, whether appropriate arrangements are proposed to provide for ongoing private maintenance.

(3) Development that does not comply with Standard I561.6.1 Streams and natural inland wetlands:

(a) Whether the development is consistent with Policy I561.3.(18)-(20).

(b) The extent to which the development retains and provides protection for riparian margins and any reduction achieves water quality, habitat, biodiversity and amenity outcomes

(4) Development that does not comply with I56.16.2 Yards:

(a) The assessment criteria set out in H17.8.2(4).

(5) Development that does not comply with I56.16.3 Landscape buffer (State Highway 1 Interface):

(a) the extent to which planting is designed to achieve a regular structure and rhythm along State Highway 1 reinforcing a buffer; and

(b) the extent to which the integrated site layout, building and landscape design provides a high quality and visually attractive frontage to State Highway 1 and contributes to a gateway experience entering Silverdale.

(6) Development that does not comply with I5616.4 Landscape buffer (Dairy Flat Highway Interface)

(a) the extent to which planting is designed to achieve a regular structure and rhythm along Dairy Flat Highway reinforcing a buffer;

(b) the extent to which the integrated site layout, building and landscape design provides a high quality and visually attractive frontage to Dairy Flat Highway.

(7) Subdivision, development or use that does not comply with E27.6.1 Trip generation:

(a) A proposal that requires consent under E27.6.1 Trip generation will be assessed in terms of the matters below, as informed by a Transport Assessment Addendum prepared in accordance with information requirement I561.9(2);

(b) Whether the proposal is consistent with policies I561.3(6), (7) and (8);

(c) Whether the proposal and its supporting transportation features address all modes of transport for the intended activity in a manner that is consistent with the relevant transport strategies of Auckland Transport and Waka Kotahi applying to the Silverdale West area;

(d) Whether increased use of public transport within the precinct or the wider area, has provided additional available capacity and effectiveness of the surrounding transport network;

(e) Whether the proposal would have a similar or lesser trip generation and similar effects on the surrounding road network to the development mix provided for in the Table I561.6.5.1 Threshold for subdivision and development: Transport upgrades outside of the Silverdale West Industrial Precinct to support development within the precinct and in the wider area;

(f) Whether industrial development is coordinated with residential development within the wider Silverdale/Milldale area to minimise trips outside of the precinct providing additional capacity and effectiveness of the surrounding transport network;

(g) Whether the actual rate of development in the wider area is slower than anticipated and provides effectiveness and capacity in the surrounding transport network;

(h) The effect of the timing and development of any other transport upgrades or transport innovations not anticipated by the precinct;

(i) Whether the proposal demonstrates methods that promote or provide for the increased use of public transport, including details of how those methods would be implemented, monitored and reviewed so as to contribute to a reduction in vehicle trips;

(j) Whether the surrounding transport network can operate safely and efficiently effectively when considering traffic generated by construction activities within the wider area;

(k) Whether the internal roading network elements are designed to a consistent, high-quality standard;

(l) Whether sufficient cycleway and walkway linkages and facilities are provided, and are designed to contribute to the needs of employment and visitor use of the site;

(m) The extent to which the connections of the internal roading layout avoid adverse effects on the safety and efficiency of the adjacent road network;

(n) The extent to which the safe and efficient operation of the State Highway and primary road network is compromised by development within the precinct;

(o) Whether safe connections can be achieved to public transport services within the precinct.

(8) Development that does not comply with I561.6.6(1) Road Design:

(a) Whether there are constraints or other factors present which make it impractical to comply with the required standards;

(b) Whether the design of the road and associated road reserve achieves policies I561.3(10), (11), (12) and (14);

(c) Whether the proposed design and road reserve:

(i) incorporates measures to achieve the required design speeds;

(ii) can safely accommodate required vehicle movements;

(iii) can appropriately accommodate all proposed infrastructure and roading elements including utilities and/or any stormwater treatment;

(iv) assesses the feasibility of upgrading any interim design or road reserve to the ultimate required standard.

(d) Whether there is an appropriate interface design treatment at property boundaries, particularly for pedestrians and cyclists.

(9) Development that does not comply with I561.6.7 Stormwater management:

(a) Whether the stormwater management achieves policies I561.3(18) to (22)

(b) The extent to which the development meets the requirements of the adopted Stormwater Management Plan.

I561.9. Special information requirements

(1) Riparian planting plan

(a) An application for land modification, development and subdivision which adjoins a permanent or intermittent stream must be accompanied by a riparian planting plan identifying the location, species, planter bag size and density of the plants. Plant species should be native and resistant to flooding and not increase flooding and stream erosion.

(b) An application for land modification, development and subdivision which adjoins a natural wetland within a development area must be accompanied by a Monitoring and Maintenance Plan for the natural wetland which identifies revegetation planting (species, location, planter, bag size and density), hydrological monitoring (indicators of wetland vegetation and processes), soil

monitoring (hydric soil assessment), and maintenance requirements to ensure that wetland plantings establish.

(c) Riparian and wetland planting plans must be prepared by a suitably qualified and experienced person, with regard had to the provisions in Appendix 16 Guideline for native revegetation plantings.

(2) Transport Assessment Addendum

(a) An application not complying with Standard I561.6.5 Staging of subdivision and development with transport upgrades or requiring consent under E27.6.1 Trip generation, must be accompanied by a Transport Assessment Addendum which details the transportation effects of the infringement / trip generation, and which must build on the Silverdale West ITA. The Transport Assessment Addendum must be prepared by suitably qualified transport planner or traffic engineer prepared in accordance with the Auckland Transport Integrated Transport Assessment Guidelines applying at the time of the application for the infringement.

(b) The Transport Assessment must include a register of development and subdivision that has been previously approved under Standard I561.6.5 Staging of subdivision and development with transport upgrades or under E27.6.1 Trip generation.

(c) Where engagement has been undertaken with the road controlling authority(ies), the Transport Assessment Addendum must document the outcomes of that engagement.

(3) Monitoring of Rule I561.6.5 Staging of subdivision and development:

(a) Any proposal for commercial, industrial, and / or community activities must demonstrate compliance with Standard I561.6.5 Staging of subdivision and development with transport upgrades. Any application must contain details of the amount of Land Available for Development proposed to be enabled for commercial, industrial or community activity, and for any subdivision proposal involving super lots, the Land Available for Development involved.

(4) Landscape Buffer Planting Plan

(a) An application for land modification, development and subdivision which adjoins State Highway 1 or Dairy Flat Highway must be accompanied by a planting plan identifying the location, species, planter bag size and density of the plants.

(b) Plant species should be utilised to create multi-layered native planting consisting of low edge planting, mid-height shrubs/trees as well as taller tree species (with the ability to grow to a minimum of 20m in height at maturity when adjoining State Highway 1). This planting is to be arranged to achieve a regular structure and rhythm reinforcing a gateway feature.

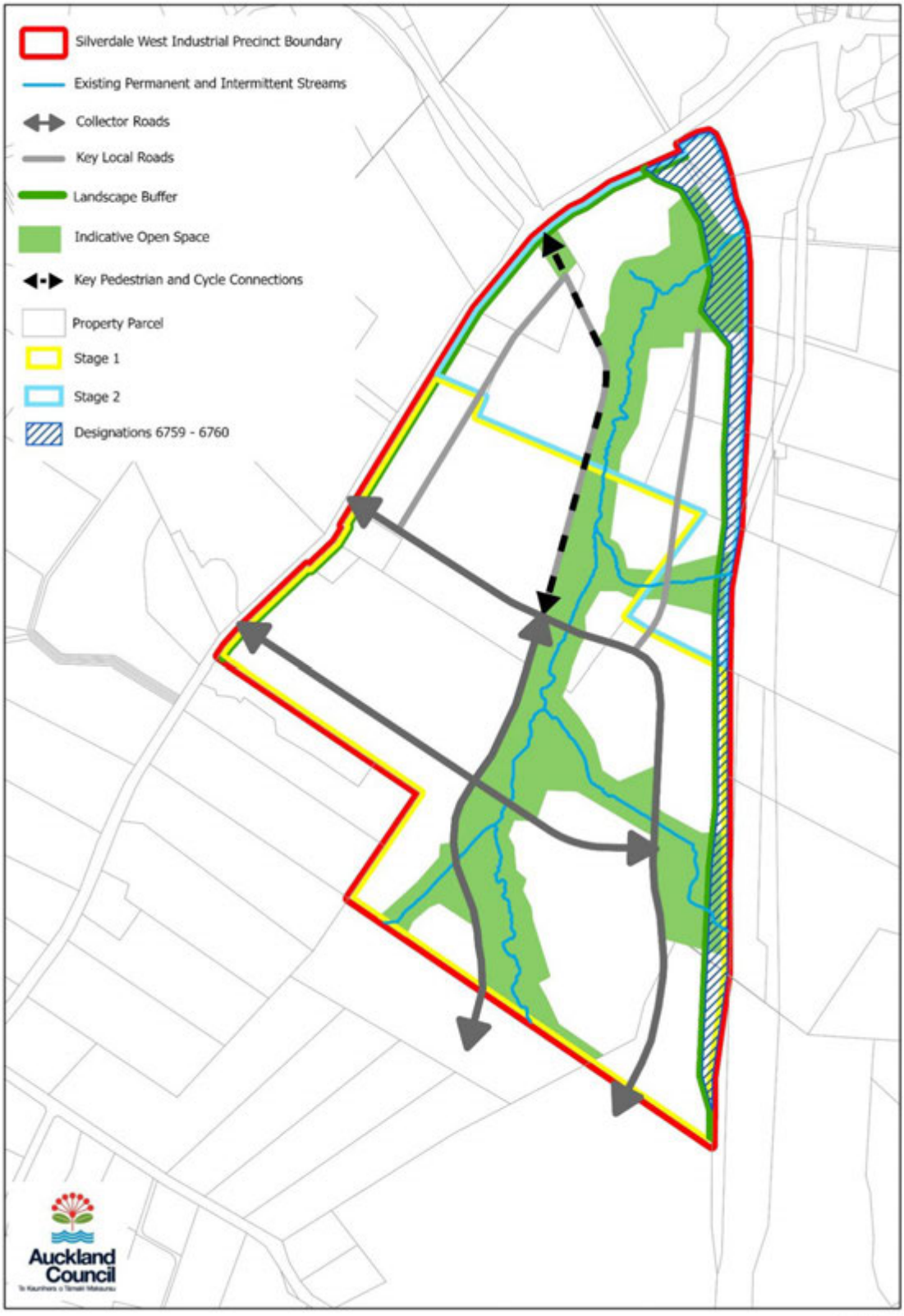
(5) Stream Stabilisation Plan

(a) Any application for land modification, development and subdivision which adjoins a permanent or intermittent stream must be accompanied by a stream and stabilisation plan assessment to inform the type and scale of instream work required to ensure the effects from the development is managed and there is resilience to any effects of future flow.

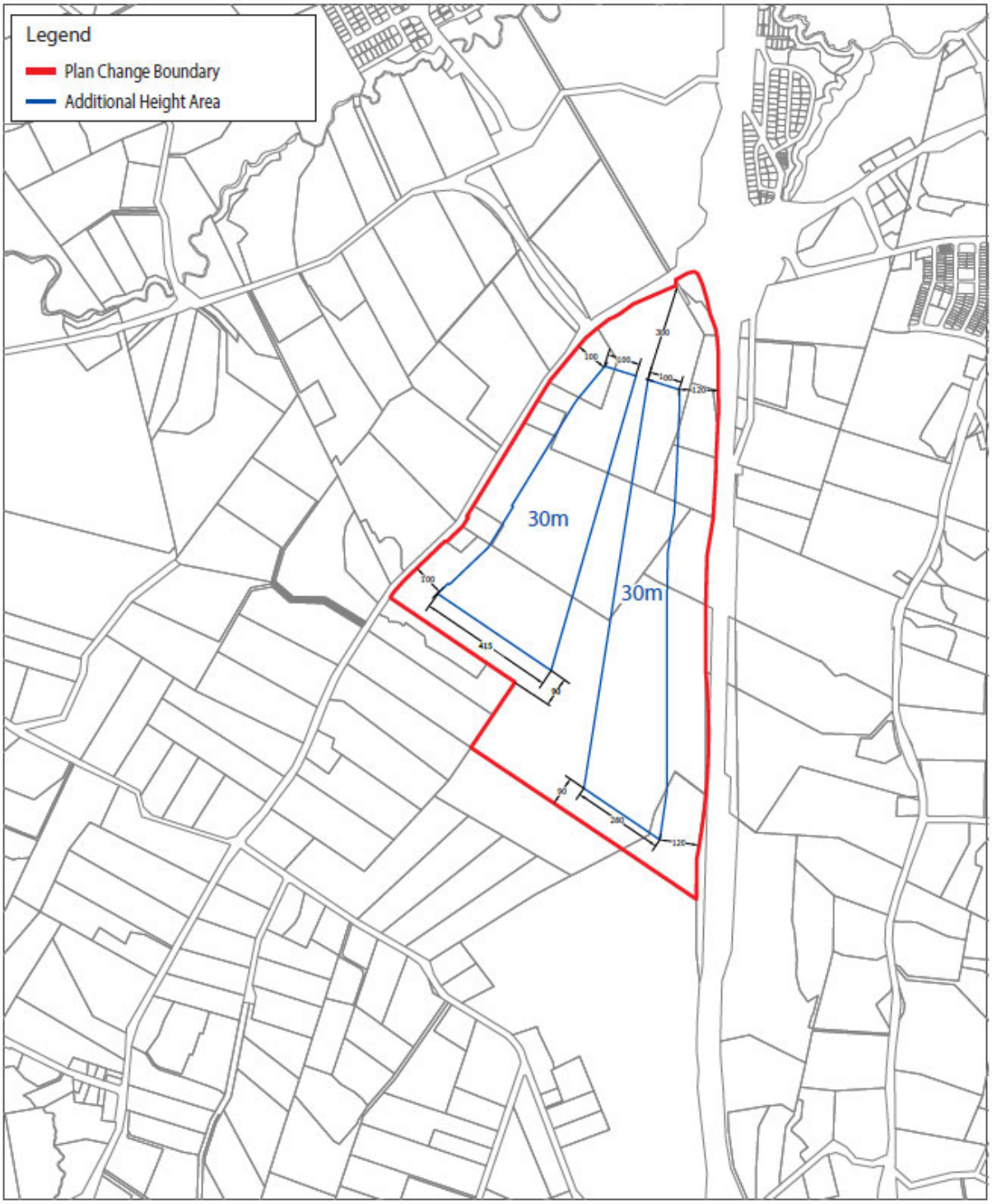
(b) Any stream work is of a standard that will allow the stream to progressively improve over time where it is degraded.

I561.10. Precinct plans

I561.10.1. Precinct Plan 1 Silverdale West Industrial Precinct



I561.10.2. Precinct Plan 2 Silverdale West Industrial Precinct: Additional Height Area



I561.11. Appendices

I561.11.1. Appendix 1: Road function and design elements table

Road Description	Proposed Role and Function of Road in Precinct Area	Minimum Road Reserve (Note 1)	Total Number of Lanes	Speed Limit (Design)	On-Street Parking	Access Restrictions	Median (Note 2)	Freight or heavy vehicle route	Cycle Provision	Pedestrian Provision	Street Trees	Bus Provision (Note 3)
Collector Road	Collector Road (Type 1)	21m (without on-street parking) 22m (with on-street parking)	2	50 km/h	Optional	No	Yes (3m-wide flush median)	No	Yes Separated on both sides	Yes Both sides	Trees each side	Yes (in lane bus stops)
Local Roads	Local Road (Type 2)	17m (without on-street parking) 20m (with on-street parking)	2	50 km/h	Optional	No	No	No	No	Yes Both sides	Trees each side	No

Note 1: Typical minimum width which may need to be varied in specific locations where required to accommodate network utilities, batters, structures, stormwater treatment, intersection design, significant constraints, or other localised design requirements.

Note 2: Flush medians subject to Auckland Transport approval at EPA stage.

Note 3: Carriageway and intersection geometry capable of accommodating buses. Bus stop form and locations and bus routes shall be determined with Auckland

Transport at resource consent and engineering plan approval stage.

I561.11.2. Appendix 2: Road function and design elements table – External roads to the Precinct

Road Description	Proposed Role and Function of Road in Precinct Area	Minimum Road Reserve (Note 1)	Total Number of Lanes	Speed Limit (Design)	On-Street Parking	Access Restrictions	Median (Note 2)	Freight or heavy vehicle route	Cycle Provision	Pedestrian Provision	Street Trees	Bus Provision (Note 3)
Dairy Flat Highway southwest of Pine Valley Road to the southwestern extent of the Precinct (Interim upgrade to precinct frontage)	Arterial Road (Two Lanes)	Variable width for interim	2	50km/h	No	Yes	Yes	Yes	Yes On precinct frontage only	Yes On precinct frontage only	Yes Trees on each side	No
Dairy Flat Highway (at the Pine Valley Road intersection	Arterial Road Four Lanes left turn	32m	Western leg: - 3 approach lanes inclusive of a left turn lane	50km/h	No	Yes	Yes	Yes	Advance stop boxes	North-South and East-West	Yes Trees on each side	Yes

only)			- 1 departure lane Eastern leg: - 3 approach lanes, inclusive of double right turn 2 departure lanes									

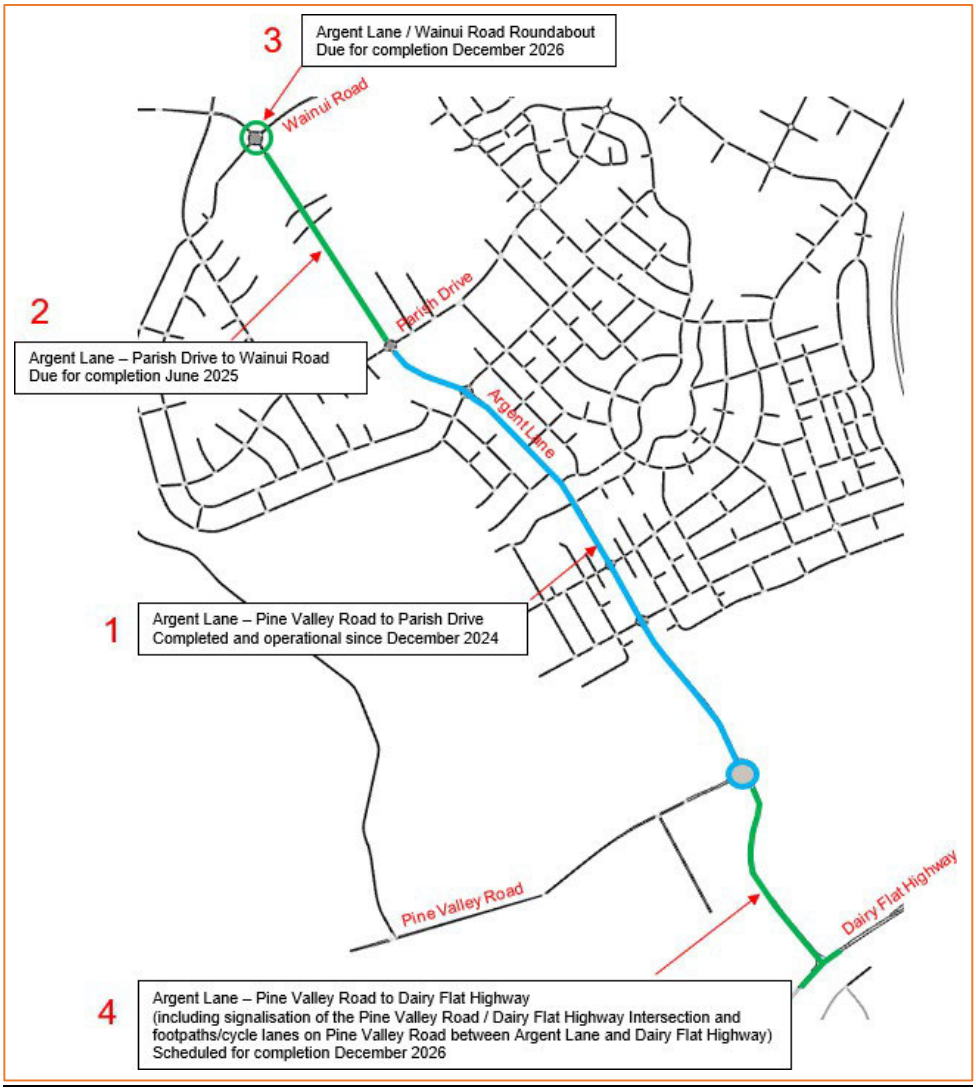
Note 1: Typical minimum width which may need to be varied in specific locations where required to accommodate network utilities, batters, structures, stormwater treatment, intersection design, significant constraints including land ownership, or other localised design requirements.

Note 2: Flush, solid or raised medians subject to Auckland Transport approval at EPA stage.

Note 3: Carriageway and intersection geometry capable of accommodating buses. Bus stop form and locations and bus routes shall be determined with Auckland Transport at resource consent and engineering plan approval stage.

I561.11.3. Appendix 3: Transport Infrastructure Upgrades

Pre-Development Upgrades



1: Argent Lane (Pine Valley Road to Parish Drive)
- Two-lane vehicle carriageway
- Single lane roundabouts at the Parish Drive, Maryvale Road and John Fair Drive intersections
- Footpaths on both sides of the road
- Segregated cycle facilities

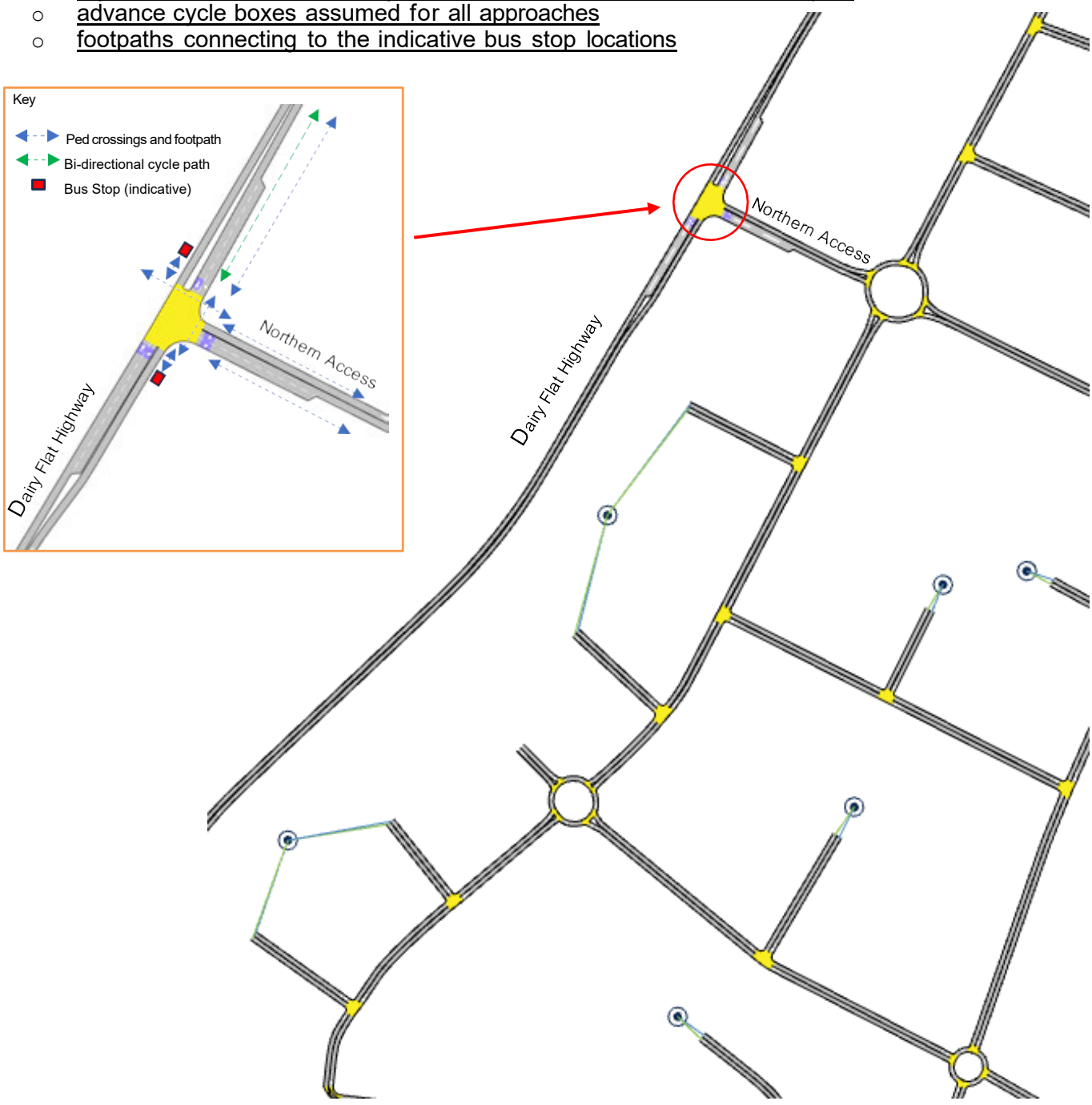
2: Argent Lane (Parish Drive to Wainui Road)
- Two-lane vehicle carriageway
- Footpaths on both sides of the road
- Segregated cycle facilities

3: Argent Lane / Wainui Road Roundabout
- Single Lane roundabout
- Footpaths and cycle provisions

4: Argent Lane (Pine Valley Road to Dairy Flat Highway)
- Realignment of Pine Valley Road
- Two-lane vehicle carriageway
- Signalisation of the Pine Valley Road / Dairy Flat Highway intersection (inclusive of pedestrian crossings on all legs and advance cycle boxes)
- Cycle lane and footpaths on both sides of Pine Valley Road between Argent Lane and Dairy Flat Highway

Upgrade 1

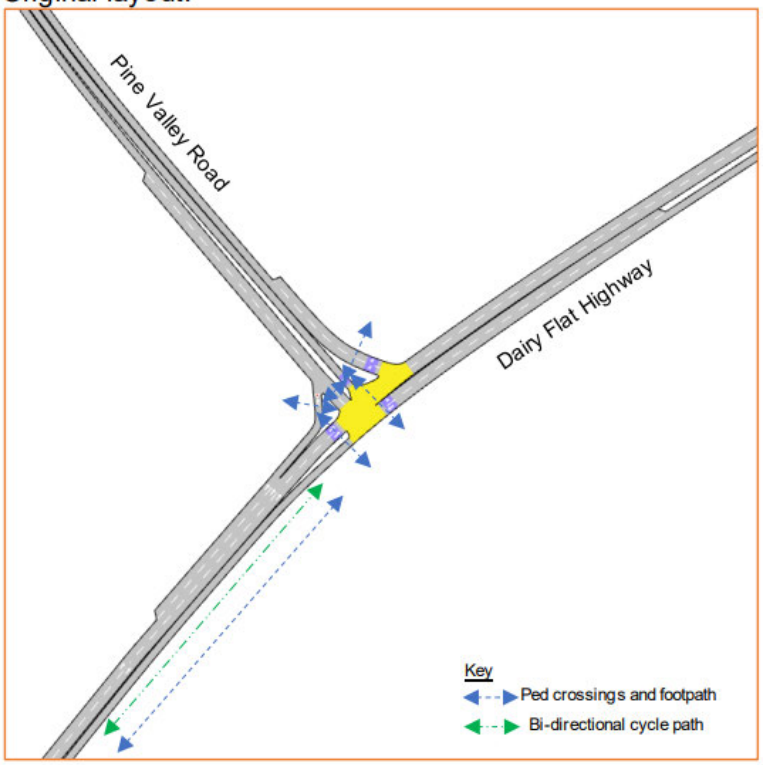
- One signalised intersection connecting the PPC area to the external road network via Dairy Flat Highway
  - signalised pedestrian crossings incorporated within the intersection layout
  - advance cycle boxes assumed for all approaches
  - footpaths connecting to the indicative bus stop locations



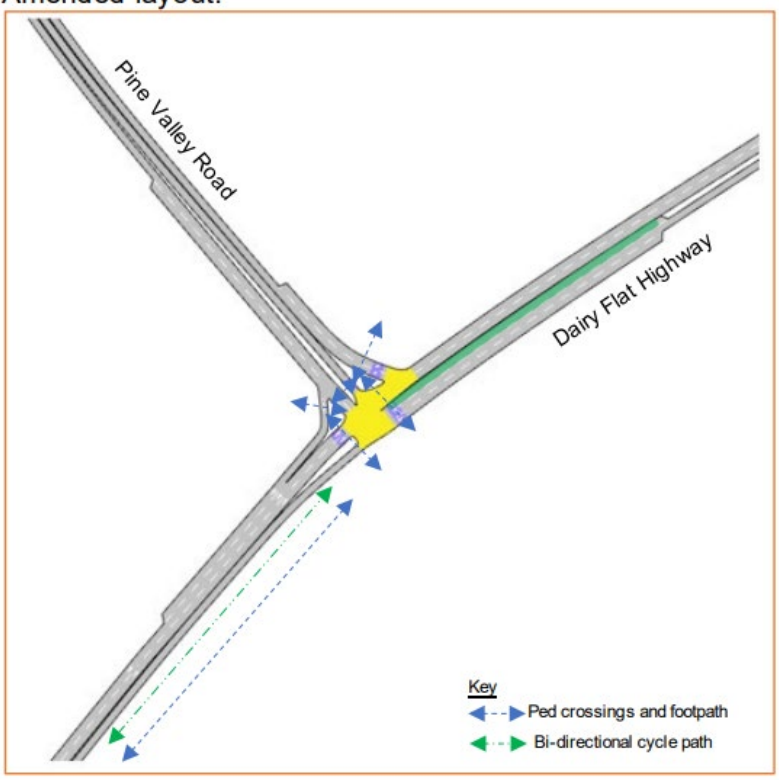
Upgrade 2 (Table I561.6.7.1 (b) of the Precinct Provisions)

- Upgrade of the Pine Valley Road / Dairy Flat Highway intersection to include a second right turn short bay from the east (turns into Pine Valley Road) (approximately 135m)
  - formal pedestrian crossings incorporated within the intersection layout, plus advance cycle boxes

Original layout:



Amended layout:

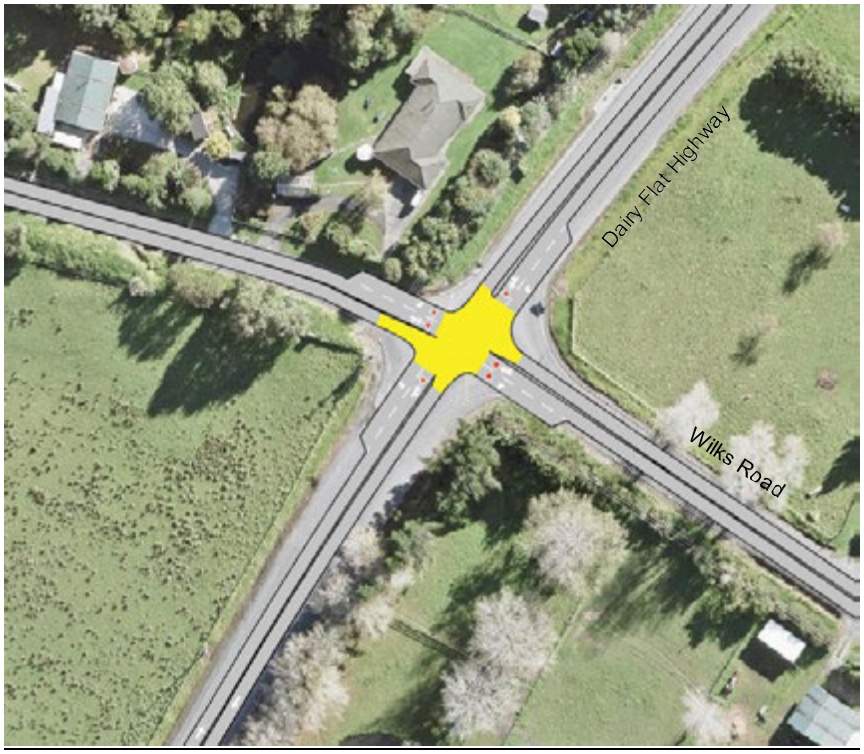


Upgrade 36 (Table I561.6.7.1 (c) of the Precinct Provisions

- Signalisation of the Wilks Road / Dairy Flat Highway intersection
  - signalised pedestrian crossings incorporated within the intersection layout
  - advance cycle boxes assumed

Note: A roundabout design with safe provision for all modes is an alternative option.

Original layout:



Amended layout:



Upgrade 4 (Table I561.6.7.1 (c) of the Precinct Provisions)

- Signalisation of the Wilks Road / East Coast Road intersection
  - signalised pedestrian crossings incorporated within the intersection layout
  - advance cycle boxes assumed

Original layout:



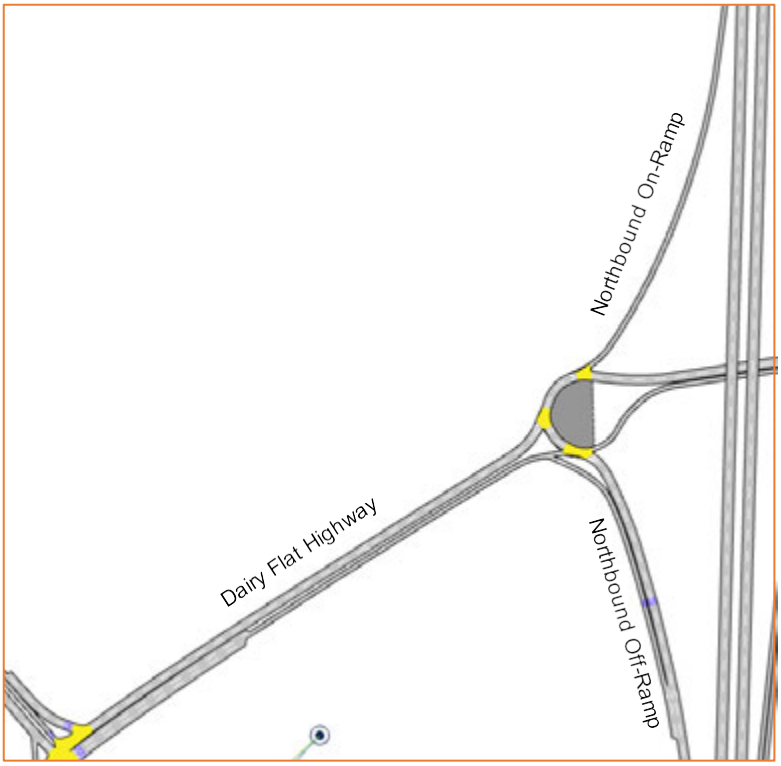
Amended layout:



Upgrade 5 (Table I561.6.7.1 (d) of the Precinct Provisions)

- Provision of a slip lane on the western approach to the Silverdale interchange which connects to the northbound on-ramp

Original layout



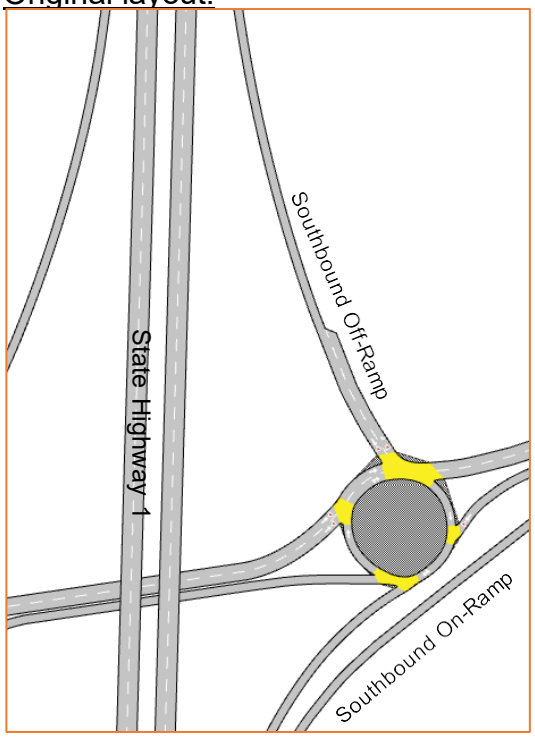
Amended layout:



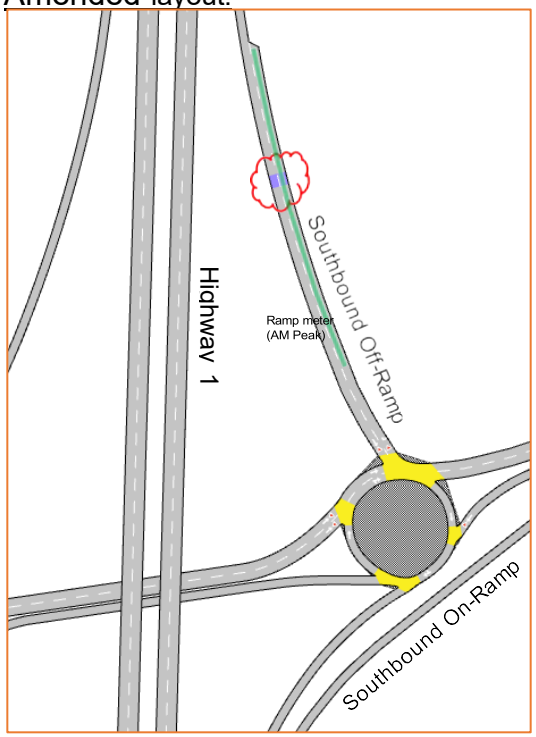
Upgrade 6 (Table I561.6.7.1 (d) of the Precinct Provisions)

- Extending the length of the left turn slip lane on the southbound off-ramp at the Silverdale interchange to around 150m and introducing a ramp meter for the AM peak

Original layout:

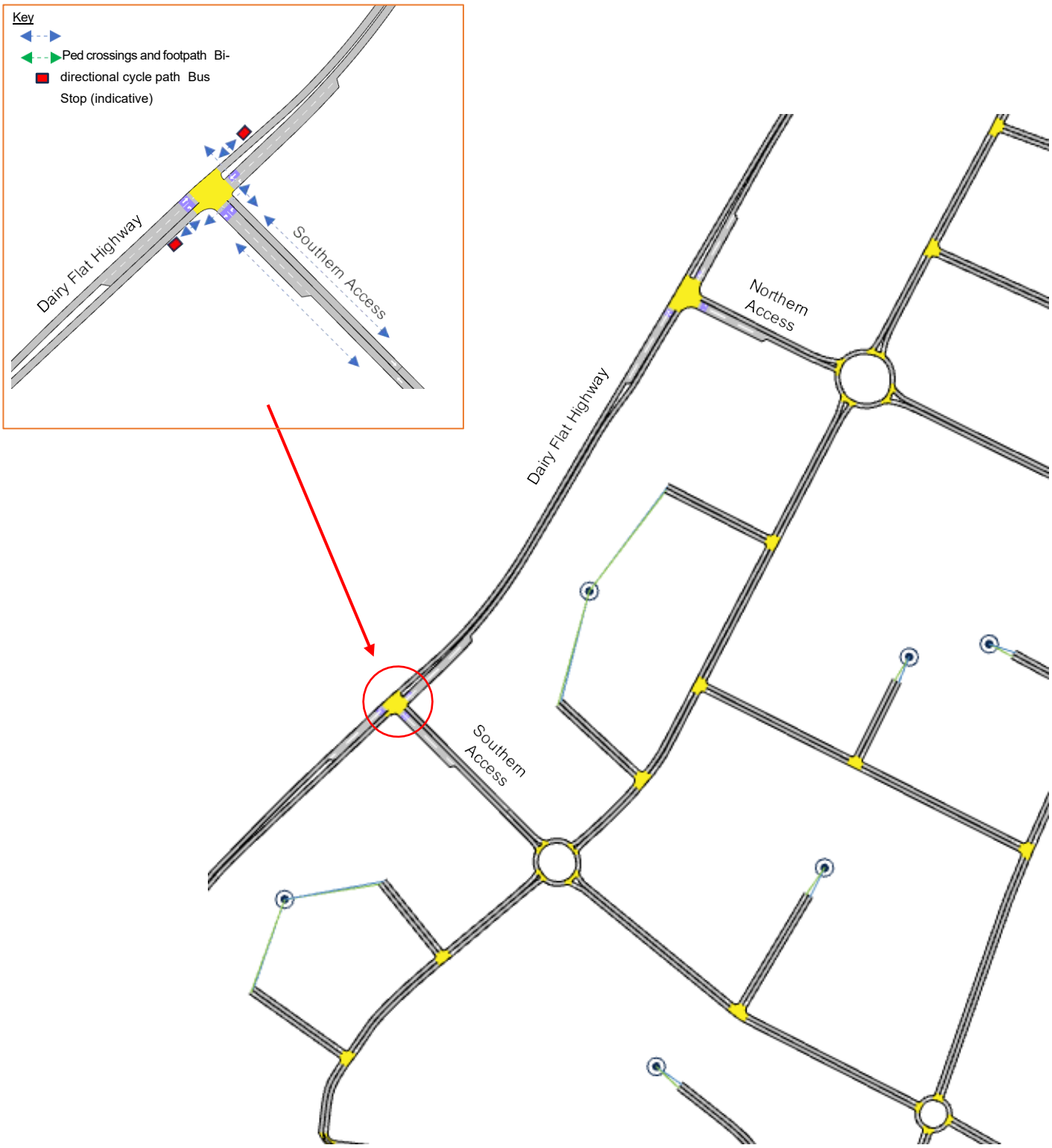


Amended layout:



Upgrade 7

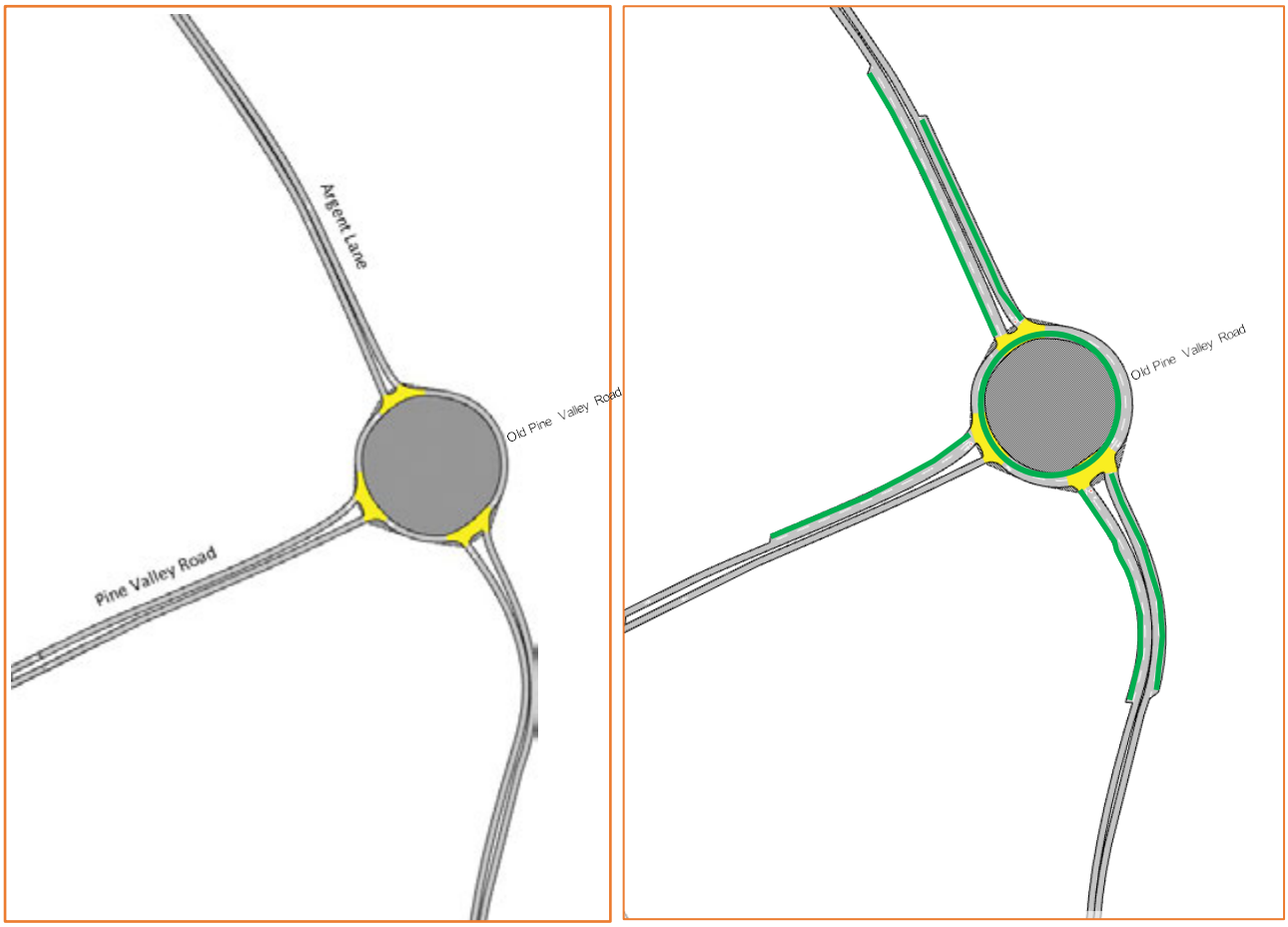
- Provision of a second signalised intersection off Dairy Flat Highway to service the PPC area
  - signalised pedestrian crossings incorporated within the intersection layout
  - advance cycle boxes assumed for all approaches
  - footpaths connecting to the indicative bus stop locations



Upgrade 8 (Table I561.6.7.1 (e) of the Precinct Provisions)

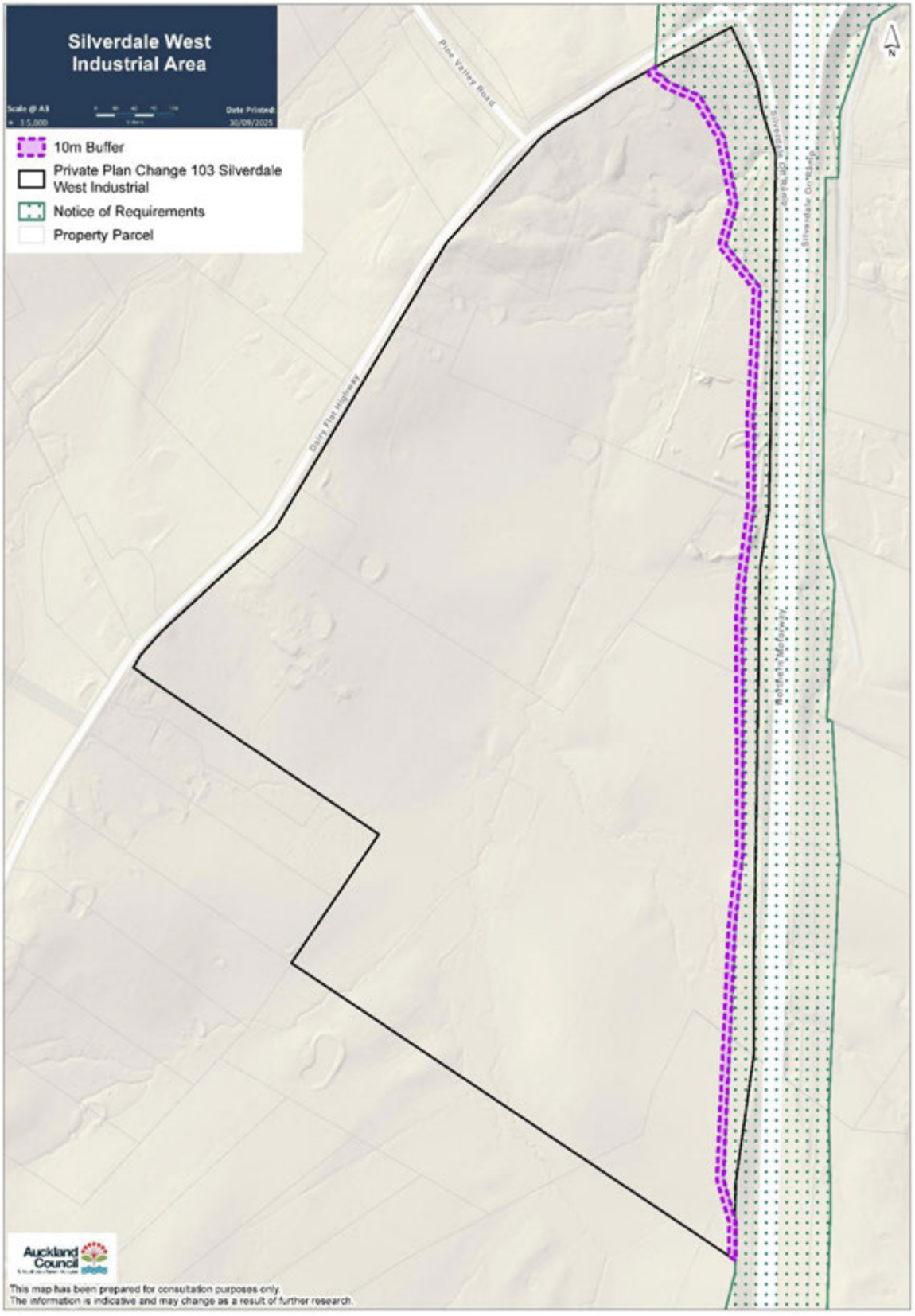
- Double-laning of the Argent Lane / Pine Valley Road roundabout

Original layout: Amended layout:



It should be noted that Old Pine Valley Road has not been specifically included in the model as it is a no-exit road with only a small number of properties accessing it. It can be included once a notable level of future development along the road is identified.

I561.11.4. Appendix 4 Landscape Buffer Plan



Schedule 3 Significant Ecological Areas – Terrestrial Schedule

Factors for assessing ecological value [rps]

An area shall be considered to have significant ecological value if it meets one or more the sub-factors 1 to 5 below. These factors are also referred to in B7.2.2(1).

These factors have been used to determine the areas included in Schedule 3 Significant Ecological Areas – Terrestrial Schedule, and will be used to assess proposed future additions to the schedule.

Factors:

(1) REPRESENTATIVENESS

Sub-factor:

(a) It is an example of an indigenous ecosystem (including both mature and successional stages), that contributes to the inclusion of at least 10% of the natural extent[1] of each of Auckland's original ecosystem types[2] in each ecological district of Auckland (starting with the largest, most natural and intact, most geographically spread) and reflecting the environmental gradients of the region, and is characteristic or typical of the natural ecosystem diversity of the ecological district and/or Auckland.

(2) THREAT STATUS AND RARITY

Sub-factors:

(a) It is an indigenous habitat, community or ecosystem that occurs naturally in Auckland and has been assessed (using the IUCN threat classification system) to be threatened, based on evidence and expert advice (including Holdaway et al. Status assessment of NZ naturally uncommon ecosystems[3]).

(b) It is a habitat that supports occurrences of a plant, animal or fungi that has been assessed by the Department of Conservation and determined to have a national conservation status of threatened or at risk; or

(i) it is assessed as having a regional threatened conservation status including Regionally Critical, Endangered and Vulnerable and Serious and Gradual Decline.

(c) It is indigenous vegetation that occurs in Land Environments New Zealand Category IV where less than 20% remains.

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[1] "Natural extent" is intended to mean a combination of our understanding of the historic pre-human diversity, distribution and extent of ecosystems in Auckland and what we would expect this to be given past and current environmental drivers.

[2] The Department of Conservation's ecosystem classification system described over 135 ecosystems in New Zealand (Singers and Rogers in press). Of these 35 ecosystems are known to have occurred in Auckland and these are what is meant by original ecosystems. They include the more recent indigenous dominated shrub and scrublands that have evolved as a result of human modification of the landscape.

[3] Status Assessment of New Zealand's Naturally Uncommon Ecosystems, ROBERT J. HOLDAWAY, SUSAN K. WISER and PETER A. WILLIAMS. Conservation Biology. Volume 26, Issue 4, pages 619–629, August 2012

(d) It is any indigenous vegetation or habitat of indigenous fauna that occurs within an indigenous wetland or dune ecosystem.

(e) It is a habitat that supports an occurrence of a plant, animal or fungi that is locally rare; or

(i) it has been assessed by the Department of Conservation and determined to have a national conservation status of Naturally Uncommon, Range Restricted or Relict.

(3) DIVERSITY

Sub-factors:

(a) It is any indigenous vegetation that extends across at least one environmental gradient resulting in a sequence that supports more than one indigenous habitat, community or ecosystem type e.g., an indigenous estuary to an indigenous freshwater wetland.

(b) It supports the expected indigenous ecosystem diversity for the habitat(s).

(c) It is an indigenous habitat type that supports a typical species richness or species assemblage for its type.

(4) STEPPING-STONES, MIGRATION PATHWAYS AND BUFFERS

Sub-factors:

(a) It is an example of an indigenous ecosystem, or habitat of indigenous fauna that is used by any native species permanently or intermittently for an essential part of their life cycle (e.g. known to facilitate the movement of indigenous species across the landscape, haul-out site for marine mammals) and therefore makes an important contribution to the resilience and ecological integrity of surrounding areas.

(b) It is an example of an ecosystem, indigenous vegetation or habitat of indigenous fauna, that is immediately adjacent to, and provides protection for, indigenous biodiversity in an existing protected natural area (established for the purposes of biodiversity protection); or

(i) it is an area identified as significant under the ‘threat status and rarity’ or ‘uniqueness’ factor. This includes areas of vegetation (that may be native or exotic) that buffer a known significant site. It does not include buffers to the buffers.

(c) It is part of a network of sites that cumulatively provide important habitat for indigenous fauna or when aggregated make an important contribution to the provision of a particular ecosystem in the landscape.

(d) It is a site which makes an important contribution to the resilience and ecological integrity of surrounding areas.

(5) UNIQUENESS OR DISTINCTIVENESS

Sub-factors:

(a) It is habitat for a plant, animal or fungi that is endemic to the Auckland region (i.e. not found anywhere else).

(b) It is an indigenous ecosystem that is endemic to the Auckland region or supports ecological assemblages, structural forms or unusual combinations of species that are endemic to the Auckland region.

(c) It is an indigenous ecosystem or a habitat that supports occurrences of a plant, animal or fungi that are near-endemic (i.e., where the only other occurrence(s) is within 100km of the council boundary).

(d) It is a habitat that supports occurrences of a plant, animal or fungi that is the type locality for that taxon.

(e) It is important as an intact sequence or outstanding condition in the region.

(f) It is a habitat that supports occurrences of a plant, animal or fungi that is the largest specimen or largest population of the indigenous species in Auckland or New Zealand.

(g) It is a habitat that supports occurrences of a plant, animal or fungi that are at (or near) their national distributional limit.

Table: Significant Ecological Areas – Terrestrial Schedule (SEA_T) [dp]

ID	Factor met
SEA_T_100	1
SEA_T_1001	2, 3
SEA_T_1005	2
SEA_T_1006	1, 2, 3, 4
SEA_T_101	1, 2, 3
SEA_T_1010	2, 3, 4
SEA_T_1011	2, 3
SEA_T_1012	2
SEA_T_1015	2
SEA_T_1017	1, 2, 4
SEA_T_1018	2
SEA_T_1019	1, 2
SEA_T_102	1
SEA_T_1021	3
SEA_T_1023	2, 3, 4
SEA_T_1024	2, 3
SEA_T_1025	3
SEA_T_1026	2, 3
SEA_T_1029	1, 2
SEA_T_103	1
SEA_T_1030	3
SEA_T_1031	3, 4
SEA_T_1032	2, 3
SEA_T_1033	2
SEA_T_1037	1, 2
SEA_T_1038	3
SEA_T_1039	1, 2
SEA_T_103a	1, 2
SEA_T_1040	3, 4
SEA_T_1041	2
SEA_T_1043	2, 3
SEA_T_1045	3, 4
SEA_T_105	1, 2
SEA_T_1050	1, 2
SEA_T_1052	3
SEA_T_1056	3
SEA_T_1057	1, 2
SEA_T_1058	1, 3
SEA_T_106	1
SEA_T_1061	2
SEA_T_1062	1, 2
SEA_T_1063	2, 3
SEA_T_1067	3
SEA_T_1069	1, 2
SEA_T_107	1, 2
SEA_T_1070	1, 3, 4
SEA_T_1072	1, 2, 3
SEA_T_1073	3, 4
SEA_T_1073a	1, 3
SEA_T_1074a	3
SEA_T_1074B	3
SEA_T_1077	1, 2
SEA_T_1078	2, 3
SEA_T_1079	1, 2, 3
SEA_T_108	1, 2
SEA_T_1080	2, 3
SEA_T_1083	2, 4
SEA_T_1084	3
SEA_T_1085	3
SEA_T_1087a	2, 3
SEA_T_1088	2, 3
SEA_T_1089	2, 3
SEA_T_109	1, 2
SEA_T_1090	2, 3
SEA_T_1091	2, 3
SEA_T_1096	3
SEA_T_1097	1, 2, 3
SEA_T_1098	2, 3
SEA_T_1099	2, 3
SEA_T_110	1, 2
SEA_T_1101	2, 3
SEA_T_1105	2, 3
SEA_T_1106	1, 2, 3
SEA_T_1107	1, 2, 3
SEA_T_1108	3
SEA_T_1109	2, 3
SEA_T_111	1, 2
SEA_T_1110	2
SEA_T_1111	2, 3, 4
SEA_T_1112	2, 3, 4
SEA_T_1113	2, 3
SEA_T_1114	4
SEA_T_1115	3, 4
SEA_T_1116	4
SEA_T_1117	2
SEA_T_1119	2, 3
SEA_T_112	1, 2
SEA_T_1120	2, 3, 4
SEA_T_1123	3
SEA_T_1124	1, 2
SEA_T_1128	1, 2, 3
SEA_T_113	1, 2
SEA_T_1130	1, 4
SEA_T_1130a	1, 4
SEA_T_1131	4
SEA_T_1132	2, 3
SEA_T_1133	1
SEA_T_1135	4
SEA_T_1136	1, 3, 4
SEA_T_1137	1
SEA_T_114	1, 2
SEA_T_1140	3
SEA_T_1141	3
SEA_T_1142	4
SEA_T_1143	2, 3, 4
SEA_T_1144	4
SEA_T_1146	2
SEA_T_1147	3
SEA_T_1148	3, 4
SEA_T_1149	2, 3
SEA_T_115	1, 2
SEA_T_1151	3
SEA_T_1153	1, 2
SEA_T_1154	1, 2, 4
SEA_T_1156	4
SEA_T_1158	4
SEA_T_1159	4
SEA_T_116	1, 2
SEA_T_1160	4
SEA_T_1161	4

ID	Factor met
SEA_T_1162	2, 4
SEA_T_1166	4
SEA_T_1167	3
SEA_T_117	2, 3
SEA_T_1170	3, 4
SEA_T_1172	1, 2
SEA_T_1173	3
SEA_T_1174	2
SEA_T_1175	1, 2
SEA_T_1178	2, 4
SEA_T_1179	4
SEA_T_118	1, 2
SEA_T_1183	4
SEA_T_1186	4
SEA_T_1188	4
SEA_T_1189B	2
SEA_T_119	1, 2
SEA_T_1190	2
SEA_T_1191	1, 2, 4
SEA_T_1192	3, 4
SEA_T_1193	4
SEA_T_1194	2, 4
SEA_T_1195	1, 2
SEA_T_1197	1, 2
SEA_T_1198	1, 2, 4
SEA_T_1199	2, 3
SEA_T_121	1, 2
SEA_T_122	1, 4
SEA_T_123	1, 2, 3
SEA_T_125	1, 2, 3
SEA_T_127	1, 2, 4
SEA_T_131	1, 2, 4
SEA_T_132	1
SEA_T_133	1, 2, 3
SEA_T_136	2
SEA_T_139	2, 4
SEA_T_148	2
SEA_T_150	2
SEA_T_151	2, 4
SEA_T_153	2
SEA_T_154	2
SEA_T_155	2
SEA_T_156	2

ID	Factor met
SEA_T_157	2, 3
SEA_T_158	2
SEA_T_159	1
SEA_T_161	2, 3
SEA_T_163	1, 2
SEA_T_164	1
SEA_T_168	2, 3, 4
SEA_T_169	1
SEA_T_170	3
SEA_T_172	2, 3
SEA_T_173	1, 2
SEA_T_175	2
SEA_T_176	2
SEA_T_177	2
SEA_T_179	2, 4
SEA_T_180	2
SEA_T_181	4
SEA_T_183	4
SEA_T_184	4
SEA_T_185	4
SEA_T_193	2
SEA_T_194	2
SEA_T_196	2, 3, 4, 5
SEA_T_197	1, 2, 3
SEA_T_199	2
SEA_T_2000	3, 4
SEA_T_2001	3
SEA_T_2003	2
SEA_T_2004	3
SEA_T_2005	2
SEA_T_2007	1, 2
SEA_T_201	1, 2
SEA_T_2010	3, 4
SEA_T_2011	3, 4
SEA_T_2013	2, 3, 4, 5
SEA_T_2015	1, 4
SEA_T_2016	2, 4
SEA_T_2017	1, 4
SEA_T_2018	2, 3, 4
SEA_T_2019	4
SEA_T_202	2, 3, 4
SEA_T_2020	2

ID	Factor met
SEA_T_2021	2, 3
SEA_T_2027	3
SEA_T_2028	1, 2, 3
SEA_T_2029	2, 3, 4
SEA_T_203	2, 3, 4
SEA_T_2030	3
SEA_T_2031	3
SEA_T_2032	2
SEA_T_2033a	1, 2, 3, 4
SEA_T_2033B	1, 2, 3, 4
SEA_T_2034	2
SEA_T_2037	3, 4
SEA_T_2039	2
SEA_T_204	1, 2, 3, 4
SEA_T_2040	4
SEA_T_2041	2
SEA_T_2042	2
SEA_T_2043	2
SEA_T_2044	3, 4
SEA_T_2049	2, 3
SEA_T_205	1, 2, 3, 4
SEA_T_2050	1, 2, 3, 4
SEA_T_2056	2
SEA_T_2057	3, 4
SEA_T_206	1, 2, 3
SEA_T_2065	2, 4
SEA_T_2066	2, 3, 4
SEA_T_2068	4
SEA_T_2069	4
SEA_T_206a	1, 2, 3
SEA_T_207	1, 2, 3
SEA_T_2074	2, 3
SEA_T_2075	3
SEA_T_2077	2
SEA_T_2078	1, 2, 3
SEA_T_208	1, 2, 3, 4
SEA_T_2080	2, 3
SEA_T_2082	3
SEA_T_2083	4

ID	Factor met
SEA_T_2087	1, 3
SEA_T_2089	3
SEA_T_209	1, 2, 3, 4
SEA_T_2097	1, 3
SEA_T_210	3, 4
SEA_T_2101	3, 4
SEA_T_2103	5
SEA_T_2105	4
SEA_T_2106	3
SEA_T_211	1, 2, 3, 4
SEA_T_2113	2
SEA_T_2114	4
SEA_T_2115	4
SEA_T_2117	1, 2, 3
SEA_T_2118A	4
SEA_T_2118B	3, 4
SEA_T_2119	2, 3, 4
SEA_T_212	2, 3, 4
SEA_T_2120	1, 3
SEA_T_2121	1, 2, 4
SEA_T_2123	3
SEA_T_2124	3
SEA_T_2125	2, 3
SEA_T_213	1, 2, 3, 4
SEA_T_2132	4
SEA_T_2134	2
SEA_T_2140	1, 3
SEA_T_2141	1
SEA_T_2143	4
SEA_T_2147	4
SEA_T_2149	1, 2, 3, 4
SEA_T_215	1, 2, 3
SEA_T_2150A	2, 3, 4
SEA_T_2150C	2, 3, 4
SEA_T_2151	1, 2, 3
SEA_T_2153	1, 3, 4
SEA_T_2157	3
SEA_T_2159	1, 4
SEA_T_216	3
SEA_T_2160	1, 4

ID	Factor met
SEA_T_2161a	2
SEA_T_2161b	2
SEA_T_2162	2, 3
SEA_T_2163	1, 2, 4
SEA_T_2164	3
SEA_T_2165	2, 3, 4
SEA_T_2165A	2
SEA_T_2166	2, 3, 4
SEA_T_2167	2, 4
SEA_T_2167a	2, 4
SEA_T_2167b	2, 4
SEA_T_2168	2, 3
SEA_T_2169	1, 2, 3, 4
SEA_T_217	1, 2
SEA_T_2170	3
SEA_T_2171	2, 3, 4
SEA_T_2172	1, 3
SEA_T_2173	3
SEA_T_2174	4
SEA_T_2175	1, 2, 3
SEA_T_2175A	3
SEA_T_2176	3
SEA_T_2177	1, 3, 4
SEA_T_2179	3
SEA_T_2180	1, 2, 4, 5
SEA_T_2181	1
SEA_T_2182	1, 2, 3
SEA_T_2184	1, 2, 3
SEA_T_2184a	2
SEA_T_2184B	2
SEA_T_2188	1, 4
SEA_T_2189	1, 3, 4
SEA_T_219	1, 2, 4
SEA_T_2190	1, 2, 3, 4
SEA_T_2191	2, 3, 4
SEA_T_2192	2, 3
SEA_T_2192a	1, 2, 3, 4
SEA_T_2193	3
SEA_T_2194	1, 2, 3
SEA_T_2195	1

ID	Factor met
SEA_T_2196	2, 3
SEA_T_2197	3
SEA_T_2198	1, 3, 4
SEA_T_2199	1, 2, 4
SEA_T_2199a	4
SEA_T_2200	1, 2
SEA_T_2201	1, 2, 3
SEA_T_2202	1, 3
SEA_T_2204	2
SEA_T_2205	1, 3
SEA_T_2206	3
SEA_T_2207	1, 3, 4
SEA_T_2208	1, 3
SEA_T_2209	2, 3
SEA_T_2212	2, 3
SEA_T_2213	1, 3
SEA_T_2214	3, 4
SEA_T_2214a	4
SEA_T_2214B	4
SEA_T_2215	1
SEA_T_2217	1
SEA_T_2218	2
SEA_T_222	4
SEA_T_2220	1, 2
SEA_T_2222	1, 4
SEA_T_2223	1, 4
SEA_T_2224	1, 2, 3
SEA_T_2225	1, 2
SEA_T_2226	1
SEA_T_2226a	4
SEA_T_2226b	4
SEA_T_223	2, 3, 4
SEA_T_224	2, 3
SEA_T_2241	4
SEA_T_2242	3
SEA_T_2244	2, 3
SEA_T_2245	1, 2
SEA_T_2246	1, 2, 3
SEA_T_2247	4
SEA_T_2248	1, 2
SEA_T_2249	1
SEA_T_225	2, 3
SEA_T_2250	2

ID	Factor met
SEA_T_2251	1, 2, 3
SEA_T_2251a	2
SEA_T_2252	1, 2, 5
SEA_T_2253	1, 2
SEA_T_2254	1
SEA_T_2255	2
SEA_T_2256	2, 3
SEA_T_2257	1
SEA_T_2258	1, 2
SEA_T_2259	3
SEA_T_226	2
SEA_T_2260	1, 2, 4, 5
SEA_T_2261	3, 4
SEA_T_2262	1, 2
SEA_T_2264	4
SEA_T_2265	3, 4
SEA_T_2266	1
SEA_T_2267	3, 4
SEA_T_2268	3
SEA_T_227	2, 3
SEA_T_2270	2
SEA_T_2272	1, 2
SEA_T_2273	1
SEA_T_2274	2, 3
SEA_T_2275	1
SEA_T_2276	1, 4
SEA_T_2277	1, 3
SEA_T_2277a	1
SEA_T_2278	1, 4
SEA_T_2279	1, 2
SEA_T_2280	4
SEA_T_2281	3
SEA_T_2282	2
SEA_T_2283	1
SEA_T_2284	4
SEA_T_2285	1, 2, 4
SEA_T_2286	2, 4
SEA_T_2287	1, 2
SEA_T_2288	1
SEA_T_2289	2, 3, 4
SEA_T_229	2, 3
SEA_T_2290	3

ID	Factor met
SEA_T_2291	2, 4
SEA_T_2292	4
SEA_T_2294	2, 4, 5
SEA_T_2295	1, 2, 3
SEA_T_2296	2, 3, 4
SEA_T_2297	2, 4
SEA_T_2298	2, 3, 4, 5
SEA_T_2299	1, 2, 3
SEA_T_230	1, 2, 3
SEA_T_2301	1, 2, 4, 5
SEA_T_2302	1, 2, 3
SEA_T_2304	1, 2, 3, 4
SEA_T_2305	1, 3, 4
SEA_T_2306	1, 2, 4
SEA_T_231	1
SEA_T_2310	3, 4, 5
SEA_T_2311	1, 2, 3
SEA_T_2316	1, 2
SEA_T_2317	1, 3
SEA_T_2318	4
SEA_T_2319	3
SEA_T_232	4
SEA_T_2320	1
SEA_T_2326	4
SEA_T_2328	4
SEA_T_2329	2, 3
SEA_T_233	1
SEA_T_2336	2
SEA_T_234	1, 2, 3
SEA_T_2340	1
SEA_T_2343	2
SEA_T_2344	3, 4
SEA_T_2346a	1
SEA_T_2348	1
SEA_T_2349	1, 3
SEA_T_2350	2, 3
SEA_T_2352	4
SEA_T_2353	2
SEA_T_2355	2
SEA_T_2356	2
SEA_T_2357	1, 2, 3

ID	Factor met
SEA_T_2358	2
SEA_T_2359	2
SEA_T_236	1
SEA_T_2364	2
SEA_T_2366	4
SEA_T_2367	1, 2, 3
SEA_T_2368	1, 3, 4
SEA_T_2368a	1, 4
SEA_T_2369	1
SEA_T_237	1, 3, 4
SEA_T_2370	1, 4
SEA_T_2371	1, 2
SEA_T_2372	2
SEA_T_2373	1
SEA_T_2375	1, 2
SEA_T_2377	1, 2
SEA_T_2378	1, 4
SEA_T_2379	2, 5
SEA_T_2381	2
SEA_T_2382	1
SEA_T_2383	1
SEA_T_2384C	1, 2, 4
SEA_T_2385	4
SEA_T_2386	4
SEA_T_2387	3, 4
SEA_T_2388	4
SEA_T_2391	4
SEA_T_2392	4
SEA_T_2393	4
SEA_T_2395	4
SEA_T_2396	3, 4
SEA_T_2397	3
SEA_T_2398	2, 3
SEA_T_2399	2, 3
SEA_T_240	1, 2, 4
SEA_T_2400	2, 4
SEA_T_2402	1, 2
SEA_T_2405	4
SEA_T_2407	3, 4, 5
SEA_T_2409	2
SEA_T_241	1, 2, 3
SEA_T_2410	1, 2, 3
SEA_T_2411	1, 3, 4

ID	Factor met
SEA_T_2412	1, 3, 4
SEA_T_2413	1, 2
SEA_T_2414	3
SEA_T_2415	2
SEA_T_2416	2, 3, 4
SEA_T_2417	3, 4
SEA_T_2418	3, 4
SEA_T_2419	3
SEA_T_2422	1, 2
SEA_T_2423	1, 2
SEA_T_2424	2
SEA_T_2425	2
SEA_T_2426	2
SEA_T_2428	4
SEA_T_2429	4
SEA_T_2430	3
SEA_T_2431	1, 2, 3
SEA_T_2431a	2, 4
SEA_T_2433	1, 4
SEA_T_2434	4
SEA_T_2435	1, 2, 3, 4
SEA_T_2435A	1
SEA_T_2436	1, 2
SEA_T_2437	1, 2, 3
SEA_T_2438	1
SEA_T_2439	1, 2, 3
SEA_T_2439a	1, 2
SEA_T_244	2, 3
SEA_T_2440A	3, 4
SEA_T_2440B	3
SEA_T_2440C	3
SEA_T_2440D	3
SEA_T_2441	1, 2, 3, 4
SEA_T_2442	1
SEA_T_2443	1, 2
SEA_T_2444	1, 3, 4
SEA_T_2444a	1, 2
SEA_T_2445	1, 2
SEA_T_2446	1, 3, 4
SEA_T_2447	1, 4
SEA_T_2448	3
SEA_T_2449	1, 4

ID	Factor met
SEA_T_245	3
SEA_T_2450	2, 3
SEA_T_2451	1, 3
SEA_T_2452	2, 3
SEA_T_2454	1
SEA_T_2455	4
SEA_T_2456	1
SEA_T_2458	1, 3, 4
SEA_T_2460	2, 4
SEA_T_2460a	1, 2, 3
SEA_T_2461	2, 3
SEA_T_2463	2, 4
SEA_T_2464	1, 2, 3, 4
SEA_T_2468	3
SEA_T_247	1, 2
SEA_T_2472	3, 4
SEA_T_2475	1
SEA_T_2476	1
SEA_T_2478	2, 3
SEA_T_2479	3
SEA_T_248	3, 4
SEA_T_2481	4
SEA_T_2484	2, 4
SEA_T_2485	2
SEA_T_249	4
SEA_T_2491	3
SEA_T_2492	2, 3, 4
SEA_T_2493	1, 2, 3, 4
SEA_T_2494	2, 3
SEA_T_2495	1, 3, 4
SEA_T_2496a	2, 3
SEA_T_2497	1, 2
SEA_T_25	2, 3
SEA_T_250	3
SEA_T_2500c	4
SEA_T_2502	1
SEA_T_2503	1
SEA_T_2504	3
SEA_T_2506	2
SEA_T_2507	4
SEA_T_2511	1, 2
SEA_T_2512	1

ID	Factor met
SEA_T_2514	1
SEA_T_2515	1, 3
SEA_T_2516	1
SEA_T_2518	1
SEA_T_2521	2, 4
SEA_T_2522	1, 2
SEA_T_2523	1
SEA_T_2524	4
SEA_T_2525	3
SEA_T_2526	3, 4
SEA_T_2527	2, 3, 4
SEA_T_2528	1, 2, 3
SEA_T_2529	3, 4
SEA_T_2530	1
SEA_T_2531	1, 2, 4
SEA_T_2532	1, 2, 3, 4
SEA_T_2533	1, 2, 3
SEA_T_2534	1
SEA_T_2535	2
SEA_T_2538	1, 2, 3
SEA_T_2539	2, 4
SEA_T_254	2
SEA_T_2544	2, 4
SEA_T_2545	1, 4
SEA_T_2546	4
SEA_T_2549	1, 4
SEA_T_2550	1, 2, 3, 4
SEA_T_2553	2
SEA_T_2554	1, 2
SEA_T_2555	2
SEA_T_2557	2
SEA_T_2558	2, 3
SEA_T_2560	2, 3
SEA_T_2562	1, 2
SEA_T_2565	1, 2, 3, 4
SEA_T_2566	1, 2
SEA_T_2569	1, 3
SEA_T_2570	3
SEA_T_2572	2, 3
SEA_T_2573	4
SEA_T_2574	3, 4

ID	Factor met
SEA_T_2576	2, 4
SEA_T_2577	4
SEA_T_2579	5
SEA_T_2580	1, 4
SEA_T_2583	2, 4
SEA_T_2586	1, 3
SEA_T_2587	1, 2
SEA_T_2588	4
SEA_T_2589	4
SEA_T_259	1, 3
SEA_T_2590	2
SEA_T_2592	1, 2
SEA_T_2592a	2, 4
SEA_T_2592B	2, 4
SEA_T_2592c	2, 4
SEA_T_2593	4
SEA_T_2596	1
SEA_T_2597	2
SEA_T_2598	4
SEA_T_2599A	4
SEA_T_2599B	4
SEA_T_2600	2, 3
SEA_T_2601	2, 3, 4
SEA_T_2602	4
SEA_T_2603	1
SEA_T_2606	2, 3, 4, 5
SEA_T_2607	3, 4
SEA_T_2608	4
SEA_T_2609	1, 2
SEA_T_2610	1, 3
SEA_T_2613	4
SEA_T_2614	3, 4
SEA_T_2614a	3, 4
SEA_T_2617	2, 3
SEA_T_2618	3, 4
SEA_T_262	1, 2, 3
SEA_T_2621	1, 3
SEA_T_2622	2, 3, 4
SEA_T_2623	1, 2, 3, 4
SEA_T_2624	3
SEA_T_2625	2, 3, 4
SEA_T_2626	2

ID	Factor met
SEA_T_2626a	2
SEA_T_2628	3
SEA_T_2629	4
SEA_T_263	1
SEA_T_2630	1, 2, 4
SEA_T_2631	2
SEA_T_2632	2, 3
SEA_T_2633	1, 3
SEA_T_2634a	1
SEA_T_2635	2, 3, 4
SEA_T_2636	3, 4
SEA_T_2637	3, 4
SEA_T_2638	1
SEA_T_2639	3, 4
SEA_T_2641	1
SEA_T_2642	1, 4
SEA_T_2643	1, 4
SEA_T_2645A	3, 4
SEA_T_2647	2, 3, 4
SEA_T_2648	4
SEA_T_2649	1
SEA_T_2650	1, 2
SEA_T_2652	4
SEA_T_2653	1, 3, 4
SEA_T_2654	1, 2, 4
SEA_T_2655	1
SEA_T_2658	1, 2
SEA_T_266	1, 2, 3
SEA_T_2661	1, 2, 3
SEA_T_2661a	3, 4
SEA_T_2664	1, 2
SEA_T_2665	1, 2
SEA_T_2666	4
SEA_T_2666a	4
SEA_T_2667	4
SEA_T_2669	1, 2, 3
SEA_T_267	2, 3, 4
SEA_T_2678	1, 2, 3, 4
SEA_T_2678a	2, 3, 4
SEA_T_2679	3, 4
SEA_T_268	2, 4
SEA_T_2680	4, 5

ID	Factor met
SEA_T_2681	3, 4, 5
SEA_T_2682	3, 4
SEA_T_2682a	1, 2, 3, 4
SEA_T_2685	3, 4, 5
SEA_T_2686	1, 2, 3, 4
SEA_T_269	1, 3, 4
SEA_T_2690	3, 4
SEA_T_2691	1, 2, 4
SEA_T_2693	2, 3, 4
SEA_T_2693a	4
SEA_T_2694	2, 3
SEA_T_2694a	1, 2, 3, 4
SEA_T_2696	4
SEA_T_2697	2, 3, 4
SEA_T_2699	2, 3, 4
SEA_T_2700	2, 4
SEA_T_2701	2, 4
SEA_T_2702	2, 3, 4
SEA_T_2703	2, 3, 4
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SEA_T_2712	2, 4
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SEA_T_2717	2, 4
SEA_T_2718	2, 4
SEA_T_2719	2, 4
SEA_T_2720	2, 4, 5
SEA_T_2721	3, 4
SEA_T_2722	1, 2, 3, 4
SEA_T_2723	2, 3, 4
SEA_T_2724	2

ID	Factor met
SEA_T_2726	1, 2, 3
SEA_T_2727	2, 4
SEA_T_2734	1, 2, 3, 4
SEA_T_2736	1, 2, 3, 4, 5
SEA_T_2738	3, 4
SEA_T_2739	2, 4
SEA_T_2740	1, 2, 3, 4
SEA_T_2741	2, 3
SEA_T_2742	1, 2, 3, 4
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SEA_T_2763	1, 2
SEA_T_2765	1, 2, 3
SEA_T_2767	2, 3
SEA_T_2770	1, 2, 3
SEA_T_2772	1, 2
SEA_T_2774a	2, 4
SEA_T_2774B	2, 4
SEA_T_2780	1, 2
SEA_T_2783	3
SEA_T_2783A	4
SEA_T_2784	3, 4
SEA_T_2785	3
SEA_T_2787	3, 4
SEA_T_2789	1, 2
SEA_T_2789c	1, 2
SEA_T_279	3, 4
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SEA_T_2797	1, 2
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SEA_T_2799	2, 3
SEA_T_280	3
SEA_T_2802	2
SEA_T_2803	2, 3
SEA_T_2804	2
SEA_T_2805	2
SEA_T_2809	1, 2, 3
SEA_T_2810	1, 2
SEA_T_2811	1, 2
SEA_T_2812	1, 2
SEA_T_2813	1, 2
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SEA_T_2820	4
SEA_T_2821	3, 4, 5
SEA_T_2821a	3, 4, 5
SEA_T_2822	2, 3
SEA_T_2823	2
SEA_T_2828	1
SEA_T_2829	1, 2
SEA_T_2830	1, 3, 4
SEA_T_2832	1, 2, 4
SEA_T_2835	1, 2, 3, 4
SEA_T_2836	2, 4
SEA_T_2837	3
SEA_T_284	3, 4
SEA_T_2840	2, 3, 4
SEA_T_2842	3, 4
SEA_T_2846	2, 4, 5
SEA_T_2862	4
SEA_T_2866	4
SEA_T_2873	3, 4
SEA_T_2878	1, 2, 3, 4
SEA_T_288	1, 2
SEA_T_2880	4
SEA_T_2885	4
SEA_T_2886	1, 4
SEA_T_289	1, 3
SEA_T_29	1
SEA_T_2925	2, 4
SEA_T_2927	4
SEA_T_2969	2, 3, 4,
	5
SEA_T_2974	2, 4
SEA_T_2982	2, 3, 4
SEA_T_2989	2, 3, 4, 5
SEA_T_2994	3, 4
SEA_T_30	1, 2, 3, 4
SEA_T_3022	3
SEA_T_3037	2, 3, 4
SEA_T_3043	2, 3, 4
SEA_T_305	3
SEA_T_307	2, 3
SEA_T_3078	2, 4
SEA_T_308	2, 3, 4
SEA_T_3081	2, 3, 4, 5
SEA_T_309	2, 3, 4
SEA_T_31	2, 3, 4, 5
SEA_T_310	1, 2, 3
SEA_T_3117	2, 3, 4, 5
SEA_T_313	2
SEA_T_3133	2, 4
SEA_T_3137	2, 3, 4
SEA_T_314	3
SEA_T_3140	4
SEA_T_3144	2, 3, 4
SEA_T_3145	3
SEA_T_316	3, 4
SEA_T_3161	2, 3, 4, 5
SEA_T_3174	4
SEA_T_3177	3, 4
SEA_T_3185	4
SEA_T_3187	4
SEA_T_319	2
SEA_T_3190	2, 3, 4
SEA_T_3196	3, 4
SEA_T_320	3, 4
SEA_T_322	1, 2, 3
SEA_T_323	1
SEA_T_3230	5
SEA_T_3238	3, 4

ID	Factor met
SEA_T_3240	1, 2, 3, 4
SEA_T_325	1, 3, 4
SEA_T_326	2
SEA_T_3262	2, 3
SEA_T_3265	2, 3, 5
SEA_T_3269	2, 3, 5
SEA_T_3270	2, 3, 5
SEA_T_33	1, 2, 4
SEA_T_330A	1
SEA_T_331	4
SEA_T_3339a	2, 3, 5
SEA_T_334	1, 3, 4
SEA_T_3341	2, 3, 4
SEA_T_3356	2, 3, 4
SEA_T_336	2, 3, 4
SEA_T_3364	2, 3, 4
SEA_T_337	2, 3, 4
SEA_T_3370	4
SEA_T_3377	2, 4
SEA_T_3377a	2, 3, 4
SEA_T_339	1
SEA_T_3391	2, 4
SEA_T_34	2, 3
SEA_T_3406	2, 3, 4
SEA_T_3409	2, 4
SEA_T_341	1, 2, 3, 4
SEA_T_342	4
SEA_T_3422	2, 3
SEA_T_3432	3, 4
SEA_T_3433	4
SEA_T_3458	2, 3, 4
SEA_T_3460	4
SEA_T_3462	2, 4
SEA_T_3467	2, 4, 5
SEA_T_3490	2, 4
SEA_T_3491	2, 4
SEA_T_3496	2, 4
SEA_T_3497	2, 4
SEA_T_3526	2, 3, 4, 5
SEA_T_3540	3, 4
SEA_T_357	4

ID	Factor met
SEA_T_358	3
SEA_T_3590	2, 3
SEA_T_3601	2, 3, 4
SEA_T_361	3
SEA_T_3624	2, 4, 5
SEA_T_3626	2, 4
SEA_T_363	3
SEA_T_3638	2, 4
SEA_T_364	3
SEA_T_3652	2, 4
SEA_T_3658	2, 4
SEA_T_366	4
SEA_T_3668	4
SEA_T_3669	3, 4
SEA_T_3672	2, 4
SEA_T_3673	4
SEA_T_3676	4
SEA_T_3680	2, 4
SEA_T_3687	3, 4
SEA_T_369	2, 3
SEA_T_3692	2
SEA_T_3694	2, 3, 4
SEA_T_3696	2, 4
SEA_T_370	1, 2, 3
SEA_T_371	1, 2
SEA_T_3714	2, 3, 4
SEA_T_3715	2, 3, 4
SEA_T_3718	4
SEA_T_3719	2, 3, 4
SEA_T_372	2, 3
SEA_T_3721	3
SEA_T_3725	2, 3, 4
SEA_T_3731	4
SEA_T_3737	2
SEA_T_3738	2, 5
SEA_T_3739	2, 3, 4, 5
SEA_T_374	1, 2, 3
SEA_T_3752	2, 3, 4
SEA_T_3754	2, 4
SEA_T_377	2
SEA_T_3772	2,4,5
SEA_T_3773	2, 3, 4

ID	Factor met
SEA_T_378	2, 3
SEA_T_379	3, 4
SEA_T_38	2, 3, 4
SEA_T_380	1, 2
SEA_T_3802	2, 3, 4
SEA_T_381	1, 2
SEA_T_3815	3, 4
SEA_T_383	4
SEA_T_3854	2, 4
SEA_T_3859	4
SEA_T_386	4
SEA_T_389	3, 4
SEA_T_3894	4
SEA_T_3900	2, 3, 4
SEA_T_391	3, 4
SEA_T_3924	2, 3, 5
SEA_T_3940	2, 4
SEA_T_3944a	3
SEA_T_3949	2
SEA_T_3950	2, 4, 5
SEA_T_3953	2, 3, 5
SEA_T_3957	2, 3, 4
SEA_T_396	2, 4
SEA_T_3961	2, 4, 5
SEA_T_3963	4
SEA_T_3964	2, 3, 4, 5
SEA_T_3966	2, 3, 4
SEA_T_3972E	2, 4, 5
SEA_T_3997	2, 3, 4, 5
SEA_T_3997a	4
SEA_T_40	4
SEA_T_403	2, 4
SEA_T_4037	2
SEA_T_405	2
SEA_T_4060	2, 4
SEA_T_407	4
SEA_T_409	1, 2, 3
SEA_T_4090	2
SEA_T_4097	2, 4
SEA_T_4098	4
SEA_T_41	3, 4
SEA_T_410	3, 4

ID	Factor met
SEA_T_4100	4
SEA_T_4101	2, 4
SEA_T_4102	2, 4
SEA_T_4103	2
SEA_T_4104	4
SEA_T_4105	2
SEA_T_4107	4
SEA_T_4109	2
SEA_T_4110	2, 4
SEA_T_4112	2
SEA_T_4117	2
SEA_T_4120	4
SEA_T_4122	4
SEA_T_4123	2, 4
SEA_T_4124	2
SEA_T_4125	2, 4
SEA_T_4126	2
SEA_T_4127	2
SEA_T_413	3
SEA_T_4130	2, 3, 4
SEA_T_4131	2
SEA_T_4132	4
SEA_T_4136	2, 3
SEA_T_4137	4
SEA_T_4138	2, 3, 4
SEA_T_4139	2, 4
SEA_T_414	2, 3
SEA_T_4140	4
SEA_T_4143	2, 4
SEA_T_4145	3
SEA_T_4147	2
SEA_T_4148	2
SEA_T_415	2
SEA_T_4153	4
SEA_T_4155	2
SEA_T_4157	2
SEA_T_4158	2, 3
SEA_T_4159	2
SEA_T_4161	4
SEA_T_4164	4
SEA_T_4166	1, 2
SEA_T_4167	2, 4
SEA_T_4169	2, 4

ID	Factor met
SEA_T_417	3, 4
SEA_T_4171	4
SEA_T_4172	2, 3
SEA_T_4173	2, 3
SEA_T_4174	2, 3
SEA_T_4176	2
SEA_T_4178	2, 3, 4
SEA_T_4178a	2, 3, 4
SEA_T_418	4
SEA_T_4180	2
SEA_T_4181	2, 4
SEA_T_4182	2, 4
SEA_T_4186	2, 4
SEA_T_4187	4
SEA_T_4188	2
SEA_T_4189	4
SEA_T_419	4
SEA_T_4190	2, 3, 4
SEA_T_4191	4
SEA_T_4192	4
SEA_T_4202	1, 2, 3, 4
SEA_T_4203	4
SEA_T_4204	4
SEA_T_4205	2
SEA_T_4206	4
SEA_T_4208	2, 4
SEA_T_421	1, 2
SEA_T_4210	4
SEA_T_4211	2
SEA_T_4214	2
SEA_T_4215	2, 4
SEA_T_4219	2, 4
SEA_T_4223	2, 4
SEA_T_4225	4
SEA_T_4226	1, 2, 3, 4
SEA_T_4226a	3, 4
SEA_T_4227c	4
SEA_T_4227d	2, 3
SEA_T_4227e	2, 3, 4
SEA_T_4229	1, 2, 3, 4
SEA_T_4232	3

ID	Factor met
SEA_T_4235	2, 4
SEA_T_4237	2, 3
SEA_T_4239	2, 3, 4
SEA_T_4239a	2, 4
SEA_T_424	1, 2, 3, 4
SEA_T_4244	2
SEA_T_4245	2, 4
SEA_T_4245A	2
SEA_T_4246	2, 4
SEA_T_4247	2, 4
SEA_T_4249	2, 4
SEA_T_4251	2, 4
SEA_T_4253	4
SEA_T_4254	2, 3, 4
SEA_T_4255	4
SEA_T_4257	4
SEA_T_4258	2
SEA_T_4263	4
SEA_T_4264	4
SEA_T_427	3
SEA_T_4274	4
SEA_T_4275	4
SEA_T_4279	4
SEA_T_428	2, 3
SEA_T_4280	4
SEA_T_4285	2, 3, 4
SEA_T_4286	2
SEA_T_4287	2
SEA_T_4291	4
SEA_T_4294	2, 4
SEA_T_4294a	1, 2, 3, 4
SEA_T_4296	4
SEA_T_4297	2, 3
SEA_T_4299	1, 2
SEA_T_43	2, 4
SEA_T_430	2, 3
SEA_T_4300	4
SEA_T_4301	2
SEA_T_4303	2
SEA_T_4303a	2
SEA_T_4304	4
SEA_T_4306	3, 4

ID	Factor met
SEA_T_4307	4
SEA_T_4308	1, 2, 3, 4
SEA_T_431	2, 3
SEA_T_4310	2, 3, 4
SEA_T_4311	4
SEA_T_4315	4
SEA_T_4317	1, 2, 3
SEA_T_432	2
SEA_T_4321	4
SEA_T_4327	1, 2
SEA_T_4330	2, 4
SEA_T_4332	4
SEA_T_4334	1, 2
SEA_T_4345	2, 4
SEA_T_4346	2
SEA_T_4347	4
SEA_T_4348	2, 4, 5
SEA_T_435	4
SEA_T_4350	2, 4
SEA_T_4351	2, 4
SEA_T_4352	2
SEA_T_4353	2, 3, 4
SEA_T_4356	1, 2
SEA_T_4357	1, 2, 4
SEA_T_4358	1, 2
SEA_T_4359	1, 4
SEA_T_436	2, 3, 4
SEA_T_4360	1
SEA_T_4361	1, 2, 3
SEA_T_4362	1, 2
SEA_T_4363	1, 2
SEA_T_4364	1, 2
SEA_T_4365	1, 2
SEA_T_4366	1, 2
SEA_T_4367	1, 2
SEA_T_4368	1, 2
SEA_T_4369	1, 2
SEA_T_437	2, 3
SEA_T_4370	1, 2
SEA_T_4371	1, 2
SEA_T_4372	1
SEA_T_4373	1

ID	Factor met
SEA_T_4374	1, 2
SEA_T_4375	1, 2, 3
SEA_T_4376	1, 2
SEA_T_4377	1
SEA_T_4378	1, 2
SEA_T_4379	1, 2
SEA_T_4380	1, 2
SEA_T_4381	1, 2
SEA_T_4382	1, 2
SEA_T_4383	1, 2
SEA_T_4384	1, 2
SEA_T_4385	1, 2
SEA_T_4386	1
SEA_T_4387	1
SEA_T_4388	1, 4
SEA_T_4389	1
SEA_T_439	2
SEA_T_4390	1
SEA_T_4391	1
SEA_T_4392	1
SEA_T_4393	1, 2
SEA_T_4394	1, 2
SEA_T_4395	1, 2
SEA_T_4396	1, 2
SEA_T_4397	1, 2
SEA_T_4398	1, 2
SEA_T_4399A	1, 2
SEA_T_44	3
SEA_T_4400	1, 2
SEA_T_4401	1, 2
SEA_T_4402A	1, 2, 3
SEA_T_4403	1, 2, 3
SEA_T_4404	1, 4
SEA_T_4405	1, 2
SEA_T_4406	1, 2
SEA_T_4407	1
SEA_T_4408	1, 2
SEA_T_4409	1, 2
SEA_T_4410	1, 2
SEA_T_4411	1, 2, 4
SEA_T_4412	1, 2
SEA_T_4413	1, 2
SEA_T_4414	1, 2

ID	Factor met
SEA_T_4415	1, 2
SEA_T_4416	1, 2
SEA_T_4417	1, 2
SEA_T_4418	1, 2
SEA_T_4419	1, 2
SEA_T_4420	1, 2
SEA_T_4421	2, 4
SEA_T_4422	2
SEA_T_4423	1, 2
SEA_T_4424	1, 2
SEA_T_4425	1, 2
SEA_T_4426	1, 2
SEA_T_4427	2, 4
SEA_T_4428	1, 2
SEA_T_4429	1, 2, 3, 4
SEA_T_443	3
SEA_T_4430	1, 2, 3, 4
SEA_T_4431	1, 4
SEA_T_4432	1, 2
SEA_T_4433	1, 2, 4
SEA_T_4434	1, 2, 4
SEA_T_4435	1
SEA_T_4436	1, 2
SEA_T_4437	1, 2
SEA_T_4438	1, 2, 3, 4
SEA_T_4439	1, 2
SEA_T_4440	1, 2, 3, 4
SEA_T_4441	1, 2, 4
SEA_T_4442	1, 2
SEA_T_4443	1, 2, 3
SEA_T_4444	1, 2
SEA_T_4445	1, 3
SEA_T_4446	1, 2, 4
SEA_T_4447	1, 2
SEA_T_4449	1, 2, 3, 4, 5
SEA_T_4450	1, 2
SEA_T_4451	1, 2
SEA_T_4452	1, 2, 3
SEA_T_4453	1, 2
SEA_T_4454	1, 2

ID	Factor met
SEA_T_4456	2, 4
SEA_T_4457	1, 2
SEA_T_4458	1, 2
SEA_T_4459	1, 2, 3, 4
SEA_T_446	3
SEA_T_4461	1, 2
SEA_T_4463	1, 2, 3
SEA_T_4464	1
SEA_T_4465	1, 4
SEA_T_4466	1, 2
SEA_T_4467	1, 2, 3, 4
SEA_T_4468	1, 3
SEA_T_4469	1
SEA_T_4470	1, 2
SEA_T_4471	1, 2
SEA_T_4473	1, 2
SEA_T_4477	2, 4
SEA_T_4479	3
SEA_T_448	2
SEA_T_4480	1, 2
SEA_T_4481	1, 2, 3, 4
SEA_T_4482	1, 2
SEA_T_4483	4
SEA_T_4484	1, 2, 3
SEA_T_4485	1
SEA_T_4486	1
SEA_T_4487	2
SEA_T_4488	1
SEA_T_4489	1, 2
SEA_T_449	2, 3
SEA_T_4493	1
SEA_T_4494	4
SEA_T_4496	4
SEA_T_4496a	2
SEA_T_4499	2, 4
SEA_T_450	2, 3
SEA_T_4500	2
SEA_T_4501	1, 2, 3
SEA_T_4503	1, 2, 3
SEA_T_4504	1, 2
SEA_T_4505	1, 2, 3

ID	Factor met
SEA_T_4506	1
SEA_T_4507	1
SEA_T_4508	1
SEA_T_4509	1, 2
SEA_T_451	1, 2
SEA_T_4510	2
SEA_T_4511	1, 2, 3
SEA_T_4512	2
SEA_T_4513	1, 2
SEA_T_4514	2
SEA_T_4516	3
SEA_T_4518	2, 3, 4
SEA_T_4519	4
SEA_T_4521	3
SEA_T_4524	4
SEA_T_4528	1, 2, 3, 4
SEA_T_4529	3, 4
SEA_T_453	1
SEA_T_4532	4
SEA_T_4536	4
SEA_T_4537	3, 4
SEA_T_4539	2
SEA_T_454	2
SEA_T_4541	1, 2
SEA_T_4545	3
SEA_T_4548	2, 3
SEA_T_4549	2, 3
SEA_T_4550	4
SEA_T_4551	3
SEA_T_4552	2, 3
SEA_T_4554B	3, 4
SEA_T_4554C	4
SEA_T_4556	2, 3, 4
SEA_T_4558	3, 4
SEA_T_4559	2, 4
SEA_T_456	1
SEA_T_4560	2
SEA_T_4561	2, 3, 4
SEA_T_4562	3, 4
SEA_T_4563	3, 4
SEA_T_4565	2
SEA_T_4568	2, 3

ID	Factor met
SEA_T_4569	3, 4
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SEA_T_4571	2, 3, 4
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SEA_T_4575	3, 4
SEA_T_4576	2
SEA_T_4577	3, 4
SEA_T_4579	2, 3
SEA_T_4584	3, 4, 5
SEA_T_4585	3, 4
SEA_T_4588	1, 2, 3, 4
SEA_T_4589	3, 4
SEA_T_4599	4
SEA_T_4602	1, 2, 3
SEA_T_4605	4
SEA_T_4608	3
SEA_T_4617	4
SEA_T_4621	1, 3
SEA_T_4625	1, 3
SEA_T_4626	3
SEA_T_4631	2, 4
SEA_T_4633	2, 4
SEA_T_4636	2
SEA_T_4637	3, 4
SEA_T_464	1, 2, 3
SEA_T_4640	2
SEA_T_4641	2
SEA_T_4645	2, 3, 4
SEA_T_4654	3
SEA_T_466	1, 2, 3
SEA_T_4661	2, 4
SEA_T_4665	3
SEA_T_4670	1, 2, 3
SEA_T_4671	1, 2, 3
SEA_T_4672	1, 2, 3, 4
SEA_T_4673	1, 2, 3
SEA_T_4675	2
SEA_T_468	2, 3
SEA_T_4681	1, 2, 3
SEA_T_4685	2, 4
SEA_T_4686	2, 4
SEA_T_4688	2, 4

ID	Factor met
SEA_T_4689	2, 4
SEA_T_469	3
SEA_T_4690	2, 4
SEA_T_4691	2, 4
SEA_T_4692	2, 4
SEA_T_47	2
SEA_T_470	2, 3
SEA_T_471	1, 2, 3
SEA_T_4711	2
SEA_T_4712	2
SEA_T_472	2, 3
SEA_T_4726	2
SEA_T_4729	2, 4
SEA_T_4733	2, 4
SEA_T_4735	2
SEA_T_474	1, 2, 3
SEA_T_4740	2
SEA_T_4743	2
SEA_T_4744	2
SEA_T_4747	2, 3
SEA_T_4748	4
SEA_T_475	2, 3, 4
SEA_T_4758	2
SEA_T_476	2, 3, 4
SEA_T_4765	2
SEA_T_4774	4
SEA_T_4779	2, 4
SEA_T_478	1, 2, 3
SEA_T_4783	2, 4
SEA_T_4784	3
SEA_T_4787	2, 4
SEA_T_479	2, 3, 4
SEA_T_4791	2, 4
SEA_T_48	4
SEA_T_480	2, 3, 4
SEA_T_4811A	2
SEA_T_4814	2
SEA_T_4822	4
SEA_T_4825	2, 4
SEA_T_4828	2, 4
SEA_T_483	2, 3
SEA_T_4830	4
SEA_T_4849	4

ID	Factor met
SEA_T_485	1, 2, 3, 4, 5
SEA_T_4866	4
SEA_T_4867	1, 2, 3
SEA_T_4870	1, 2, 3
SEA_T_4872	2
SEA_T_4874	2
SEA_T_4875	4
SEA_T_4877	2
SEA_T_4878	2
SEA_T_4882	1, 2, 3, 4, 5
SEA_T_489	2
SEA_T_4891	1, 2, 3, 4
SEA_T_4899	2
SEA_T_4901	2
SEA_T_4902	2
SEA_T_4904	4
SEA_T_4905	4
SEA_T_4907	2, 3, 5
SEA_T_491	2, 3
SEA_T_4913	3, 4
SEA_T_4916	2, 4
SEA_T_4917	2, 4, 5
SEA_T_4919	4
SEA_T_492	2, 3
SEA_T_493	4
SEA_T_4932	2, 4
SEA_T_4938	3
SEA_T_494	1, 2, 3
SEA_T_4946	4
SEA_T_4950	4
SEA_T_4959	2
SEA_T_4960	2
SEA_T_4961	2
SEA_T_4963	4
SEA_T_4965	4
SEA_T_4969	4
SEA_T_4976	4
SEA_T_4978	2, 4
SEA_T_4980	2
SEA_T_4987	2, 4
SEA_T_4989	2

ID	Factor met
SEA_T_4990	2
SEA_T_4995	2
SEA_T_4997	2, 5
SEA_T_4999	2, 4
SEA_T_50	2, 4
SEA_T_500	3
SEA_T_5001	2, 5
SEA_T_5007	4
SEA_T_501	2, 3
SEA_T_5012	2, 4, 5
SEA_T_5020	4
SEA_T_5032	2
SEA_T_504	3
SEA_T_505	4
SEA_T_5074	2, 4
SEA_T_5077	4
SEA_T_508	1, 2
SEA_T_509	1, 2, 3
SEA_T_5093	4
SEA_T_509B	2
SEA_T_510	3
SEA_T_5103	4
SEA_T_5105	2, 4
SEA_T_5114	1, 2, 3, 4
SEA_T_5124	2, 4
SEA_T_513	3
SEA_T_514	4
SEA_T_519	2, 4
SEA_T_521	2
SEA_T_5241	1, 2, 3, 4
SEA_T_5242	1, 2, 3, 4, 5
SEA_T_5243	2, 4
SEA_T_5244	2
SEA_T_5245	4
SEA_T_5246	1, 2, 3, 4
SEA_T_5247	2, 4
SEA_T_5248	1, 2
SEA_T_525	2, 4
SEA_T_5250	2, 3, 4
SEA_T_5253	2

ID	Factor met
SEA_T_5254	2
SEA_T_5257	2
SEA_T_5258	2, 4
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SEA_T_5262	2, 4
SEA_T_5263	2, 3
SEA_T_5264	1, 2, 3
SEA_T_5265	1, 2, 4
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SEA_T_5267	1, 2, 3
SEA_T_5268	1, 2, 3, 4
SEA_T_5269	1, 2, 4
SEA_T_526a	2, 4, 5
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SEA_T_5271	1, 2, 4
SEA_T_5272	1, 4
SEA_T_5273	1, 3
SEA_T_5274	2, 4
SEA_T_5276	2, 3, 4
SEA_T_5277	2, 3, 4
SEA_T_5278	1, 2
SEA_T_5280	1, 2
SEA_T_5281	1, 2
SEA_T_5282	1, 2
SEA_T_5282a	1, 2
SEA_T_5283	1, 2, 3, 4
SEA_T_5284	1, 2
SEA_T_5285	1, 2
SEA_T_5287	2, 3
SEA_T_5288	2, 5
SEA_T_5289	1, 2, 3
SEA_T_529	4
SEA_T_5291	2, 3
SEA_T_5293	2, 4
SEA_T_5294	1, 2, 4
SEA_T_5295	1, 4
SEA_T_5296	1, 2, 3, 4
SEA_T_5297	1, 2, 3, 4
SEA_T_5298	2

ID	Factor met
SEA_T_53	1, 2
SEA_T_530	2, 4
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SEA_T_5301	1, 2, 4
SEA_T_5302	2, 4
SEA_T_5303	1, 2, 3, 4
SEA_T_5308	2
SEA_T_5309	2, 3
SEA_T_530b	2
SEA_T_531	1, 2
SEA_T_5310	1, 2, 3, 4
SEA_T_5311	3
SEA_T_5312	2, 3, 4
SEA_T_5316	1, 2
SEA_T_5317	2, 3
SEA_T_5318	2, 3
SEA_T_532	1
SEA_T_5320	2, 3, 4, 5
SEA_T_5321	2
SEA_T_5323	1, 2, 3, 4
SEA_T_5324	3, 4
SEA_T_5325	1, 2
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SEA_T_5327	1, 2
SEA_T_5328	1, 2
SEA_T_5329	1, 2
SEA_T_533	1, 2
SEA_T_5330	1, 2
SEA_T_5331	1, 2
SEA_T_5332	1, 2, 4
SEA_T_5333	1, 2, 4
SEA_T_5334	1, 2, 3, 4
SEA_T_5335	2, 4
SEA_T_5336	1, 2, 4, 5
SEA_T_5337	2
SEA_T_5338	4
SEA_T_5339	1, 2
SEA_T_534	1, 2, 3
SEA_T_5340	1, 2

ID	Factor met
SEA_T_5341	2
SEA_T_5342	3
SEA_T_5344	1, 2, 3
SEA_T_5346	1, 2, 3, 4
SEA_T_5347	1, 2, 3
SEA_T_5348	1, 2, 3, 4
SEA_T_5349	1, 2, 3
SEA_T_535	1, 2
SEA_T_5350	1, 2, 3
SEA_T_5351	1, 2
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SEA_T_5353	1, 2
SEA_T_5354	1, 2
SEA_T_5355	1, 2
SEA_T_5356	2, 3, 4
SEA_T_5357	2, 3
SEA_T_5357a	2
SEA_T_5357e	4
SEA_T_5357f	1, 2, 3, 4
SEA_T_5357g	2
SEA_T_5358	3
SEA_T_5359	2, 3, 4
SEA_T_536	1, 2
SEA_T_5360	2, 3, 4, 5
SEA_T_5361	2, 4
SEA_T_5361a	4
SEA_T_5362	4
SEA_T_5363	1, 2, 3
SEA_T_5365	1, 2, 3
SEA_T_538	1, 2
SEA_T_5380	2, 3, 4
SEA_T_5381	2, 3, 4
SEA_T_5382	1, 2
SEA_T_5383	1, 2, 3
SEA_T_5384	1, 2, 3
SEA_T_5386	2, 4
SEA_T_5388	2, 4
SEA_T_5389	1, 2, 4
SEA_T_538a	1, 2, 4
SEA_T_538b	1, 2, 4

ID	Factor met
SEA_T_538c	1, 2, 4
SEA_T_539	1, 2
SEA_T_5390	4
SEA_T_5391	2, 4
SEA_T_5393	3, 4
SEA_T_5394	3, 4
SEA_T_5395	1, 2, 3, 4
SEA_T_5396	1, 2, 3, 4
SEA_T_5397	2, 3, 4
SEA_T_5398	4
SEA_T_54	1, 2
SEA_T_540	1
SEA_T_5404	4
SEA_T_5405	1, 2, 3, 4
SEA_T_5406	3, 4
SEA_T_5407	2, 3, 4
SEA_T_5408	2, 4
SEA_T_5408a	2, 4
SEA_T_5409	4
SEA_T_5409a	4
SEA_T_540a	1
SEA_T_540c	1
SEA_T_540d	2
SEA_T_5410	1, 2
SEA_T_5411	4
SEA_T_5414	4
SEA_T_5414a	4
SEA_T_5415	4
SEA_T_5416	2, 5
SEA_T_5417	4
SEA_T_5419	3
SEA_T_5419a	4
SEA_T_542	2, 4
SEA_T_5420	4
SEA_T_5421	2, 3, 4
SEA_T_5421b	4
SEA_T_5422	4
SEA_T_5423	1, 2, 3, 4
SEA_T_5423a	2, 3, 4
SEA_T_5424	4

ID	Factor met
SEA_T_5425	1, 3, 4
SEA_T_5426a	4
SEA_T_5427	4
SEA_T_5428	4
SEA_T_5429	4
SEA_T_5430	3, 4
SEA_T_5431	1, 3, 4
SEA_T_5432	4
SEA_T_5433	4
SEA_T_5434	2
SEA_T_5435	4
SEA_T_5436	4
SEA_T_5437	3
SEA_T_5438	4
SEA_T_5439	2, 3
SEA_T_544	2
SEA_T_5440	1, 2, 4
SEA_T_5441	4
SEA_T_5442	1, 2, 3, 4, 5
SEA_T_5443	1, 2
SEA_T_5446	4
SEA_T_5447	1, 2
SEA_T_5448	3
SEA_T_5448a	4
SEA_T_5448b	4
SEA_T_545	1, 2
SEA_T_5451	1, 3, 4
SEA_T_5452	4
SEA_T_5452a	4
SEA_T_5452B	4
SEA_T_5452c	4
SEA_T_5453	4
SEA_T_5453a	4
SEA_T_5454	2, 3
SEA_T_5454a	3
SEA_T_5454B	3
SEA_T_5454C	4
SEA_T_5454D	4
SEA_T_5454e	2, 3
SEA_T_5454f	4
SEA_T_5454g	2, 3
SEA_T_5455	4

ID	Factor met
SEA_T_5457	4
SEA_T_5458	2, 3, 4
SEA_T_5461	1, 2, 4
SEA_T_5462	4
SEA_T_5462a	4
SEA_T_5462B	4
SEA_T_5462c	4
SEA_T_5466	1, 2, 3, 4
SEA_T_5467	4
SEA_T_5468	3, 4
SEA_T_5469	4
SEA_T_5470	4
SEA_T_5473	1, 2, 3, 4, 5
SEA_T_5475	2
SEA_T_5476	2, 4
SEA_T_5477	4
SEA_T_5478	2, 4
SEA_T_5479	2, 4, 5
SEA_T_5480	1, 2, 4
SEA_T_5482	3, 4
SEA_T_5486	4
SEA_T_5487	2, 3, 4
SEA_T_5488	2, 4
SEA_T_5490	2, 3, 4
SEA_T_5492A	1, 2, 3
SEA_T_5492C	1, 2, 3
SEA_T_5492D	2
SEA_T_5493	1, 2, 3, 4
SEA_T_5494	2, 3, 4
SEA_T_5495	2, 3, 4
SEA_T_5496	2, 3, 4
SEA_T_5497	1, 2, 3, 4
SEA_T_5498	2, 3, 4, 5
SEA_T_5498a	2, 3, 4
SEA_T_5499	4
SEA_T_5499a	1, 2, 3, 4
SEA_T_55	2, 3
SEA_T_5501	2, 3, 4, 5

ID	Factor met
SEA_T_5502	4
SEA_T_5503	2, 4
SEA_T_5504	4
SEA_T_5505	2, 4
SEA_T_5506	2, 3, 4
SEA_T_5507	2, 4
SEA_T_5507a	2, 4
SEA_T_5507c	4
SEA_T_5507d	2, 4
SEA_T_5508	1, 2, 3, 4
SEA_T_5509	2, 3, 4
SEA_T_5510	2, 3, 4
SEA_T_5516	2, 4
SEA_T_5517	2
SEA_T_5518	2, 4
SEA_T_5519	2, 4
SEA_T_5520	2, 4
SEA_T_5521	1, 2, 3
SEA_T_5522	2, 3, 4
SEA_T_5524	1, 2, 3, 4, 5
SEA_T_5525	1, 2, 3
SEA_T_5526	1, 2, 3, 4
SEA_T_5527	2, 4
SEA_T_5530	1, 2
SEA_T_5531	1, 2, 3
SEA_T_5532	1
SEA_T_5533	2, 3
SEA_T_5534	1, 2
SEA_T_5535	1, 2
SEA_T_5536	2, 3
SEA_T_5537	2, 3
SEA_T_5539	1, 2, 3, 4, 5
SEA_T_5539a	2
SEA_T_5540	1, 2, 3, 4
SEA_T_5541	2, 3, 4
SEA_T_5541a	2
SEA_T_5547	2, 4
SEA_T_5548	2, 4, 5
SEA_T_5548a	2, 4
SEA_T_5548b	2, 4

ID	Factor met
SEA_T_5548c	1, 2, 3, 4
SEA_T_5549	1, 2, 3, 4
SEA_T_5549a	2
SEA_T_5552	4
SEA_T_5562	1, 2, 3, 4
SEA_T_5573	3, 4
SEA_T_5576	2, 4
SEA_T_5577	2, 3, 4
SEA_T_5578	2
SEA_T_5588	2, 3, 4
SEA_T_5588b	2, 3, 4
SEA_T_559	3
SEA_T_5592	1, 2, 3
SEA_T_5596	2, 3
SEA_T_5598	1, 2, 3
SEA_T_56	1, 2, 3
SEA_T_560	3, 4
SEA_T_5600	2, 3
SEA_T_5601	2, 3
SEA_T_5602	2, 3
SEA_T_5603	2, 3
SEA_T_5604	2, 3
SEA_T_5605	2, 3
SEA_T_5607	2, 3
SEA_T_5608	2
SEA_T_5609	2, 3
SEA_T_561	2, 3, 4
SEA_T_5610	2, 3
SEA_T_5611	2, 3
SEA_T_5612	2
SEA_T_5615	2
SEA_T_5616	2, 4
SEA_T_5617	2, 3
SEA_T_5618	2, 3
SEA_T_562	2, 4
SEA_T_5620	2
SEA_T_5621	2
SEA_T_5626	2, 3
SEA_T_5633	3
SEA_T_5634	2, 3
SEA_T_5635	2, 3

ID	Factor met
SEA_T_5636	2, 3
SEA_T_5637	1, 2, 3
SEA_T_5638	2, 3
SEA_T_5639	1, 2, 3
SEA_T_564	2, 3
SEA_T_5640	2, 3
SEA_T_5646	2, 3
SEA_T_5649	3
SEA_T_565	2, 3
SEA_T_5652	1
SEA_T_5653	1, 3
SEA_T_5654	3
SEA_T_5655	3
SEA_T_5656	3
SEA_T_5660	2, 4
SEA_T_5661	2
SEA_T_5665	2, 3, 4
SEA_T_5666	2
SEA_T_5667	2
SEA_T_5669	2, 3
SEA_T_567	4
SEA_T_5670	2, 3
SEA_T_5672	2
SEA_T_5674	2
SEA_T_5675	2, 3
SEA_T_5676	2, 3
SEA_T_5677	2, 3
SEA_T_5679	2
SEA_T_5680	2, 3
SEA_T_5683	2
SEA_T_5687	2
SEA_T_5688	2
SEA_T_5697	2
SEA_T_5698	2
SEA_T_570	3
SEA_T_5702	2
SEA_T_5703	2, 4
SEA_T_5704	2
SEA_T_5705	2, 4
SEA_T_5706	2, 4
SEA_T_5707	2
SEA_T_5708	2, 3
SEA_T_5709	3

ID	Factor met
SEA_T_5710	2, 3
SEA_T_5711	2, 3
SEA_T_5714	4
SEA_T_5715	2, 3, 4
SEA_T_5716	4
SEA_T_572	4
SEA_T_5720	2, 4
SEA_T_5721	2
SEA_T_5722	2, 4
SEA_T_5726	2, 4
SEA_T_5727	2, 4
SEA_T_5728	2, 4
SEA_T_5729	2, 4
SEA_T_5730	2, 4
SEA_T_5731	4
SEA_T_5733	3
SEA_T_5734	3
SEA_T_5735	4
SEA_T_5737	4
SEA_T_5739	3
SEA_T_5753	2
SEA_T_5763	2
SEA_T_5768	2, 3, 4
SEA_T_5769	2
SEA_T_5772	2
SEA_T_5774	2
SEA_T_5775	2
SEA_T_5776	2
SEA_T_578	4
SEA_T_5790	2, 3, 4
SEA_T_581	1, 2, 3
SEA_T_5813	1, 2, 3, 4
SEA_T_5814	1, 2, 3, 4
SEA_T_5815	2, 4
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SEA_T_5817	1, 2, 4
SEA_T_5818	1, 2
SEA_T_5819	1, 2, 3, 4
SEA_T_5821	3, 4
SEA_T_5822	2
SEA_T_583	1, 2, 4,

ID	Factor met
	5
SEA_T_5831	2
SEA_T_5832	2
SEA_T_5834	2, 3, 4
SEA_T_5835	2, 3, 4
SEA_T_5838	4
SEA_T_5839	3
SEA_T_5840	3
SEA_T_5842	3
SEA_T_5847	3, 4
SEA_T_5848	3, 4
SEA_T_5849	2
SEA_T_5850	2, 3
SEA_T_5854	4
SEA_T_5858	2, 3
SEA_T_5859	3
SEA_T_586	1, 2, 4
SEA_T_5861	4
SEA_T_5863	3
SEA_T_587	2, 3, 4
SEA_T_5872	3
SEA_T_5873	3
SEA_T_5874	3
SEA_T_5879	2
SEA_T_588	2, 3, 4
SEA_T_5881	2
SEA_T_5882	2
SEA_T_5883	2
SEA_T_5884	2
SEA_T_5887	2
SEA_T_5889	2
SEA_T_589	2, 3, 4
SEA_T_5892	2
SEA_T_5899	2, 3
SEA_T_59	3
SEA_T_590	2, 3
SEA_T_5901	2, 3
SEA_T_5902	2, 3
SEA_T_5903	3
SEA_T_5904	2, 3
SEA_T_5905	3
SEA_T_5906	2, 3
SEA_T_5907	2, 3

ID	Factor met
SEA_T_5909	2, 3
SEA_T_5910	2, 3
SEA_T_5911	2, 3
SEA_T_5915	2, 4
SEA_T_5916	4
SEA_T_592	1, 2, 3, 4
SEA_T_5922	2
SEA_T_5923	2
SEA_T_5924	2
SEA_T_5926	2, 3
SEA_T_5928	2, 3
SEA_T_5929	2, 3
SEA_T_593	1, 2, 3, 4
SEA_T_5930	2
SEA_T_5934	1, 2
SEA_T_594	2, 3
SEA_T_5940	1, 2
SEA_T_5941	3
SEA_T_5942	3
SEA_T_5943	3
SEA_T_5944	3
SEA_T_5945	3
SEA_T_5946	3
SEA_T_5947	3
SEA_T_595	2, 4
SEA_T_5950	2
SEA_T_5956	2, 3, 4
SEA_T_5958	2
SEA_T_5959	2
SEA_T_596	2, 4
SEA_T_5964	2, 3
SEA_T_5967	2
SEA_T_5968	2
SEA_T_5969	2
SEA_T_597	2, 4
SEA_T_5971	2
SEA_T_5974	2, 3
SEA_T_5975	2, 3
SEA_T_5976	2, 3
SEA_T_598	2, 3, 4
SEA_T_5982	2
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SEA_T_5997	2, 3
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SEA_T_600	4
SEA_T_6000	2, 3
SEA_T_6001	2
SEA_T_6002	4
SEA_T_6003	2, 3
SEA_T_6004	3
SEA_T_6008	2
SEA_T_6009	2, 4
SEA_T_6011	2
SEA_T_6016	5
SEA_T_6017	2
SEA_T_6020	2
SEA_T_6022A	4
SEA_T_6025	1, 2
SEA_T_6029	1, 2
SEA_T_6032	1, 2
SEA_T_6033	1, 2
SEA_T_6034	2
SEA_T_6037	1, 2
SEA_T_6041	1, 2
SEA_T_6045	2, 5
SEA_T_6055	2
SEA_T_6059	2, 4
SEA_T_6060	1, 2
SEA_T_6062	4
SEA_T_6063	2
SEA_T_6064	2
SEA_T_6065	1, 2, 4
SEA_T_6068	1, 2, 4
SEA_T_607	4
SEA_T_6074	4, 5
SEA_T_6088	3, 4
SEA_T_6089	3, 4
SEA_T_6096	2
SEA_T_6097	2
SEA_T_6098	2
SEA_T_6103	2
SEA_T_6104	4

ID	Factor met
SEA_T_6111	2
SEA_T_6113	2, 4
SEA_T_6114	1, 2
SEA_T_6116	1, 2
SEA_T_6117	1, 2
SEA_T_6117a	1, 2
SEA_T_6118	1, 2
SEA_T_6119	2, 4
SEA_T_612	2, 4
SEA_T_6120	1, 2
SEA_T_6121	1, 2, 4
SEA_T_6122	1, 2
SEA_T_6123	1, 2
SEA_T_6124	1, 2
SEA_T_6125	1, 2
SEA_T_6126	1, 2
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SEA_T_6136	1, 2
SEA_T_6137	1, 2
SEA_T_6138	1, 2, 3
SEA_T_6146	1, 2, 3
SEA_T_6149	2, 3
SEA_T_6153	1, 2, 3
SEA_T_6155	1, 2, 3
SEA_T_6160	1, 2
SEA_T_6165	1, 2
SEA_T_6168	1, 2
SEA_T_6169	1, 2, 3, 4
SEA_T_6170	2
SEA_T_6171	1, 4
SEA_T_6171A	3
SEA_T_6172	4
SEA_T_6173	1, 2
SEA_T_6174	1, 2, 3

ID	Factor met
SEA_T_6175	4
SEA_T_6176	1, 2
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SEA_T_6177a	1, 2, 4
SEA_T_6178	1, 2
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SEA_T_6180	1, 2
SEA_T_6181	1, 2, 4
SEA_T_6182	1, 2
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SEA_T_6184	2
SEA_T_6186	2, 3
SEA_T_6187	2
SEA_T_6188	1, 2
SEA_T_6189	1, 2, 3
SEA_T_6190	1, 2, 4
SEA_T_6191	2, 4
SEA_T_6193	2, 4
SEA_T_62	1, 2
SEA_T_6202	2, 3, 4
SEA_T_6205	1, 2
SEA_T_6206	1, 2, 4
SEA_T_6207	1, 2
SEA_T_6209	2, 3, 4
SEA_T_6211	3
SEA_T_6213	2
SEA_T_6214	1, 2
SEA_T_6215	1, 2
SEA_T_6216	1, 2
SEA_T_6218	1, 2
SEA_T_622	4
SEA_T_6221	1, 2
SEA_T_6228	2
SEA_T_6229	2
SEA_T_6234	1, 2
SEA_T_6235	1, 2
SEA_T_6236	1, 2
SEA_T_6237	1, 2, 4
SEA_T_6238	1, 2
SEA_T_6239	1, 2
SEA_T_6243	4
SEA_T_6244	2, 4
SEA_T_6244a	4

ID	Factor met
SEA_T_6245	4
SEA_T_6246	2
SEA_T_6247	2
SEA_T_6249	2, 5
SEA_T_6257d	1, 3
SEA_T_626	2, 3, 4
SEA_T_6261	1, 3
SEA_T_6261b	1, 4
SEA_T_6263	2, 4
SEA_T_6264	2
SEA_T_6268	2
SEA_T_626a	2
SEA_T_626b	2
SEA_T_627	2, 4
SEA_T_6270	2
SEA_T_6272	2, 4
SEA_T_6274	4
SEA_T_6277A	3, 4
SEA_T_6277B	3, 4
SEA_T_6279	1, 2, 3
SEA_T_627a	2, 3, 4
SEA_T_627b	2, 4
SEA_T_627c	2, 4
SEA_T_628	1, 4
SEA_T_6282	1
SEA_T_6284	1
SEA_T_6285	1, 2
SEA_T_6289	1, 3
SEA_T_629	1, 2, 3
SEA_T_6290	2
SEA_T_6293	3
SEA_T_6298	1, 2, 4
SEA_T_63	2
SEA_T_6301	4
SEA_T_6303	1, 2, 3, 4
SEA_T_6304	3
SEA_T_631	3
SEA_T_6310	1, 2, 3
SEA_T_6310a	1
SEA_T_6311	1, 3
SEA_T_6319	3, 4
SEA_T_632	2, 3, 4

ID	Factor met
SEA_T_6320	4
SEA_T_6322	1, 4
SEA_T_6323	3
SEA_T_6324	4
SEA_T_6325	1
SEA_T_6327	1, 3
SEA_T_6328a	2, 3
SEA_T_6328d	2, 3
SEA_T_6329	1, 2
SEA_T_633	2, 3, 4
SEA_T_6334	2, 3
SEA_T_6336	3
SEA_T_6339	2, 3
SEA_T_634	3
SEA_T_6345	3
SEA_T_6346	2, 3
SEA_T_6349	4
SEA_T_635	2, 3
SEA_T_6353	3
SEA_T_6358	1, 2, 3
SEA_T_6359	3
SEA_T_636	1, 2
SEA_T_6360	1, 2
SEA_T_6361a	2, 4, 5
SEA_T_6363a	2, 3, 4, 5
SEA_T_6363B	2, 4
SEA_T_6364	1, 2, 3
SEA_T_6364a	2, 3, 4
SEA_T_6366a	2, 4
SEA_T_637	2, 3
SEA_T_6370	2
SEA_T_6370a	3
SEA_T_6370b	2, 4
SEA_T_6371	3, 4
SEA_T_6372	1, 2, 3
SEA_T_6373a	2, 4
SEA_T_6375	2, 4
SEA_T_6376	2, 3, 4
SEA_T_6377	2
SEA_T_6378	1, 2, 3
SEA_T_6379	1
SEA_T_638	1, 2, 3, 4

ID	Factor met
SEA_T_6380	2, 4
SEA_T_6380a	2, 3, 4, 5
SEA_T_6381	2
SEA_T_6382	2, 3, 4
SEA_T_6383	1, 2, 3, 4
SEA_T_6384	2, 3
SEA_T_6384a	2
SEA_T_6385	4
SEA_T_6387	3, 4
SEA_T_6388	4
SEA_T_6388a	3, 4
SEA_T_6388c	4
SEA_T_6388e	2, 4
SEA_T_6389	1, 2, 3, 4
SEA_T_639	4
SEA_T_6390	4
SEA_T_6391	2, 3, 4
SEA_T_6392	4
SEA_T_6393	1, 2, 3, 4
SEA_T_6395	2, 4
SEA_T_6396C	2
SEA_T_6397	1
SEA_T_6398	2, 3, 4
SEA_T_6399	1, 2, 3, 4
SEA_T_6401	2, 4
SEA_T_6402	2, 3
SEA_T_6403	2
SEA_T_6404	3, 4
SEA_T_6405	4
SEA_T_6406	2, 4
SEA_T_6407	1, 3, 4
SEA_T_6409	1, 4
SEA_T_641	2, 3
SEA_T_6410	1, 3, 4
SEA_T_6411	3, 4
SEA_T_6412	1, 2, 4
SEA_T_6414	2, 3, 4
SEA_T_6416	1, 2, 3
SEA_T_6416a	4
SEA_T_6418	3, 4

ID	Factor met
SEA_T_6419	2, 3
SEA_T_6420	4
SEA_T_6420a	4
SEA_T_6421	4
SEA_T_6422	4
SEA_T_6423	4
SEA_T_6424	4
SEA_T_6425	2
SEA_T_6426	2, 4
SEA_T_6427	1, 3, 4
SEA_T_6429	1, 3
SEA_T_643	2
SEA_T_6431	1, 2, 3, 4, 5
SEA_T_6432	3, 4, 5
SEA_T_6435	2
SEA_T_6436	1, 2, 3, 4
SEA_T_6436a	2
SEA_T_6438	2, 3, 4
SEA_T_6439	1, 2, 4
SEA_T_6441	1, 2, 3, 4
SEA_T_6442	1, 4
SEA_T_6444	2, 4
SEA_T_6445	4
SEA_T_6446	2
SEA_T_6447	2, 3
SEA_T_6448	4
SEA_T_6449	2
SEA_T_6450	2, 3
SEA_T_6451	1, 2, 3, 4, 5
SEA_T_6452	1, 3
SEA_T_6453	1, 2, 3
SEA_T_6454	2, 3
SEA_T_6456	2, 3
SEA_T_6458	2, 5
SEA_T_6459	1, 2, 3, 4
SEA_T_6459b	2, 4
SEA_T_646	1, 2, 3
SEA_T_6461	2
SEA_T_6462	2, 3, 4
SEA_T_6463	2, 3, 4,

ID	Factor met
	5
SEA_T_6464	2
SEA_T_6466	2, 4
SEA_T_6467	2, 4
SEA_T_6468	2, 3, 4
SEA_T_6469	2, 3, 4
SEA_T_6469a	2, 3, 4
SEA_T_647	4
SEA_T_6470	2, 3, 4
SEA_T_6471	2, 3, 4
SEA_T_6473	2, 3, 4
SEA_T_6474	1, 2, 4
SEA_T_6475	1, 2
SEA_T_6477	4
SEA_T_6479	3
SEA_T_648	1, 2
SEA_T_6480	2, 3
SEA_T_6481	4
SEA_T_6482	4
SEA_T_6483	4
SEA_T_6484	3
SEA_T_6486	2, 3, 4
SEA_T_6490	4
SEA_T_6491	1, 2, 4
SEA_T_6492	1, 3, 4
SEA_T_6493	2, 3
SEA_T_6494	1, 2, 4
SEA_T_6495	3
SEA_T_6496	2, 4
SEA_T_6498	1, 2
SEA_T_6499	1, 2, 3, 4
SEA_T_65	1, 2, 4
SEA_T_6500	2
SEA_T_6501	1, 2, 4
SEA_T_6502	4
SEA_T_6503	1, 2, 3
SEA_T_6504	1, 2, 3
SEA_T_6505	1, 2, 4
SEA_T_6507	1, 2
SEA_T_6508	1, 2, 4
SEA_T_6509	3
SEA_T_651	3

ID	Factor met
SEA_T_6510	1, 3
SEA_T_6511	1, 2
SEA_T_6512	1, 2
SEA_T_6513	1, 2, 3, 4
SEA_T_6514	1, 2, 3, 4
SEA_T_6515	2, 3, 4
SEA_T_6517	3, 4
SEA_T_6517a	2, 3
SEA_T_6518	1, 2, 4
SEA_T_6519	1, 2, 3, 4
SEA_T_6520	1, 2
SEA_T_6521	1, 2, 3
SEA_T_6522	1, 2, 3, 4
SEA_T_6523	1, 2, 3, 4
SEA_T_6524	2, 3, 4
SEA_T_6525	2, 3, 4
SEA_T_6526	2, 3, 4
SEA_T_6527	1, 2, 3, 4
SEA_T_6528	2, 4
SEA_T_6529	1, 2, 3, 4
SEA_T_6530	2, 3, 4
SEA_T_6532	1, 2, 3
SEA_T_6533	1, 2, 3
SEA_T_6535	1, 2
SEA_T_6536	2
SEA_T_6537	1, 2, 3
SEA_T_6539	2, 4
SEA_T_6540	2, 4
SEA_T_6543	1, 2, 3
SEA_T_6544	2, 3, 4, 5
SEA_T_6545	2, 3, 4, 5
SEA_T_6551	1, 2
SEA_T_6552	1, 2, 3, 4
SEA_T_6553	1, 2, 4
SEA_T_6553a	1, 2
SEA_T_6555	1, 2, 3

ID	Factor met
SEA_T_6556	1, 2, 3
SEA_T_6557	1, 4
SEA_T_6558	1, 2, 3
SEA_T_6563	2, 3, 4
SEA_T_6564	2
SEA_T_6565	1, 2, 3
SEA_T_6567	1, 2, 3, 4
SEA_T_6568	4
SEA_T_6569	2, 3
SEA_T_6570	1, 2, 3
SEA_T_6571	2, 3, 4
SEA_T_6572	1, 2, 4
SEA_T_6573	1, 2
SEA_T_6574	1, 2, 3
SEA_T_6575	1, 2, 3, 4
SEA_T_6576	1, 2, 3, 4
SEA_T_6577	1, 2, 3
SEA_T_6578	1, 2, 3
SEA_T_6579	1, 2, 3
SEA_T_6582	2, 3, 4
SEA_T_6583	3, 4
SEA_T_6584	1, 2, 3
SEA_T_6585	1, 2
SEA_T_6586	1, 2
SEA_T_6587	1, 2, 4
SEA_T_6588	1, 2
SEA_T_6589	2, 3, 4
SEA_T_6592	4
SEA_T_6593	4
SEA_T_6594	3, 4, 5
SEA_T_6595	1, 2, 3, 4
SEA_T_6597	3, 4
SEA_T_6598	2, 3, 4
SEA_T_6599	2, 3
SEA_T_66	1, 2, 3
SEA_T_6600	1, 2, 3, 4
SEA_T_6601	1, 2, 3, 4
SEA_T_6602	1, 2, 3, 4

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SEA_T_6607	1, 2, 3
SEA_T_6608	1, 2, 3
SEA_T_6609	2, 3
SEA_T_661	1, 2, 5
SEA_T_6610	3
SEA_T_6612	1, 2, 3
SEA_T_6613	1, 2, 3
SEA_T_6614	3
SEA_T_6615A	4
SEA_T_6616	3
SEA_T_6617	4
SEA_T_6618	2, 4
SEA_T_6619a	4
SEA_T_662	1, 2
SEA_T_6620	4
SEA_T_6621	1, 3
SEA_T_6622	, 2, 3, 4, 5
SEA_T_6623	1, 2, 3, 4
SEA_T_6624	2
SEA_T_6625	2, 3, 4
SEA_T_6626	1, 2
SEA_T_6627	1, 2, 3
SEA_T_6628	4
SEA_T_6629	2, 4
SEA_T_6630	4
SEA_T_6631	1, 2, 3
SEA_T_6632	1, 2, 3, 4
SEA_T_6634	2, 4, 5
SEA_T_6635	2, 4, 5
SEA_T_6636	1, 2, 3, 4, 5
SEA_T_6637	2, 4
SEA_T_6638	1, 2
SEA_T_6639	1, 2, 3, 4
SEA_T_6641	2, 3, 4
SEA_T_6642	1, 2, 4
SEA_T_6643	1, 2, 4

ID	Factor met
SEA_T_6644	1, 2, 4
SEA_T_6646	2, 4
SEA_T_6647	1, 2, 3, 4
SEA_T_6648	2, 3, 4
SEA_T_6649	4
SEA_T_6650	1, 2
SEA_T_6651	1, 4
SEA_T_6652	1, 2, 3, 4
SEA_T_6652a	1, 2
SEA_T_6652B	2
SEA_T_6654	1, 2, 3, 4
SEA_T_6655	1, 2, 3, 4
SEA_T_6656	2, 3, 4
SEA_T_6660	3
SEA_T_6664	4
SEA_T_6669	1, 2, 3, 4
SEA_T_667	1, 3
SEA_T_6671	2, 3, 4
SEA_T_6672	2, 4
SEA_T_6673	3, 4
SEA_T_6674	2
SEA_T_6674a	2, 3, 4
SEA_T_6675	4
SEA_T_6676	1, 2, 4
SEA_T_6677	1, 2, 3
SEA_T_6678	1, 2, 3, 4
SEA_T_668	2, 3, 4
SEA_T_6680B	2, 4
SEA_T_6681	1, 2, 3
SEA_T_6682	1, 2, 3, 4
SEA_T_6683	2, 4
SEA_T_6684	1, 2, 3, 4, 5
SEA_T_6685	1, 2, 3
SEA_T_6687	4
SEA_T_6689	3
SEA_T_6690	2, 3, 4
SEA_T_6691	2, 4
SEA_T_6692	2

ID	Factor met
SEA_T_6693	1, 2, 3, 4
SEA_T_6694	1, 2, 3, 4
SEA_T_6695	1, 2, 3
SEA_T_6698	1, 2, 3
SEA_T_6699	1, 2
SEA_T_670	1
SEA_T_6700	1, 2, 3
SEA_T_6701	3
SEA_T_6703	2
SEA_T_6705	3
SEA_T_6706	2, 3, 4
SEA_T_6707	1, 2, 3, 4
SEA_T_6708	1, 2, 3
SEA_T_6709	1, 2
SEA_T_671	1
SEA_T_6710	3
SEA_T_6710a	3, 4
SEA_T_6712	1, 2
SEA_T_6713	3
SEA_T_6714	4
SEA_T_6715	1, 3
SEA_T_6716	2
SEA_T_6717	1
SEA_T_6718	1, 3
SEA_T_6719	4
SEA_T_672	2, 3
SEA_T_6723	3, 4
SEA_T_6724	3
SEA_T_6725	1, 2, 3, 4
SEA_T_6726	1, 2, 4
SEA_T_6727A	1, 2, 4
SEA_T_6727B	2
SEA_T_6728	2, 4
SEA_T_6729	2, 4
SEA_T_6729a	4
SEA_T_6729d	2, 4
SEA_T_672a	5
SEA_T_673	1, 2
SEA_T_6730	1, 2
SEA_T_6731	2, 4

ID	Factor met
SEA_T_6732	1, 2, 3, 4
SEA_T_6735	1, 2
SEA_T_6736	1, 2
SEA_T_6737	1, 2, 3, 4, 5
SEA_T_6738	1, 2, 3
SEA_T_6739	1, 3, 4
SEA_T_674	1, 2
SEA_T_6740	2, 3, 4
SEA_T_6741	3
SEA_T_6743	1, 2, 3, 4, 5
SEA_T_6743B	2, 3
SEA_T_6744	3
SEA_T_6745	2, 4
SEA_T_6746	1, 3, 4
SEA_T_6746a	4
SEA_T_6747	2
SEA_T_6747a	2, 4
SEA_T_6748	1, 2, 3, 4, 5
SEA_T_675	2, 4
SEA_T_6750	2, 4
SEA_T_6751	3, 4
SEA_T_6752	3
SEA_T_675A	2, 3
SEA_T_6760	2
SEA_T_6761	4
SEA_T_6761a	2
SEA_T_6761b	2
SEA_T_6763	1, 2, 3
SEA_T_6765	1, 3
SEA_T_6766	1, 2, 3, 4
SEA_T_6767	2
SEA_T_6767a	2, 3, 4
SEA_T_6768	1, 2, 3
SEA_T_6769	1, 2, 3
SEA_T_676a	1, 4
SEA_T_6770	2, 3
SEA_T_6771	4
SEA_T_6773	1, 2, 3
SEA_T_6774	1, 3
SEA_T_6775	1, 2, 3

ID	Factor met
SEA_T_6776	1, 2, 3
SEA_T_6778	1, 4
SEA_T_6779	2, 3
SEA_T_6780	4
SEA_T_6780a	2
SEA_T_6781	1, 2, 3
SEA_T_6781a	1
SEA_T_6782	2, 4
SEA_T_6783	2, 3
SEA_T_6784	1
SEA_T_6784B	2, 4
SEA_T_6788	2
SEA_T_678a	2, 3, 4
SEA_T_679	1, 2, 5
SEA_T_6791	4
SEA_T_6792	4
SEA_T_6793	4
SEA_T_679a	4
SEA_T_68	1, 2
SEA_T_6800	3, 4
SEA_T_6804	2
SEA_T_6808	3, 4
SEA_T_6813	3, 4
SEA_T_6821	4
SEA_T_6823	3, 4
SEA_T_6824	1, 3
SEA_T_6825	4
SEA_T_6826	1, 2
SEA_T_683	2, 3, 4
SEA_T_6830	4
SEA_T_6834	4
SEA_T_6835	3, 4
SEA_T_6836a	3, 4
SEA_T_6840	2, 4
SEA_T_6841	1, 2, 3
SEA_T_6846	4
SEA_T_685	1, 2
SEA_T_6850	3, 4
SEA_T_6851	1, 2, 3
SEA_T_6852	1, 2
SEA_T_6853	2
SEA_T_6854	2
SEA_T_6856	1, 2, 3

ID	Factor met
SEA_T_6857	1, 2
SEA_T_6858	1, 2, 4
SEA_T_6859	1, 2
SEA_T_685A	3
SEA_T_686	2, 3
SEA_T_6860	4
SEA_T_6862	2, 3
SEA_T_6863	2
SEA_T_6865	2
SEA_T_6866	1, 2, 3
SEA_T_6867	2, 3
SEA_T_6868	1, 2, 3
SEA_T_6869	4
SEA_T_686a	1, 2, 3, 4
SEA_T_687	1, 3, 4
SEA_T_6870	3, 4
SEA_T_6871	3, 4
SEA_T_6873	3, 4
SEA_T_6875	4
SEA_T_6876	2, 3, 4
SEA_T_688	1
SEA_T_6881	2, 3
SEA_T_6886	1, 2, 3
SEA_T_6888	3
SEA_T_688a	1, 2, 3
SEA_T_6890	1, 2, 4
SEA_T_6893	4
SEA_T_6894	3, 4
SEA_T_6895	3, 4
SEA_T_6896	2, 3, 4
SEA_T_6897	3, 4
SEA_T_6898	1, 2, 4, 5
SEA_T_6899	2, 3
SEA_T_69	2
SEA_T_690	1, 2, 3
SEA_T_6900	1, 2, 3
SEA_T_6901	1, 2, 4
SEA_T_6902	2, 4
SEA_T_6903	1, 2
SEA_T_6904	2
SEA_T_6905	1
SEA_T_6906	1, 2

ID	Factor met
SEA_T_6907	1, 2
SEA_T_690a	1, 2, 3
SEA_T_691	1, 2
SEA_T_6911	4
SEA_T_6912	3, 4
SEA_T_6913	1, 2, 4
SEA_T_6914	2, 3
SEA_T_6915	1, 2, 3, 5
SEA_T_6916	2, 3, 4, 5
SEA_T_6917	2, 3, 4
SEA_T_6918a	4
SEA_T_6918b	4
SEA_T_691a	2, 3, 4
SEA_T_691d	4
SEA_T_692	4
SEA_T_6920	2, 3, 4
SEA_T_6921	1, 3
SEA_T_6922	4
SEA_T_6923	3
SEA_T_6926	1, 3
SEA_T_6927	1, 2, 3, 4
SEA_T_6928	3
SEA_T_6929	1
SEA_T_693	3, 4
SEA_T_6930	4
SEA_T_6931	1, 3
SEA_T_6934	4
SEA_T_6936	2
SEA_T_6938	1, 2
SEA_T_6939	1, 2
SEA_T_693a	2, 3
SEA_T_6940	1, 2, 4
SEA_T_6942	1, 2, 3, 4
SEA_T_6943	2, 3
SEA_T_6945	2, 3, 4
SEA_T_6946	2, 3, 4
SEA_T_6947	3
SEA_T_6948	2, 3, 4
SEA_T_6949	2, 3
SEA_T_6951	2

ID	Factor met
SEA_T_6952	1, 2, 3
SEA_T_6953	3
SEA_T_6954	3
SEA_T_6955	3
SEA_T_695A	1, 3
SEA_T_696	1, 2
SEA_T_6961	2, 3, 4
SEA_T_6966	1, 2
SEA_T_6969	1, 2, 3
SEA_T_696a	1, 2, 3
SEA_T_697	1, 2
SEA_T_6972	1, 2
SEA_T_6974	2
SEA_T_6975	2
SEA_T_6979	1, 4
SEA_T_698	1, 2, 3, 4
SEA_T_6980	1, 4
SEA_T_6981	2
SEA_T_6984	2, 5
SEA_T_6985	4
SEA_T_6986	4
SEA_T_6987	4
SEA_T_6988	4
SEA_T_6989	2, 3, 4
SEA_T_698a	2, 3
SEA_T_6994	3, 5
SEA_T_6995	2, 4
SEA_T_6996	2, 4
SEA_T_6997	2
SEA_T_6999l	2, 4
SEA_T_6999m	2, 3, 4
SEA_T_6999n	2, 4
SEA_T_70	2
SEA_T_700	2, 3
SEA_T_7000	3, 4
SEA_T_7000a	2, 3
SEA_T_7001	2, 3, 4
SEA_T_7002	2
SEA_T_7002a	4
SEA_T_7003	2, 4
SEA_T_7004	2, 4
SEA_T_7004a	4

ID	Factor met
SEA_T_7005	2
SEA_T_7005A	2
SEA_T_7006	2, 4
SEA_T_7007	2, 4
SEA_T_7009	4
SEA_T_701	2, 3, 4, 5
SEA_T_7010	2, 3, 4
SEA_T_7011	2, 3, 4
SEA_T_7012	2
SEA_T_7013	2
SEA_T_7014	2
SEA_T_7015	2
SEA_T_7016	2
SEA_T_7017	2, 3
SEA_T_7018	4
SEA_T_7019	2
SEA_T_7021	2
SEA_T_7023	2
SEA_T_7024	3, 4
SEA_T_7029	3
SEA_T_703	3
SEA_T_7030	2, 4
SEA_T_7031	2, 3, 4
SEA_T_7032	2, 3, 4
SEA_T_7033	3
SEA_T_7034	1, 2, 3
SEA_T_7036	1, 2, 3
SEA_T_7037	1
SEA_T_7038	2, 3
SEA_T_704	3
SEA_T_705	3, 4
SEA_T_706	1, 2
SEA_T_707	2
SEA_T_708	3
SEA_T_71	2
SEA_T_712	3, 4, 5
SEA_T_713	2
SEA_T_715	2
SEA_T_716	2
SEA_T_717	2
SEA_T_717a	4
SEA_T_717b	2

ID	Factor met
SEA_T_719	2
SEA_T_72	3, 4
SEA_T_725	1, 2
SEA_T_726	1
SEA_T_729	1, 2, 3
SEA_T_73	2
SEA_T_735	1, 3, 4
SEA_T_738	3, 4
SEA_T_739	1, 3, 4
SEA_T_74	2, 3
SEA_T_741	1, 3
SEA_T_745	1, 2, 3, 4, 5
SEA_T_746	2, 4, 5
SEA_T_747	1, 2, 5
SEA_T_748	4
SEA_T_75	1, 2, 4
SEA_T_750	1, 2
SEA_T_751	1, 2, 3
SEA_T_752	1, 3
SEA_T_753	3
SEA_T_757	1, 2, 3
SEA_T_758	1, 4
SEA_T_759	1, 3, 4
SEA_T_76	1, 2, 4
SEA_T_760	1, 2
SEA_T_764	2, 3
SEA_T_765	1, 2, 4
SEA_T_766	2
SEA_T_769	1
SEA_T_77	1, 2
SEA_T_770	2
SEA_T_772	1, 2, 3
SEA_T_774	2, 5
SEA_T_776	2, 5
SEA_T_777	2
SEA_T_778	1, 2, 3, 5
SEA_T_78	1, 2
SEA_T_780	2, 3, 4
SEA_T_781	2, 4
SEA_T_784	1
SEA_T_785	1, 3, 4
SEA_T_786	3, 4

ID	Factor met
SEA_T_79	1, 2, 3
SEA_T_790	2, 3
SEA_T_794	2, 4
SEA_T_796	1, 4
SEA_T_798	4
SEA_T_80	1, 2
SEA_T_800	2
SEA_T_8001	1, 2
SEA_T_8002	1, 2, 4
SEA_T_8003	4
SEA_T_8007	4
SEA_T_801	2
SEA_T_8010	4
SEA_T_8013	4
SEA_T_8015	2
SEA_T_8016	1, 2, 4
SEA_T_8018	2
SEA_T_8020	2, 4
SEA_T_8022	2
SEA_T_8023	2
SEA_T_8026	4
SEA_T_8028	2
SEA_T_8029	4
SEA_T_803	2, 3, 4
SEA_T_8030	1
SEA_T_8032	1
SEA_T_8035	1, 2, 4
SEA_T_8036	1, 2
SEA_T_8038	2, 4,
SEA_T_8039	2
SEA_T_8040	2
SEA_T_8041	1, 2, 4
SEA_T_8042	1, 2
SEA_T_8045	4
SEA_T_8047	2, 4
SEA_T_8048	1, 2, 4
SEA_T_8049	4
SEA_T_805	1, 3
SEA_T_8051	1, 2, 4
SEA_T_8053	1, 2, 4
SEA_T_8056	1, 2
SEA_T_8057	1, 2
SEA_T_8058	1, 2

ID	Factor met
SEA_T_8064	4
SEA_T_8065	2, 4
SEA_T_8073	4
SEA_T_8074	4
SEA_T_8075	2
SEA_T_8078	2, 4
SEA_T_8079	2, 4
SEA_T_808	3
SEA_T_8080	2, 3, 5
SEA_T_8081	2, 4
SEA_T_8082	2
SEA_T_8084	2
SEA_T_8087	4
SEA_T_809	1, 3
SEA_T_8090	4
SEA_T_8091A	3, 4
SEA_T_8091B	4
SEA_T_8093	4
SEA_T_8094	3, 4
SEA_T_8097	4
SEA_T_81	1, 2
SEA_T_8100	1, 2, 3, 4
SEA_T_8102	1, 2, 4
SEA_T_8103	1, 2, 4
SEA_T_8104	1, 2, 3, 4
SEA_T_8105	2, 4
SEA_T_8106	2, 4
SEA_T_8107	2, 4
SEA_T_8108	4
SEA_T_8109	2
SEA_T_8110	1, 2, 3, 4
SEA_T_8111	1, 2
SEA_T_8112	1
SEA_T_8114	2, 3, 4
SEA_T_8115	4
SEA_T_8116	1, 2, 3
SEA_T_8117	2, 5
SEA_T_8119	1, 2, 3
SEA_T_8120	2
SEA_T_8121 (9042)	4

ID	Factor met
SEA_T_8124	2, 4
SEA_T_8125	1
SEA_T_8127	4
SEA_T_8128	2, 3
SEA_T_8129	4, 5
SEA_T_813	2, 5
SEA_T_8130	3, 4
SEA_T_8131	3, 4, 5
SEA_T_8132	4, 5
SEA_T_8133	3
SEA_T_8135	1, 2, 3
SEA_T_8136	2, 3
SEA_T_8137	4
SEA_T_8139	4
SEA_T_814	4
SEA_T_8140	1, 2, 4, 5
SEA_T_8141	1, 2
SEA_T_8142	1, 2
SEA_T_8143	1, 2, 3
SEA_T_8144	1, 2, 3
SEA_T_8145	1, 3, 4
SEA_T_8146	1
SEA_T_8147	1
SEA_T_8150	1, 2
SEA_T_8151	1, 2, 4
SEA_T_8152	1
SEA_T_8153	1
SEA_T_8155	1
SEA_T_8156	1
SEA_T_8157	1, 2, 3, 5
SEA_T_8158	2
SEA_T_816	1
SEA_T_8160	2, 4
SEA_T_8161	1, 2, 3
SEA_T_8162	1, 3
SEA_T_8164	4
SEA_T_8165	1, 2, 3
SEA_T_8166	1, 2
SEA_T_8169	1, 2, 3, 4, 5
SEA_T_817	1, 3
SEA_T_8170	1, 2, 3,

ID	Factor met
	4, 5
SEA_T_8171	1, 2, 3
SEA_T_8172	2, 4
SEA_T_8174	2
SEA_T_8176	1, 2, 4
SEA_T_8177	1, 2, 4
SEA_T_8178	1, 2
SEA_T_8179	1, 2
SEA_T_8180	2, 3, 4, 5
SEA_T_8183	1, 2
SEA_T_8198	1, 2, 4
SEA_T_8200	4
SEA_T_8201	1, 2, 3
SEA_T_8202	4
SEA_T_8203	4
SEA_T_8204	1, 2, 4
SEA_T_8205	4
SEA_T_8206	1, 2, 4
SEA_T_8207	1, 2
SEA_T_8208	2, 4
SEA_T_8209	1, 3, 4
SEA_T_821	1, 3, 4
SEA_T_8210	1, 2
SEA_T_8212	1, 2
SEA_T_8213	1
SEA_T_8214	1, 2, 4
SEA_T_8215	1, 2, 4
SEA_T_822	3
SEA_T_8220	1, 2
SEA_T_8221	1, 2
SEA_T_8222	1, 2
SEA_T_8223	1, 2
SEA_T_8224	1, 2, 4
SEA_T_8225	1, 2
SEA_T_8226	1, 2
SEA_T_8227	1, 2
SEA_T_8228	1, 2
SEA_T_8229	1, 2
SEA_T_8230	2, 3
SEA_T_8236	1, 2
SEA_T_8237	1, 2
SEA_T_8238	1, 2, 4

ID	Factor met
SEA_T_824	4
SEA_T_8240	2
SEA_T_8242	1, 2
SEA_T_8245	1, 2
SEA_T_8246	1, 2
SEA_T_8247	1, 2
SEA_T_8248	1, 2
SEA_T_8249	1, 2
SEA_T_8250	1, 2
SEA_T_8251	1, 2
SEA_T_8252	1, 2
SEA_T_8253	1, 2, 4
SEA_T_8254	1, 2
SEA_T_8255	1, 2
SEA_T_8256	1, 2, 4
SEA_T_8268	1, 2, 3
SEA_T_828	2
SEA_T_8284	4
SEA_T_8285	2, 4
SEA_T_8287	2, 3
SEA_T_829	2, 3
SEA_T_8291	3, 4, 5
SEA_T_8292	2, 4
SEA_T_8293	3, 4
SEA_T_8294	2, 3, 4
SEA_T_8295	1, 2, 3, 4
SEA_T_8296	1, 3
SEA_T_8297	1, 2, 3
SEA_T_8298	1, 2, 3
SEA_T_8299	1, 2, 3, 4
SEA_T_8300	1, 2, 3, 4
SEA_T_8301	4
SEA_T_8302	1, 2
SEA_T_8303	2, 4
SEA_T_8305	2
SEA_T_8306	1, 4
SEA_T_8307	1, 2
SEA_T_8308	1, 3
SEA_T_831	2, 3
SEA_T_8310	3
SEA_T_8311	2, 4

ID	Factor met
SEA_T_8312	2, 3
SEA_T_8313	2, 4
SEA_T_8315	2, 3
SEA_T_8316	3, 4, 5
SEA_T_8317	1, 2
SEA_T_8319	3, 4
SEA_T_832	1, 2
SEA_T_8320	2
SEA_T_8321	2
SEA_T_8322	2
SEA_T_8323	2
SEA_T_8324	4
SEA_T_8327	1, 2
SEA_T_8328	2, 4
SEA_T_8330	2
SEA_T_8332	1, 2, 3
SEA_T_8334	3, 4, 5
SEA_T_8337	4
SEA_T_8338	1, 2, 3
SEA_T_8339	4
SEA_T_8340	1, 2, 3
SEA_T_8343	1, 2, 3
SEA_T_8347	4
SEA_T_835	2, 3, 4
SEA_T_8351	2, 4
SEA_T_8352	2, 3, 4
SEA_T_8353	4
SEA_T_8354	2
SEA_T_8355A	1, 2, 3
SEA_T_8355B	1, 2, 3
SEA_T_8355C	1, 2, 3
SEA_T_8356	2, 4
SEA_T_8357	2
SEA_T_8360	1, 2, 3, 5
SEA_T_8362	1, 2, 3, 5
SEA_T_8364	2, 4
SEA_T_8365	2, 4
SEA_T_8372	2, 4
SEA_T_8374	4
SEA_T_8375	4
SEA_T_8376	2, 3, 4
SEA_T_8378	2

ID	Factor met
SEA_T_8380	2, 4
SEA_T_8385	4
SEA_T_8387	2, 4
SEA_T_8388	2, 4
SEA_T_8389	4
SEA_T_8392	2, 4
SEA_T_8393	4
SEA_T_8397	1, 2, 3, 4
SEA_T_8398	2, 4
SEA_T_840	1, 2, 3
SEA_T_8401	2
SEA_T_8403	4
SEA_T_8406	2, 4
SEA_T_8409	3, 4
SEA_T_8411	1, 2, 3, 5
SEA_T_8413	1, 2, 3, 4, 5
SEA_T_8414	1, 2, 3, 4
SEA_T_8415	2, 4, 5
SEA_T_8416	2, 4
SEA_T_8418	2, 4
SEA_T_842	2, 3
SEA_T_8422	4
SEA_T_8425	2, 4
SEA_T_8427	2, 4
SEA_T_8428	4
SEA_T_8429	4
SEA_T_8431	4
SEA_T_8433	4
SEA_T_8435	2, 3
SEA_T_8437	2
SEA_T_8438	2
SEA_T_844	2
SEA_T_8443	2
SEA_T_848	1, 2
SEA_T_85	2, 4
SEA_T_851	2, 3
SEA_T_859	2, 4
SEA_T_86	1, 2
SEA_T_860	1, 2, 3, 4
SEA_T_862	3

ID	Factor met
SEA_T_863	3
SEA_T_864	1, 2, 3
SEA_T_866	2, 3
SEA_T_870	4
SEA_T_872	2, 3, 4
SEA_T_873	1, 3, 4
SEA_T_874	1, 2, 3, 4
SEA_T_875	1, 2
SEA_T_876	1, 2
SEA_T_877	2
SEA_T_878	1
SEA_T_878a	1, 3, 4
SEA_T_879	3, 4
SEA_T_880	3, 4
SEA_T_881	3, 4
SEA_T_882	1, 3, 4
SEA_T_883	2, 3, 4
SEA_T_886	1, 3
SEA_T_887	1
SEA_T_890	1, 2, 4
SEA_T_8900	2
SEA_T_892	1, 2
SEA_T_893	3
SEA_T_894	1, 2
SEA_T_894a	1, 2
SEA_T_894B	1, 2
SEA_T_895	2, 3, 4
SEA_T_896	2, 3
SEA_T_899	1, 4
SEA_T_90	1
SEA_T_900	1
SEA_T_9001	4
SEA_T_9002	3, 4
SEA_T_9003	2, 3, 4
SEA_T_9004	3, 4
SEA_T_9005	4
SEA_T_9006	4
SEA_T_9007	2, 3, 4
SEA_T_9008	4
SEA_T_9009	4
SEA_T_901	1, 3, 4
SEA_T_9010	4
SEA_T_9011	4
SEA_T_9012	2, 4, 5
SEA_T_9013	2, 4
SEA_T_9014	4
SEA_T_9015	2, 4, 5
SEA_T_9016	4
SEA_T_9017	2, 4
SEA_T_9018	2, 4, 5
SEA_T_9019	2, 4
SEA_T_9020	4
SEA_T_9021	4
SEA_T_9022	2, 4
SEA_T_9023	2, 4
SEA_T_9024	2, 4
SEA_T_9025	2, 4
SEA_T_9026	4
SEA_T_9027	2, 4
SEA_T_9028	2, 4
SEA_T_9029	2, 4
SEA_T_903	1, 2, 4
SEA_T_9030	4
SEA_T_9031	4
SEA_T_9032	4
SEA_T_9033	2, 4
SEA_T_9034	4
SEA_T_9035	4
SEA_T_9036	4
SEA_T_9037	4
SEA_T_9038	4
SEA_T_9039	2, 4
SEA_T_9040	4
SEA_T_9041	2, 4
SEA_T_905	2, 4
SEA_T_906	1, 2
SEA_T_9062 (9044)	4
SEA_T_9065	2
SEA_T_907	1, 2, 3, 4
SEA_T_908	1, 2, 3
SEA_T_909	1, 2, 3
SEA_T_909c	1, 2
SEA_T_91	1, 2
SEA_T_910	1, 2, 3,
	4
SEA_T_9101	2, 4
SEA_T_9102 (9043)	1, 2, 4
SEA_T_914	2, 3
SEA_T_915	2
SEA_T_917	2, 3, 4, 5
SEA_T_918	1, 2, 5
SEA_T_92	1, 2, 3
SEA_T_920	2, 3, 4
SEA_T_921	2, 4, 5
SEA_T_922	2, 5
SEA_T_923	2, 3, 4
SEA_T_925	1
SEA_T_926	2, 3
SEA_T_927	2, 4
SEA_T_928	1, 3
SEA_T_929	1
SEA_T_93	1, 2, 3, 4
SEA_T_930	1, 2, 3, 4
SEA_T_931	1, 3
SEA_T_932	1, 2
SEA_T_937	1, 2, 3
SEA_T_938	1, 2, 3
SEA_T_94	1, 2
SEA_T_940	1, 2, 3
SEA_T_941	1, 2, 3
SEA_T_942	1, 2, 3
SEA_T_943	4
SEA_T_944	1, 3, 4
SEA_T_945	1, 3, 4
SEA_T_946	2, 3
SEA_T_947	4
SEA_T_948	2, 3, 4
SEA_T_949	2, 3, 4
SEA_T_95	1, 2, 3
SEA_T_953	1, 2
SEA_T_954	1, 2
SEA_T_955	4
SEA_T_956	2
SEA_T_959	2, 3

ID	Factor met
SEA_T_962	2, 3, 4
SEA_T_963	1, 2, 3
SEA_T_963B	2
SEA_T_964C	2
SEA_T_965	2, 3
SEA_T_967	2, 3, 4
SEA_T_968	2
SEA_T_969	2, 3
SEA_T_97	3, 4
SEA_T_970	2
SEA_T_971	2, 3
SEA_T_972	4
SEA_T_973	3, 4
SEA_T_974	2
SEA_T_974a	2
SEA_T_974B	2
SEA_T_974C	2
SEA_T_977	3
SEA_T_977a	2, 3
SEA_T_978	2
SEA_T_98	1, 2
SEA_T_980	2, 3
SEA_T_981	2, 3
SEA_T_985	1, 2, 3
SEA_T_986	3, 4
SEA_T_987	2
SEA_T_990	2
SEA_T_992	3
SEA_T_994	2, 3
SEA_T_9103	2
SEA_T_9104	3
SEA_T_9105	2
SEA_T_9106	1, 2, 3
SEA_T_9107	1

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ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
2409	*Podocarpus totara*	Totara	1	Albert Road 20	Warkworth	Lot 3 DP 44610
2597	*Quercus spp.*	Oak	1	Alice Street 29	Riverhead	Lot 1 DP 345565
2426	*Agathis australis*	Kauri	1	Alnwick Street 37	Warkworth	Lot 67 DP 80660
2459	*Podocarpus totara*	Totara	1	Alnwick Street 45B	Warkworth	Lot 110 DP 80662
2516	*Metrosideros excelsa*	Pōhutukawa	1	Amorino Drive 32	Red Beach	Lot 16 DP 70174
2322	*Quercus robur*	Oak	1	Arkles Strand 1	Arkles Bay	Lot 186 DP 21728
2323	*Araucaria heterophylla*	Norfolk Pine	1	Arkles Strand 39	Arkles Bay	Lot 168 DP 21728
2364	*Taxodium distichum*	Swamp Cypress	1	Armitage Road 35	Wellsford	Lot 20 DP 37943
2352	*Taxodium distichum*	Cypress	1	Armitage Road 42	Wellsford	Lot 2 DP 103327
2353	*Araucaria cunninghamii, Metasequoia, Liquidambar styraciflua*	Hoop Pine, Dawn Redwood, Liquidambar		Armitage Road 44	Wellsford	Lot 2 DP 91257
2583	*Metrosideros excelsa*	Pōhutukawa	1	Awaroa Road 5	Helensville	Lot 74 DP 24368 Lot 75 DP 24368
2383	*Quercus spp.*	Oak	1	Bambro Street 1	Warkworth	Lot 1 DP 441372
2366	*Metrosideros excelsa*	Pōhutukawa	2	Batten Street 6	Wellsford	Pt Lot 6 DP 25618
2430	*Metrosideros excelsa*	Pōhutukawa	5	Baxter Street 3A	Warkworth	Lot 2 DP 98309
2522	*Metrosideros excelsa*	Pōhutukawa	1	Bay Street 67	Red Beach	Lot 1 DP 328641
2537	*Metrosideros excelsa*	Pōhutukawa	1	Bay Street 96	Red Beach	Lot 1 DP 493359
2405	*Agathis australis*	Kauri	1	Beach Street 2	Sandspit	Lot 1 DP 189516
2451	*Metrosideros excelsa*	Pōhutukawa	1	Belmont Place 7	Warkworth	Lot 4 DP 336746
2437	*Metrosideros excelsa*	Pōhutukawa	1	Bertram Street 45	Warkworth	Lot 4 SECT 5A Allotment 67 PSH OF Mahurangi
2443	*Podocarpus totara, Agathis australis*	Totara (2), Kauri	3	Bertram Street 56	Warkworth	Lot 5 DP 50192
2312	*Phoenix canariensis*	Phoenix Palm	2	Brixton Road 26	Manly	Lot 2 DP 321822
2444	*Quercus spp.*	Oak	2	Brown Road 6	Warkworth	Pt Lot 91 DP 22316
2457	*Grevillea sp, Podocarpus totara, Liquidambar styraciflua*	Grevillea, Totara (2), Liquidambar (2)	5	Campbell Drive 4A	Warkworth	Lot 28 DP 80986
2455	*Podocarpus totara*	Totara	Group	Campbell Drive 8	Warkworth	Lot 26 DP 82466
2558	*Metrosideros excelsa*	Pōhutukawa	2	Cedar Terrace 64	Whangaparaoa	Lot 1 DP 336708, Lot 2 DP 336937
2540	*Metrosideros excelsa*	Pōhutukawa	Group	Centreway Road 2A	Orewa	Lot 236 ALLT 279 PSH OF Waiwera
2499	*Eucalyptus ficifolia*	Red Flowering Gum	1	Centreway Road 22	Orewa	Allotment 670 PSH OF Waiwera
2492	*Metrosideros excelsa*	Pōhutukawa	1	Centreway Road 44	Orewa	Lot 1 DP 473908
2512	*Podocarpus totara*	Totara	1	Centreway Road 61	Orewa	Allotment 404 PSH OF Waiwera
2515	*Podocarpus totara*	Totara	1	Centreway Road 79	Orewa	Lot 69 DP 18948
2310	*Cupressus macrocarpa*	Macrocarpa	1	Shared portion of 149A Centreway Road	Orewa	Lot 7 DP 603190
2498	*Metrosideros excelsa*	Pōhutukawa	1	Centreway Road 164	Orewa	Lot 1 DP 49013
2490	*Dacrydium cupressinum*	Rimu	Group	Centreway Road 2/197	Orewa	Lot 4 DP 38916
2517	*Metrosideros excelsa*	Pōhutukawa	1	Centreway Road 244	Orewa	Lot 4 DP 38916
2575	*Quercus robur*	English Oak	1	Chic Gardens 41	Parakai	Lot 21 DP 327402
2376	*Metrosideros sp, Vitex lucens*	Rata, Puriri	2	Clinton Road 63	Campbells Beach	Lot 28 DP 46353

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2596	*Quercus spp.*	Oak	1	Coatesville Riverhead Highway 1002	Riverhead	Lot 37 DP 15592
2598	*Sequoia sempervirens*	Redwood	3	Coatesville-Riverhead Highway 1135	Riverhead	Lot 3 DP 491808
2595	*Quercus spp.*	Oak	Group	Cobblers Lane 10	Riverhead	Lot 2 DP 202923
2525	*Araucaria heterophylla*	Norfolk Island Pine	1	Commercial Road 24	Helensville	Lot 1 DP 441007
2339	*Cedrus deodara*	Deodar Cedar	1	Commercial Rd 51 (S.H.16)	Helensville	Lot 2 DP 28569
2338	*Magnolia grandiflora, Cupressus sempervirens, Liquidambar styraciflua, Cedrus deodara, Quercus palustris*	Southern Magnolia, Italian Cypress, Pencil Pine, Photinia, Liquidambar, Cedar, Deodar Cedar, Pin Oak		Commercial Rd 53 to 61 (S.H.16)	Helensville	Pt Te Rewarewa BLK 1120
2593	*Metrosideros excelsa*	Pōhutukawa	1	Commercial Road 92	Helensville	Lot 1 DP 66423
2361	*Metrosideros excelsa*	Pōhutukawa	1	Commercial Road 96	Helensville	Lot 3 DP 57341
3010	*Grevillea Robusta*	Silky Oak	1	Dairy Flat Highway 1638	Dairy Flat	Lot 1 DP 46158
3011	*Quercus Palustris*	Pin Oak	1	Dairy Flat Highway 1686	Dairy Flat	Lot 1 DP 69561
3012	*Araucaria Columnaris*	Cooks Pine	1	Dairy Flat Highway 1700	Dairy Flat	Pt Lot 1 DP 68886
3013	*Quercus Robur*	English Oak	1	Dairy Flat Highway 1732	Dairy Flat	Pt Lot 2 DP 68886
2309	*Araucaria heterophylla*	Norfolk Pine	2	Duncansby Road 2	Stanmore Bay	Lot 4 DP 37285
2539	*Metrosideros excelsa*	Pōhutukawa	1	Duncansby Road 75	Whangaparaoa	Lot 79 DP 37285
2541	*Eucalyptus sp.*	Gum	1	Everard Avenue 42	Gulf Harbour	Lot 71 DP 50950
2357	*Liquidambar styraciflua*	Liquidambar	1	Falls Street 3	Warkworth	Lot 3 DP 197981
2445	*Podocarpus totara*	Totara	1	Falls Street 6	Warkworth	Lot 2 DP 174910
2380	*Sequoia sp*	Redwood	1	Falls Road 86	Warkworth	Lot 23 DP 9212
2347	*Cupressus macrocarpa*	Macrocarpa	3	Ferndale Drive 9	Snells Beach	Lot 10 DP 500789
2479	*Metrosideros excelsa*	Pōhutukawa	1	Forest Glen 1A	Orewa	Lot 1 DP 148614
2488	*Metrosideros excelsa*	Pōhutukawa	2	Forest Glen 9	Orewa	Lot 3 DP 457806
2337	*Phoenix canariensis*	Phoenix Palm	1	Garfield Road 34	Helensville	Lot 3 DP 35953
2602	*Podocarpus totara*	Totara	1	Garfield Road 66	Helensville	Lot 7 DP 278
2587	*Metrosideros excelsa*	Pōhutukawa	1	Garfield Road 68	Helensville	Pt Lot 8 DP 278
2548	*Quercus spp.*	Oak	2	Glamis Avenue 11	Manly	Lot 35 DP 30450
2524	*Metrosideros excelsa*	Pōhutukawa	1	Glenelg Road 8	Red Beach	Lot 4 DP 52195
2463	*Metrosideros excelsa*	Pōhutukawa	1	Glenelg Road 14	Red Beach	Lot 7 DP 52195
2318	*Populus nigra 'italica'*	Lombardy Poplar	1	Glengarry Ave 7	Manly	Lot 13 DP 37226
2317	*Quercus robur*	Oak	1	Glengarry Ave (road reserve outside #36)	Manly	
2467	*Metrosideros excelsa*	Pōhutukawa	1	Gordon Craig Place 32	Algies Bay	Lot 25 DP 50684

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2392	*Metrosideros excelsa*	Pōhutukawa	1	Gordon Craig Place 34	Algies Bay	Lot 26 DP 50684
2582	*Metrosideros excelsa*	Pōhutukawa	1	Gow Street 3	Helensville	Lot D DEEDS P 74
2619	*Araucaria heterophylla*	Norfolk Pines	4	Grand View Road 65	Matheson Bay	Lot 2 DP 75118
2391	*Populus sp.*	Poplar	1	Great North Road (road reserve outside #29)	Warkworth	
2433	*Quercus spp.*	Oak	1	Great North Road 41	Warkworth	Pt Lot 5 DP 2713
2580	*Cupressus macrocarpa*	Macrocarpa	1	Green Lane (road reserve outside #1A)	Helensville	
2622	*Araucaria heterophylla*	Norfolk Pine	1	Hamilton Road (Hamiltons Landing Scenic Reserve)	Mahurangi East	Pt Allotment 45 PSH OF Mahurangi DP1120
2577	*Metrosideros excelsa*	Pōhutukawa	1	Hand Road 1	Helensville	Lot 44 DEEDS C 105
2371	*Agathis australis*	Kauri	1	Harbour View Road 34	Leigh	ALLOT 115 LEIGH VILLAGE SO 39051
2489	*Araucaria heterophylla*	Norfolk Island Pine	1	Hatton Road 2	Orewa	Lot 50 DP 55721
2458	*Taxodium distichum, Cedarus spp.*	Cedar, Swamp cypress	2	Hauiti Drive 30	Warkworth	Lot 29 DP 70565
2372	*Araucaria heterophylla*	Norfolk Island Pine	1	Hauraki Road 35	Leigh	Lot 3 DP 35559
2373	*Metrosideros excelsa*	Pōhutukawa	1	Hauraki Road 87	Leigh	Lot 2 DP 205237
2387	*Fagus sylvatica*	Beech	1	Hexham Street 11	Warkworth	Lot 5 DP 35736
2397	*Liquidambar styraciflua*	Liquidambar	1	Hexham Street 17	Warkworth	Lot 6 SECT M Allotment 67 PSH OF Mahurangi SO 1150J
2408	*Grevillea sp*	Grevillea	1	Hexham Street 2/25	Warkworth	Lot 26 DP 83332
2520	*Metrosideros excelsa*	Pōhutukawa	1	Hibiscus Coast Highway 134	Red Beach	Lot 2 DP 325279
2556	*Metrosideros excelsa*	Pōhutukawa	1	Hibiscus Coast Highway 190	Red Beach	LOT 1 DP 502587
2501	*Metrosideros excelsa*	Pōhutukawa	2	Hibiscus Coast Highway 240	Orewa	Lot 21 ALLT 279 PSH OF Waiwera SO 22295
2297	*Araucaria heterophylla*	Norfolk Island Pine	2	Hibiscus Coast Highway 289	Orewa	Pt Lot 16 DP 20781
2302	*Araucaria heterophylla*	Norfolk Island Pine	1	Hibiscus Coast Highway 293	Orewa	Pt Lot 14 DP 20781
2298	*Metrosideros excelsa*	Pōhutukawa	1	Hibiscus Coast Highway 295	Orewa	Pt Lot 13 DP 20781
2571	*Metrosideros excelsa*	Pōhutukawa	Group (2)	Hibiscus Coast Highway 297	Orewa	Pt Lot 12 DP 20781
2617	*Metrosideros excelsa*	Pōhutukawa	2	Hibiscus Coast Highway 303	Orewa	Pt Lot 9 DP 20781
2616	*Metrosideros excelsa*	Pōhutukawa	1	Hibiscus Coast Highway 309A & B	Orewa	Pt Lot 6 DP 20781
2615	*Metrosideros excelsa*	Pōhutukawa	2	Hibiscus Coast Highway 319A & B	Orewa	Lot 3 DP 71488
2614	*Metrosideros excelsa*	Pōhutukawa (4)	Group	Hibiscus Coast Highway 321A & B	Orewa	Lot 2 DP 71488
2613	*Metrosideros excelsa*	Pōhutukawa	2	Hibiscus Coast Highway 323 A & B	Orewa	Lot 1 DP 71488

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2561	*Metrosideros excelsa*	Pōhutukawa	2	Hibiscus Coast Highway 325	Orewa	Lot 44 DP 12795
2502	*Metrosideros excelsa*	Pōhutukawa	1	Hibiscus Coast Highway 329	Orewa	Pt Lot 88 DP 12795
2295	*Araucaria heterophylla*	Norfolk Island Pine	1	Hibiscus Coast Highway 351	Orewa	LOT 2 DP 475413
2301	*Araucaria heterophylla*	Norfolk Island Pine	1	Hibiscus Coast Highway 355	Orewa	Lot 35 DP 12795
2611	*Metrosideros excelsa*	Pōhutukawa	2	Hibiscus Coast Highway 359	Orewa	Lot 2 DP 46144
2610	*Metrosideros excelsa*	Pōhutukawa	2	Hibiscus Coast Highway 363A	Orewa	Lot 33 DP 12795
2300	*Araucaria heterophylla*	Norfolk Island Pine	1	Hibiscus Coast Highway 371A	Orewa	Lot 30 DP 12795
2503	*Araucaria heterophylla*	Norfolk Island Pine	1	Hibiscus Coast Highway 377	Orewa	Pt Lot 74 DP 12795
2296	*Araucaria heterophylla*	Norfolk Island Pine	1	Hibiscus Coast Highway 384	Orewa	Lot 130 DP 12795
2608	*Metrosideros excelsa*	Pōhutukawa (3)	Group	Hibiscus Coast Highway 387	Orewa	Lot 24 DP 12795
2299	*Araucaria heterophylla*	Norfolk Island Pine	1	Hibiscus Coast Highway 397	Orewa	Pt Lot 21 DP 12795
2505	*Metrosideros excelsa*	Pōhutukawa	1	Hibiscus Coast Highway 405-407	Orewa	Pt Lot 64 DP 12795
2506	*Metrosideros excelsa*	Pōhutukawa	1	Hibiscus Coast Highway 414	Orewa	Lot 117 DP 30339
2507	*Metrosideros excelsa*	Pōhutukawa	1	Hibiscus Coast Highway 415	Orewa	Pt Lot 61 DP 12795
2607	*Metrosideros excelsa*	Pōhutukawa	1	Hibiscus Coast Highway 419	Orewa	Lot 2 DP 334739
2495	*Metrosideros excelsa*	Pōhutukawa	2	Hibiscus Coast Highway 1/422	Orewa	Lot 113 DP 12795
2508	*Metrosideros excelsa*	Pōhutukawa	2	Hibiscus Coast Highway (road reserve outside #431)	Orewa	Pt Lot 54 DP 12795
2509	*Metrosideros excelsa*	Pōhutukawa	1	Hibiscus Coast Highway 437	Orewa	LOT 1 DP 513215
2605	*Metrosideros excelsa*	Pōhutukawa (25)	Group	Hibiscus Coast Highway 453	Orewa	Lot 11 DP 44822 and LOT 12 DP 44822
2294	*Araucaria heterophylla*	Norfolk Island Pine	2	Hibiscus Coast Highway 463	Orewa	Lot 3 DP 44822
2289	*Araucaria heterophylla*	Norfolk Island Pine	1	Hibiscus Coast Highway 2/496	Orewa	Lot 6 DP 171150
2640	*Metrosideros excelsa*	Pōhutukawa (6)	Group	Hibiscus Coast Highway 498	Orewa	Lot 1 DP 75940
2345	*Erythrina indica*	Coral Tree	1	Hill Street 10	Leigh	Pt Allotment 87 LEIGH VILLAGE
2480	*Agathis australis*	Kauri	4	Hillcrest Road 20-22	Orewa	Lot 1 DP 47676 and Lot 2 DP 47676
2377	*Agathis australis*	Kauri	Group	Hillcrest Road 32	Orewa	Lot 7 DP 47676
2485	*Agathis australis*	Kauri	Group	Hillcrest Road 34	Orewa	Lot 8 DP 47676
2378	*Sequoia sp*	Redwood	1	Hudson Road 60	Warkworth	Lot 20 DP 9212
2996	*Angophora costata*	Smooth Barked Apple	2	James McLeod Road 33B	Shelly Beach	

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2543	*Metrosideros excelsa*	Pōhutukawa	1	John Road 20	Whangaparaoa	Lot 11 DP 49742
2342	*Quercus robur, Phoenix canariensis*	English Oak, Common Oak, Southern Magnolia	3	Kaipara Coast Highway 1019	Kaukapakapa	Lot 1 DP 86755
2343	*Phoenix canariensis, Cupressus sempervirens*	Phoenix Palm, Italian Cypress	3	Kaipara Coast Highway 1036	Kaukapakapa	PT ALLOT 13 PSH OF Kaukapakapa DP 22184
2332	*Phoenix canariensis*	Phoenix Palm	8	Karaka Street 6	Parakai	Pt Section 1A and 2 Blk XIV Kaipara SD
2335	*Quercus robur*	Oak	2	Karaka Street 13 and 16	Helensville	Lot 3 Blk III DP 169, Lot 21 Blk III DP 169
2389	*Podocarpus totara*	Totara	1	Kaspar Street 12	Warkworth	Lot 2 DP 44570
2550	*Cupressus macrocarpa*	Macrocarpa	1	Kathy Terrace 1	Whangaparaoa	Lot 28 DP 57094
2976	*Quercus spp.*	Oak	2	Kaukapakapa Road 15	Kaukapakapa	Lot 58 DP 449408
2493	*Metrosideros excelsa*	Pōhutukawa	1	Kohu Street 8	Orewa	Lot 16 DP 12795
2578	*Vitex lucens*	Puriri	1	Kowhai Street 1	Helensville	Lot 2 Blk 4 DP 169
2585	*Podocarpus totara*	Totara	Group	Kowhai Street 4	Helensville	Lot 2 Blk 10 DP 214
2584	*Metrosideros excelsa, Podocarpus totara*	Pōhutukawa, Totara	1 and Group	Kowhai Street 4 and 6	Helensville	Lot 3 Blk 10 DP 214
2564	*Metrosideros excelsa*	Pōhutukawa	1	Ladies Mile 78	Manly	Lot 2 DP 44732
2566	*Dacrydium cupressinum*	Rimu	1	Ladies Mile 96	Manly	Lot 64 DP 11689
2562	*Vitex lucens*	Puriri	1	Ladies Mile 109	Manly	Lot 70 DP 11689
2975	*Quercus spp.*	Oak	1	Lancewood Lane (road reserve outside #8)	Kaukapakapa	
2547	*Podocarpus totara, Vitex lucens*	Totara, Puriri	2	Laurence Street 26	Manly	Lot 82 DP 17816
2313	*Populus nigra 'italica'*	Lombardy Poplar	3	Laurence Street 37	Manly	Lot 9 DP 27688
2370	*Metrosideros excelsa*	Pōhutukawa	1	Lax Crescent 10	Leigh	Lot 9 DP 205237
2374	*Araucaria heterophylla*	Norfolk Island Pine	1	Leigh Road 403	Tramcar Bay	Lot 9 DP 42183
2407	*Metrosideros excelsa, Quercus spp., Pōhutukawa*	Pōhutukawa, Oak	3	Lilburn Street 2	Warkworth	Lot 2 DP 170549
2440	*Styraciflua*	Liquidambear/ Sweet Gum	1	Lilburn Street 5	Warkworth	Lot 1 DP 102195
2398	*Quercus spp.*	Oak	2	Lilburn Street 17	Warkworth	Lot 1 DP 38829
2418	*Metrosideros excelsa, Quercus sp., Podocarpus totara, Pyrus, Dacrydium cupressinum, Cordyline australis, Agathis australis*	Pōhutukawa, Oak, Totara, Pear, Rimu, Cabbage, Kauri	7	Lilburn Street 27	Warkworth	Lot 4 DP 334811
2425	*Vitex lucens*	Puriri	1	Lilburn Street 31-33	Warkworth	Lot 2 SECT 9 Allotment 67 PSH OF Mahurangi SO 1150J
2438	*Metrosideros excelsa, Fagus sylvatica*	Pōhutukawa, Copper Beech	2	Lilburn Street 45	Warkworth	Lot 4 SECT 10 Allotment 67 PSH OF Mahurangi SO 1150J
2439	*Metrosideros excelsa*	Pōhutukawa	1	Lilburn Street (road reserve outside #47)	Warkworth	Lot 1 DP 49474
2384	*Metrosideros excelsa*	Pōhutukawa	1	Mahurangi Street 10	Warkworth	Lot 3 DP 53942
2324	*Quercus palustris*	Pin Oak	1	Main Road 80 (S.H.16)	Kumeu	Lot 2 DP 374327
2325	*Quercus robur*	English Oak	1	Main Road 156 (S.H.16	Kumeu	Lot 3 DP 84630
2603	*Eucalyptus cinerea*	Silver dollar gum	1	Main Road 390	Huapai	Pt Lot 14 DP 14792
2591	*Populus sp.*	Poplar	1	Main Road 399	Huapai	Pt Lot 11 DP 14792

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2621	*Jubaea, vitex lucens, corymbia opaca, Erythrina sykesii, araucaria cunninghamii, Sequoia sempervirens*	Chilean Wine Palms, Puriri, Bloodwood, Coral Tree, Hoop Pine, Redwood and others.		Mansion House Valley	Kawau Island	Pt Lot 2 DP 39418
2305	*Araucaria heterophylla*	Norfolk Island Pine	1	Marellen Drive 5 (Tennis Court)	Red Beach	Lot 20 DP 39719
2304	*Phoenix canariensis*	Phoenix Palm	1	Marellen Drive 19 to 21	Red Beach	Lot 2 DP 59093
2521	*Metrosideros excelsa*	Pōhutukawa	Group	Marie Avenue 23	Red Beach	Lot 2 DP 209844
2612	*Metrosideros excelsa*	Pōhutukawa	Group	Marine View 3	Orewa	Lot 42 DP 12795
2465	*Metrosideros excelsa*	Pōhutukawa	1	Mariners Grove 43	Algies Bay	Lot 38 DP 70873
2422	*Cedrus deodara, Liquidambar styraciflua*	Deodar Cedar, Liquidambar	1	Matakana Road 3	Warkworth	Pt Lot 1 DP 55475
2589	*Quercus spp.*	Oak	Group	Matua Road 122 & 124	Kumeu	LOT 1 DP 486256 and LOT 35 DP 504537
2997	*Podocarpus totara*	Totara	1	Matua Road 186	Huapai	LOT 20 DP 563201
2568	*Vitex lucens*	Puriri	1	McKenzie Avenue 43A	Arkles Bay	Lot 1 DP 203684
2569	*Metrosideros excelsa*	Pōhutukawa	2	McKenzie Avenue 47	Arkles Bay	Lot 8 DP 74558
2572	*Agathis australis*	Kauri	1	McKenzie Avenue 93	Arkles Bay	Lot 6 DP 54052
2334	*Magnolia grandiflora*	Southern Magnolia	1	McLeod Street 5	Helensville	Lot 1 DP 42901
2421	*Podocarpus totara*	Totara	Group	Melwood Drive 3 & 9, Matakana Road 3 & 5	Warkworth	Lot 1 DP 136686, PT LOT 1 DP 55475, LOT 2 DP 146485, LOT 1 DP 146485
2360	Cryptomeria	Japanese Cedar	1	Mill Lane 2	Warkworth	Lot 8 DP 26422
2412	*Quercu spp, Podocarpus totara, Votex lucens*	Oak, Totara, Puriri	Group	Mill Lane 2-22	Warkworth	Lot 3 DP 26422
2359	*Podocarous totara*	Lagunaria Oak Totara	8	Mill Lane 18	Warkworth	Lot 8 DP 26422
2358	Licuala ramsayi, Acacia melanoxylon, Lagunaria, Podocarpus totara, Quercus spp.	Robinia, Australian Fan Palm, Tasmanian Blackwood, Lagunaria, Oak, Totara	13	Mill Lane 18 to 22	Warkworth	Lot 1 DP 26422
2333	*Araucaria heterophylla, Cryptomeria japonica*	Norfolk Island Pine, Japanese Cedar	2, 1	Mill Road 1 (S.H.16)	Helensville	Lot 1 DP 510366
2388	*Cyathea dealbata, Podocarpus totara, Alectryon excelsus, Phyllocladus trichomanoides, Myrsine australis, Piper excelsum, Knightia excelsa, Corynocarpus laevigatus, Sophora, Pinus bungeana, Geniostoma ligustrifolium, Vitex lucens, Cyathea medullaris, Pseudopanax arboreus, Cordyline australis, Phyllcladus trichomanoides, Cyathea medullaris*	Ponga, Totara, Titoki, Celery Pine, Red Matipo, Kawakawa, Rewarewa, Karaka, Kowhai, Lace Bark, Hangehange, Puriri, Black Fern, Five Finger, Cabbage, Tanekaha, Mamaku	Group	Millstream Place 1-11	Warkworth	Lot 4 DP 59673, Lot 1 DP 59673, Lot 2 DP 59673, Lot 3 DP 59673, Lot 5 DP 59673, Lot 6 DP 59673
2291	*Araucaria heterophylla*	Norfolk Pine	1	Milton Road 4	Orewa	Lot 69 ALLT 279 PSH OF Waiwera
2513	*Quercus spp.*	Oak & Pōhutukawa	Group	Milton Road 6-8	Orewa	Lot 68 ALLT 279 PSH OF Waiwera
2497	*Araucaria heterophylla*	Norfolk Pine	1	Milton Road 15	Orewa	Lot 1 DP 522058

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ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
2635	*Araucaria heterophylla, Ficus macrophylla, Camellia japonica, Rhododendron ferrugineum, Cupressus macrocarpa, Buxus sempervirens, Lagunaria*	Norfolk Island Pine, Moreton Bay Fig, Camellia, rhododendron, macrocarpa and sempervirens Norfolk Island hibiscus, palm Pinus-Eucalyptus	Group	Mitchelson Block	Muriwai Regional Park	Lot 1 DP 41363
2363	*Metrosideros excelsa*	Pōhutukawa	1	Monowai Street 3	Wellsford	Lot 4 DP 62681
2368	*Metrosideros excelsa*	Pōhutukawa	1	Monowai Street 7	Wellsford	Lot 5 DP 47752
2977	*Metrosideros excelsa*	Pōhutukawa	1	Moreton Drive (road reserve outside #27)	Manly	
2446	*Cryptomeria*	Japanese Cedar	1	Morpeth Street 6	Warkworth	Lot 1 DP 446228
2382	*Quercus spp.*	Oak	4	Morpeth Street 9	Warkworth	Lot 4 DP 156544
2355	*Eucalyptus, Hesperocyparis macrocarpa, Cupressus macrocarpa*	Lawson Cypress	1	Neville Street 14-16	Warkworth	Lot 1 DP 150337
2395	*Melia azedarach, Quercus spp.*	Melia (2), Oak	3	Neville Street 15	Warkworth	Lot 1 DP 84253
2400	*Agathis australis*	Kauri	1	Neville Street 18	Warkworth	Lot 1 DP 98214
2308	*Phoenix canariensis*	Phoenix Palm	1	Ngapara Street 1	Red Beach	Pt Lot 1 DP 51873
2504	*Metrosideros excelsa*	Pōhutukawa	1	Noel Ave 4	Orewa	Lot 1 DP 54725
2510	*Metrosideros excelsa*	Pōhutukawa	1	Noel Ave 4A	Orewa	Lot 3 DP 54725
2476	*Metrosideros excelsa*	Pōhutukawa	Group	Ocean View Road 29, 31 & 31A	Hatfields Beach	Lot 1 DP 177769, Lot 2 DP 177769, Lot 146 DP 25436
2478	*Agathis australis*	Kauri	1	Old North Road 18	Orewa	Lot 28 DP 12794
2481	*Metrosideros excelsa, Podocarpus torara*	Pōhutukawa, Totara	Group	Old North Road 23	Orewa	Lot 10 DP 29547
2482	*Agathis australis*	Kauri	2	Old North Road 25	Orewa	Lot 11 DP 29547
2483	*Agathis australis*	Kauri	1	Old North Road 30	Orewa	Lot 9 DP 12794
2639	*Pyrus sp.*	Pear Tree	1	Old North Road 934	Waimauku	Pt Allotment 3 PSH OF Ararimu
2410	*Metrosideros excelsa, Quercus spp.*	Pōhutukawa, Oak	2	Palmer Street 20	Warkworth	Lot 7 DP 44107
2574	*Araucaria heterophylla*	Norfolk Island pine	1	Parakai Avenue 3	Parakai	Lot 92 DP 20912
2349	*Phoenix canariensis*	Phoenix Palm	1	Parkhurst Road 133	Parakai	Lot 1 DP 19757
2328	*Phoenix canariensis*	Phoenix Palm	Group	Parkhurst Road 137 to 139	Parakai	Pt Lot 2 DP 3689
2326	*Phoenix canariensis*	Phoenix Palm	1	Parkhurst Road 149 to 151	Parakai	Lot 1 DP 10691
2327	*Araucaria heterophylla*	Norfolk Island Pine	1	Parkhurst Road 155 to 157	Parakai	Pt Lot 2 DP 13126
2350	*Phoenix canariensis*	Phoenix Palm	1	Parkhurst Road 159 to 161	Parakai	Pt Lot 2 DP 3689
2475	*Vitex lucens*	Puriri	Group	Parkside Drive 11	Orewa	Lot 1 DP 404630
2341	*Quercus robur*	English Oak	2	Peak Road 8	Kaukapakapa	Pt Allotment 13 PSH OF Ararimu DP 1036
2417	*Quercus spp.*	Oak	1	Percy Street 25	Warkworth	Lot 1 DP 156544
2448	*Agathis australis*	Kauri	1	Percy Street 62	Warkworth	Lot 2 DP 45678
2449	*Podocarpus totara*	Totara	Group	Percy Street 65	Warkworth	Lot 2 DP 72241
2464	*Araucaria heterophylla*	Norfolk Island Pine	1	Piccadilly Circus 23A	Snells Beach	Lot 1 DP 127724
2500	*Metrosideros excelsa*	Pōhutukawa	Group	Pine Road 23A	Orewa	Allotment 482 PSH OF Waiwera SO 40073

Rodney

ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
2620	*Araucaria heterophylla, Quercus spp.*	Norfolk Island Pine Oak (2)	3	Pinecrest Drive 152-200	Whangaparaoa	Lot 1 DP 152517
2375	*Cupressus macrocarpa*	Golden Macrocarpa	1	Point Wells Road 5	Point Wells	Lot 21 DP 32632
2576	*Metrosideros excelsa*	Pōhutukawa	1	Porter Crescent 21A	Helensville	Pt Te Rewarewa ML 1120
2393	*Liquidambar styraciflua*	Liquidambar Cedar, Japanese Cedar	3	Pound Street 14	Warkworth	Lot 17 DP 48124
2601	*Quercus spp.*	Oak	1	Princes Street 4	Riverhead	Lot 2 DP 59640
2432	*Agathis australis, Dacrydium cupressinum*	Kauri, Rimu	2	Pulham Road 4	Warkworth	Lot 1 DP 50192
2401	*Metrosideros sp., Metrosideros excelsa*	Rata, Pōhutukawa	Group	Pulham Road 19	Warkworth	Lot 2 DP 49474
2413	*Acer, Metrosideros excelsa, Podocarpus totara, Dacrydium cupressinum, Vitex lucens, Sophora, Corynocarpus laevigatus, Cordyline australis, Alectryon excelsus, Rhopalostylis sapida, Beilschmiedia tarairi, Cyathea dealbata, Sequoia sempervirens*	Maple, Pōhutukawa, Totara, Rimu, Puriri, Kowhai, Karaka, Cabbage, Titoki, Nikau, Taraire, Ponga, Redwood	2	Pulham Road 23	Warkworth	Lot 3 DP 77563
2416	*Metrosideros excelsa, Metrosideros umbellate, Decrydium cupressinum, Vitex lucens*	Pohutukawa, Rata, Rimu, Puriri.	5	Pulham Road 24	Warkworth	Lot 1 DP 62427
2427	*Metrosideros excelsa*	Pōhutukawa	1	Pulham Road 32	Warkworth	Lot 3 DP 59355
2435	*Podocarpus totara*	Totara	1	Pulham Road 42	Warkworth	Lot 8 DP 59355
2441	*Araucaria heterophylla, Metrosideros excelsa*	Norfolk Island Pine, Pōhutukawa	2	Pulham Road 51	Warkworth	Lot 25 DEEDS W 66/1
2450	*Vitex lucens*	Puriri	1	Pulham Road 67	Warkworth	Lot 2 DP 85589
2453	*Quercus spp., Metrosideros excelsa*	Oak, Pōhutukawa	2	Pulham Road 84	Warkworth	Lot 1 DP 432306
2487	*Metrosideros excelsa*	Pōhutukawa	1	Puriri Ave 2A	Orewa	Lot 4 DP 12795
2486	*Metrosideros excelsa*	Pōhutukawa	1	Puriri Avenue (road reserve outside #3A)	Orewa	
2290	*Araucaria heterophylla, Metrosideros excelsa*	Norfolk Island Pine (2), Pōhutukawa (7)	9	Puriri Avenue 5-15	Orewa	Lot 1 DP 157843
2462	*Vitex lucens, Dacrydium dacrydioides*	Puriri, Kahikatea	1, group	Puriri Avenue 21	Orewa	Lot 8 DP 158749
2356	*Araucaria heterophylla, Quercus, Robur, Schinus mole*	Norfolk Island Pine, Pepper Tree, Oaks (15)	17	Queen Street 9	Warkworth	Lot 2 DP 26658
2998	*Gingko biloba*	Maidenhair	1	Queen Street 21	Riverhead	Lot 1 DP 70394
2581	*Erythrina crista-galli*	Coral/Flame Tree	4	Rautawhiri Road 28B	Helensville	Lot 1 DP 136515
2336	*Quercus robur*	English Oak	4	Rautawhiri Road 36	Helensville	Lot 1 DP 24276
2586	*Quercus spp.*	Oak	3	Rautawhiri Road 109	Helensville	Lot 1 DP 388714
2624	*Araucaria heterophylla*	Norfolk Island Pine	1	Ridge Road 46	Mahurangi East.	Lot 2 DP 323650
2579	*Metrosideros excelsa*	Pōhutukawa	1	Rimu Street 19	Helensville	Lot 1 Blk 4A DP 214
2452	*Podocarpus totara*	Totara	1	Rivendell Place 8	Warkworth	Lot 104 DP 80663
2394	*Liquidambar styraciflua*	Liquidambar	1	Rivendell Place 14	Warkworth	Lot 101 DP 80663
2367	*Metrosideros excelsa, Podocarpus torara*	Pōhutukawa, Totara	2	Rodney Street 63	Wellsford	Lot 7 DP 28103
2362	*Quercus spp.*	Oak	1	Rodney Street 276	Wellsford	Lot 9 DP 37943
2306	*Washingtonia robusta*	Mexican Fan Palm	1	Rosario Crescent 51	Red Beach	Lot 92 DP 57962

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ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
2523	*Metrosideros excelsa*	Pōhutukawa	1	Rushden Terrace 7	Red Beach	Lot 28 DP 34937
2454	*Quercus spp.*	Oak	1	Sandspit Road 1336	Sandspit	Allotment 324 PSH OF Mahurangi SO 41563
2634	*Araucaria heterophylla, Quercus spp.*	Norfolk Island Pine, Oak	2	Scandrett Regional Park	Mullet Point	Lot 1 DP 203800
2627		Garden and Collection of Exotic Trees; Cork Oaks (2), Moreton Bay Fig, Bunya Bunya near the main car park; Macrocarpa, Norfolk Pine, Walnut and Magnolia along the service lane.		Schischka Road 37 (Couldrey Homestead)	Waiwera.	Pt Puhoi
2599	*Agathis australis*	Kauri	1	School Road 22	Riverhead	Pt Allotment 16 PSH OF Paremoremo
2559	*Agathis australis*	Kauri	Group	Scott Road 86	Whangaparaoa	Lot 1 DP 402399
2629	*Cupressus macrocarpa*	Row of Macrocarpas	Group	Scotts Point	Mahurangi East.	Section 205 VILL OF Mahurangi Village SO 21369
2630	*Cupressus macrocarpa*	Row of Macrocarpas	Group	Scotts Point	Mahurangi East.	Section 42 VILL OF Mahurangi Village SO 20073
2631	*Cupressus macrocarpa*	Row of Macrocarpas	Group	Scotts Point	Mahurangi East.	Section 45 VILL OF Mahurangi Village SO 20073
2632	*Cupressus macrocarpa*	Row of Macrocarpas	Group	Scotts Point	Mahurangi East.	Section 49 VILL OF Mahurangi Village SO 20073
2340	*Quercus robur*	English Oak	1	South Ave 3	Kaukapakapa	Lot 1 DP 329504
2396	*Liquidambar styraciflua*	Liquidambar	Group	Southgate Road 15	Warkworth	Lot 7 DP 47386
2419	*Quercus spp. Metrosideros excelsa Quercus spp.*	Oak (2), Pōhutukawa, Walnut	4	Southgate Road 27	Warkworth	Lot 44 DEEDS W 66/3
2315	*Cupressus macrocarpa*	Macrocarpa	1	Spinnaker Point 16	Manly	Lot 11 DP 172853
2329	*Araucaria heterophylla*	Norfolk Island Pine	2	Springs Road 29L	Parakai	Lot 5 DP 10179
2330	*Araucaria heterophylla*	Norfolk Island Pine	1	Springs Road 33G	Parakai	Lot 18 DP 191749
2331	*Phoenix canariensis, Araucaria heterophylla*	Phoenix Palm, Norfolk Island Pine	2	Springs Road 35/1	Parakai	Lot 7 DP 10179
2514	*Podocarpus totara*	Totara (6)	Group	Spyglass Street 21 and 30	Silverdale North	LOT 7 DP 476420 and LOT 8 DP 476420
2311	*Quercus robur Quercus robur*	Italian Cypress, Common Oak	5	Stanmore Bay Road 5	Stanmore Bay	Pt Allotment S190 PSH OF Waiwera DP 11235
2570	*Metrosideros excelsa*	Pōhutukawa	1	Stanmore Bay Road 48	Whangaparaoa	Lot 225 DP 36272
2551	*Metrosideros excelsa*	Pōhutukawa	2	Stanmore Bay Road 108	Whangaparaoa	Lot 1 DP 113803
3002	*Podocarpus totara*	Totara	1	Sunnyside Road 35	Coatesville	LOT 1 DP 533349
2552	*Metrosideros excelsa, Vitex lucens*	Pōhutukawa, Puriri	Group	Swann Beach Road 33, 35, 27	Whangaparaoa	Lot 196 DP 39560, LOT 195 DP 39560, LOT 194 DP 39432
2999	*Cupressus macrocarpa*	Macrocarpa	1	Takatu Road 1136	Tawharanui	Pt Lot 2 DP 38965
2604	*Agathis australis*	Kauri	1	Tapu Road 27	Kumeu	Lot 1 DP 45401
2633	*Metrosideros excelsa, Carya illinoinensis*	Pōhutukawa (2), Pecan	3	Te Muri Cemetery	Mahurangi Regional Park	Section 44 VILL OF Mahurangi SO 20073
2321	*Quercus robur*	English Oak	1	The Circle 31	Manly	Lot 99 DP 59177
2466	*Vitex lucens*	Puriri	3	The Glade 6	Algies Bay	Lot 33 DP 70874

Rodney

ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
2471	*Metrosideros excelsa*	Pōhutukawa	2	The Strand 2-4	Waiwera	Lot 1 DP 319223
2592	*Liquidambar styraciflua*	Liquidambar	1	Trigg Road 4	Huapai	Lot 2 DP 158973
2399	*Podocarpus totara*	Totara	1	Victoria Street 17	Warkworth	Lot 2 DP 44610
2402	*Metrosideros excelsa*	Pōhutukawa	1	Victoria Street 19	Warkworth	Lot 1 DP 44610
2411	*Trachycarpus fortunei,*	Fan Palm	1	Victoria Street 21	Warkworth	Lot 2 DP 129361
2414	*Agathis australis*	Kauri	1	Victoria Street 23	Warkworth	Lot 1 DP 98371
2424	Dacrydium cupressinum, Podocarpus totara	Rimu, Totara	3	Victoria Street 30	Warkworth	Lot 2 DP 91209
2428	*Quercus spp.*	Oak	1	Victoria Street 38	Warkworth	Lot 2 DP 74226
2434	*Quercus spp.*	Claret Ash, Oak	2	Victoria Street 41	Warkworth	Lot 11 DP 74226
2442	*Ulmus glabra 'Lutescens'*	Golden elm	4	Victoria Street 54	Warkworth	Lot 10 DP 74226
2379	*Pinus sp.*	Pine	1	View Road 68	Warkworth	Lot 2 DP 192404
2529	*Agathis australis*	Kauri	1	Vista Motu 22	Red Beach	Lot 8 DP 126113
2535	*Metrosideros excelsa*	Pōhutukawa	Group	Vista Motu 38 & 40	Red Beach	Lot 2 DP 163731
2567	*Dacrydium dacrydioides*	Kahikatea	1	Wade River Road 32B	Whangaparaoa	Lot 3 DP 73402
2557	*Metrosideros excelsa*	Pōhutukawa	1	Wade River Road (road reserve outside #192)	Whangaparaoa	Lot 2 DP 49755
2588	*Cupressus macrocarpa*	Macrocarpa	1	Waimauku Station Road 81	Waimauku	Pt Waikoukou 2A2 Block defined on Deposited Plan 11931
2472	*Metrosideros excelsa*	Pōhutukawa	1	Waiwera Road 36	Waiwera	Lot 1 DP 8481
2354	*Araucaria heterophylla*	Norfolk Island Pine	1	Waiwera Place 37	Waiwera	Lot 1 DP 46560
2474	*Metrosideros excelsa*	Pōhutukawa	3	Waiwera Road 56	Waiwera	Lot 3 DP 4653
2381	*Metrosideros excelsa*	Pōhutukawa	2	Walton Ave (road reserve outside #18 & #19)	Warkworth	
2403	*Liquidambar styraciflua, Agathis australis Dacrydium cupressinum*	Liquidambar, Kauri, Rimu	3	Warkworth Street 19	Warkworth	Pt Lot 2 DP 48377
2625	*Dacrydium cupressium*	Rimu		Warkworth Kowhai Park, State Highway 1	Warkworth.	Allotment 430 PSH OF Mahurangi
2526	*Metrosideros excelsa*	Pōhutukawa	1	Weiti Road 12	Orewa	Lot 58 ALLT 279 PSH OF Waiwera
2626	*Araucaria heterophylla*	Oak	1	Wellsford Valley Road, Port Albert Reserve	Port Albert.	Pt Allotment M145 PSH OF Oruawharo SO 14286
2628	*Metrosideros excelsa*	Pōhutukawa	Group	Wenderholm Regional Park	Waiwera.	Pt Puhoi DP 11077
2473	*Metrosideros excelsa*	London Plane Pōhutukawa	8	Weranui Road 41	Waiwera	Lot 62 DP 4653
2527	*Metrosideros excelsa*	Pōhutukawa	1	Whale Cove 1	Red Beach	Lot 27 DP 52195
2534	*Metrosideros excelsa*	Pōhutukawa	1	Whale Cove 3	Red Beach	Lot 1 DP 185992
2536	*Metrosideros excelsa*	Pōhutukawa	1	Whale Cove 5	Red Beach	Lot 2 DP 185992
2538	*Metrosideros excelsa*	Pōhutukawa	2	Whale Cove 21	Red Beach	Lot 20 DP 112227
2530	*Metrosideros excelsa*	Pōhutukawa	Group	Whale Cove 21, 23, 25, 27, & 32	Red Beach	Lot 1 DP 177693, Lot 1 DP 177693, Lot 14 DP 112226, Lot 21 DP 112227
2533	*Vitex lucens,*	Puriri	1	Whangaparaoa Road 276	Red Beach	Lot 14 DP 50675
2545	*Metrosideros excelsa*	Pōhutukawa	1	Whangaparaoa Road (road reserve outside #470)	Whangaparaoa	Lot 1 DP 84464

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ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
2565	*Metrosideros excelsa*	Pōhutukawa	1	Whangaparaoa Road 854	Manly	Lot 27 DP 44233
2594	*Sequoia sempervirens*	Redwood	Group	Wharf Road 1	Riverhead	PT ALLOT 16 PSH OF PAREMOREMO
2429	*Podocarpus totara, Quercus spp.*	Totara, Oak	Group	Whitaker Road 39	Warkworth	Lot 2 DP 28200
2404	*Vitex lucens*	Puriri	1	Willjames Avenue 19	Algies Bay	Lot 64 DP 63325
2469	*Quercus spp.*	Oak	1	Willjames Avenue 62	Algies Bay	Lot 30 DP 63325
2348	*Quercus robur Quercus robur*	English Oak	2	Willjames Ave 91	Algies Bay	Pt Lot 3 DP 30486
2386	*Quercus spp.*	Oak	1	Wilson Road 10	Warkworth	Lot 1 DP 355630
2460	*Araucaria heterophylla, Podocarpus totara, Vitex lucens, Metrosideros excelsa, Agathis australis, dacrydium cupressimum*	Norfolk pine, Totara, Puriri, Pōhutukawa, Kauri, Rimu	Group	Wilson Road 46	Warkworth	Lot 1 DP 97086
2456	*Grevillea sp*	Grevillea	1	Woodcocks Road 34-44	Warkworth	Pt Allotment 65 PSH OF Mahurangi SO 37843
2369	*Podocarpus totara*	Totara	2	Worker Road 74	Wellsford	Lot 4 DP 56805
2600	*Quercus spp.*	Oak	Group	York Terrace 33	Riverhead	Lot 3 DP 116247
2618	*Vitex lucens*	Puriri		Young Street 27	Scotts Landing	Lot 3 DP 89334
2563	*Eucalyptus sp.*	Gum	1	Zealandia Road 54		Lot 16 DP 66348

Attachment D: Corrected text (clean)

I561. Silverdale West Industrial Precinct

I561.1. Precinct description

The Silverdale West Industrial Precinct applies to approximately 107 hectares of land located broadly to the south of the Silverdale motorway interchange between State Highway 1 to the east and Dairy Flat Highway to the west. The zoning of land within this precinct is Business – Light Industry Zone.

The primary purpose of the Silverdale West Industrial Precinct is to enable light industrial activity proximate to the urban growth in the wider northern areas of Auckland and the state highway transport network. Light industrial land use and subdivision activities are largely enabled through the underlying zoning, however the delivery of these within the precinct needs to be closely aligned with the delivery of transport, water supply, wastewater and other infrastructure upgrades needed to support the development of the precinct. Expected landscape amenity, stormwater and ecological outcomes are also articulated within the precinct and respond to mana whenua values.

Employment and economy

The precinct operates as a focal point for light industrial employment growth within northern Auckland. Through its strategic location adjoining the state highway network and north of the city centre, the Silverdale West Industrial Precinct appeals to businesses with an operational focus in Auckland and Northland, and to a wide and growing catchment of potential employees.

Transport

The existing transport network will support the initial development within the Silverdale West Industrial Precinct however, it will need to be progressively upgraded over time to support on-going development in the precinct and other planned future development in the wider area. The precinct includes provisions to ensure that the subdivision and development of land for industry and related activities is coordinated with transport infrastructure upgrades necessary to manage adverse effects on the local and wider transport network.

The precinct manages and mitigates the adverse effects of traffic generation on the transport network and achieves the integration of land use and transport by:

(a) Requiring particular transport infrastructure upgrades to be operational by the time a certain level of subdivision and development is reached within the Silverdale West Industrial Precinct (see Standard I561.6.5), recognising other future planned development nearby also contributes to travel demand and that the wider area functions as an integrated and effective transport network;

(b) Requiring particular transport infrastructure upgrades to be operational by the time a certain level of subdivision and development is reached within the Silverdale West Industrial Precinct (see Standard I561.6.5), recognising that particular upgrades are required to support differing levels of development of the Silverdale West Industrial Precinct;

(c) Requiring development to be consistent with the Silverdale West Integrated Transport Assessment (**Silverdale West ITA**), or for development and

subdivision that does not comply with Standard I561.6.5 and / or that triggers assessment under E27.6.1, requiring a comprehensive assessment and an accompanying Transport Assessment Addendum report which builds on the Silverdale West ITA to be prepared;

(d) Requiring new collector roads within the precinct to be located generally in accordance with the Silverdale West Industrial Area Precinct Plan 1, and other new local roads to form a high quality and integrated network; and

(e) Requiring all proposed roads to be designed in accordance with I561.11.1: Appendix 1 Road Function and Design Elements Table and I561.11.2 Appendix 2 Road function and design elements table – External roads to the Precinct, consistent with the functions outlined in the table.

Stormwater and ecology

The precinct includes a network of existing waterways that have been identified as being either permanent or intermittent, with John Creek forming a primary south to north stormwater and ecological spine and a number of existing natural wetlands and patches of indigenous vegetation present also. Development within the precinct is undertaken in a manner that enables these ecological assets to be protected and their values to be maintained or enhanced.

Landscape Buffers

The precinct provides a landscaped buffer along State Highway 1 and Dairy Flat Highway to achieve a gateway experience entering Silverdale and to mitigate adverse effects on the landscape and visual amenity values of the surrounding area arising from the changing land use to industrial.

Open Space

The precinct will provide for high amenity walking and cycling connections through the precinct along the network of existing streams. The precinct seeks to maintain and enhance these waterways and integrate them with the public open space network as a key feature and as part of a broader green network through the wider area.

Open spaces in the Silverdale West Industrial Precinct other than esplanade reserves may be privately owned, although it is anticipated that open spaces that form part of the active mode transport network through the precinct will be vested in Council. Indicative open space areas are identified within the precinct; however, the exact extent and location will be determined at subdivision stage.

Additional height

Opportunities for greater height in appropriate locations have been identified and are delivered via the Additional Height Area (as detail on I561.10.2 Precinct Plan 2) to enable a wide range of industrial activities.

Implementation

The precinct relies on the progressive provision of infrastructure to enable industrial activity. The precinct provisions provide for implementation on a staged basis.

Subdivision and development are restricted until the land within the Silverdale West

Industrial Precinct is able to be connected to functioning bulk water supply and bulk wastewater infrastructure with sufficient capacity to service subdivision and development in the Precinct area, except where an interim solution and associated decommissioning for water and / or wastewater servicing is proposed.

Relationship of the Silverdale West Industrial Precinct to overlay, Auckland-wide and zone provisions

All relevant overlay, Auckland-wide and zone provisions apply in this precinct unless otherwise specified below.

I561.2. Objectives

(1) Light industrial activities within the precinct enable employment and economic development opportunities for the wider Silverdale / Dairy Flat / Hibiscus Coast areas reducing the need for some people to travel outside the area for work.

(2) Māori cultural values are recognised, protected and enhanced within the precinct, particularly where they relate to freshwater quality.

(3) Access to, from and within the precinct occurs in a safe and effective manner that:

- (a) Mitigates adverse effects of traffic generation that may compromise the surrounding road network;
- (b) Encourages a mode shift to public and active modes of transport;
- (c) Ensures public transport can operate efficiently at all times; and
- (d) Provides a road network servicing access to and within the Precinct enabling connections to roads and land adjacent to the Precinct.

(4) Subdivision and development are coordinated with the supply of sufficient transport, water supply, stormwater, wastewater, energy and communications infrastructure.

(5) Subdivision and development does not occur in advance of the availability and capacity of bulk water supply and bulk wastewater infrastructure, except where an interim solution and associated decommissioning for water and / or wastewater servicing is proposed.

(6) Subdivision and development does not occur in advance of the availability of operational transport (including regional and local transport) infrastructure.

(7) Subdivision and development are managed to ensure the maintenance and enhancement of ecological values within the receiving environment.

(8) Strong ecological outcomes are embedded within the precinct through the protection and enhancement of key streams and natural wetlands and areas of indigenous vegetation.

(9) Enable buildings of greater height within lower lying areas of the precinct to

enable a range of industrial activities.

(10) The precinct is subdivided and developed in a comprehensive and integrated way to establish an industrial environment that responds to natural site features and landform, manages the interface with surrounding land use, contributes to a strong sense of arrival at Silverdale, supports public and active transport use and respects mana whenua values.

(11) Development and subdivision demonstrate the integration of green networks focused on freshwater systems with accessible open space and active mode networks. through the precinct.

(12) Convenience retail for small to medium-scale tenancies are limited within the precinct to a scale that supports the over-arching transport initiative around the limitation of trips generated for daily conveniences, whilst not acting as a generator of trips into the precinct.

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

I561.3. Policies

Employment/Activities

(1) Require subdivision and development to be in general accordance with the Silverdale West Industrial Precinct Plan 1.

(2) Enable economic development opportunities within the precinct through the staged release of land with sufficient infrastructure to support its use.

(3) Enable the efficient use of land strategically located adjoining the state highway network and within the wider northern Auckland area, for light industrial activity.

(4) Recognise the importance of employment to the Silverdale / Dairy Flat / Hibiscus Coast area by providing opportunities for employment closer to where people live, including the potential for positive travel patterns associated with some people not needing to travel outside the area for work.

Transport, infrastructure and staging

(5) Ensure that subdivision and development in the precinct is coordinated with the provision of sufficient transport, stormwater, wastewater, water supply, energy and telecommunications infrastructure.

(6) Require that subdivision and development in the precinct does not occur in advance of the availability of operational transport infrastructure identified in the precinct standards.

(7) Manage the effects of traffic generation on the surrounding transport network,

including by ensuring:

a) public transport can operate efficiently;

b) the surrounding road network can operate effectively during peak traffic periods;

c) any upgrades to the transport network are safe for pedestrians, cyclists and motorists; and

d) the transport network operates safely at all times.

(8) Provide for the progressive upgrade of existing roads and key intersections within and adjoining the precinct, including the upgrade of road frontages to an urban standard at the time of development or subdivision of adjoining land, to provide for all transport modes and connect with the existing and planned future transport network.

(9) Avoid subdivision and development that is in advance of the provision of functioning bulk water supply and wastewater infrastructure with sufficient capacity to service subdivision and development within the precinct area, except where an interim solution and associated decommissioning for water and / or wastewater self-servicing is proposed.

Street network, open space and built form

(10) Require collector roads to be generally in the location shown in I561.10.1 Silverdale West Industrial: Precinct Plan 1, while allowing for variation where it would achieve a highly connected street layout that integrates with the surrounding transport network.

(11) Ensure that development provides a local road network that achieves a highly connected street layout and integrates with the collector road network within the precinct, and the surrounding transport network, and supports the safety and amenity of the open space and stream network.

(12) Require the transport network to be attractively designed and appropriately provide for all transport modes in accordance with I561.11.1: Appendix 1 – Road function and design elements table, and I561.11.2 Appendix 2 – Road function and design elements table – External roads to the precinct.

(13) Ensure that the location and design of publicly accessible open spaces, including but not limited to riparian margins and esplanade reserves, contribute to a network of green pathways and cycle paths, a sense of place and a quality network of open spaces for the precinct, including by incorporating:

(a) distinctive site features;

(b) wetlands and streams.

(14) Enable a mode shift to public and active modes of transport by requiring collector roads and arterial roads to be designed to provide safe separated access for

pedestrians and cyclists.

(15) Require a landscape buffer to be established adjacent to Dairy Flat Highway and State Highway 1 to mitigate adverse effects arising from the industrial activities on the visual amenity of the surrounding area and to contribute to the arrival experience at Silverdale.

(16) Enable additional building height to meet the functional requirements of industry while responding to the landform.

(17) Create open space (including through esplanade reserves and riparian margins) that is in general accordance with the indicative open space shown in Silverdale West Industrial Precinct Plan 1 and functions, among other things, as an appropriate buffer between streams and wetlands and adjacent industrial activity, and supports active transport modes through the precinct primarily in the form of esplanade reserves and riparian margins.

Stormwater management and ecology

(18) Require development to maintain or enhance water quality and protect the health of stream and wetland environments, including by being consistent with any stormwater management plan adopted for the precinct by the network utility operator.

(19) The riparian margins of streams and wetlands within the precinct are enhanced through ecological restoration and planting.

(20) Design and construct devices (which may include constructed wetland areas) for stormwater treatment and detention of runoff from all impervious surfaces that also contribute to flood management, ecological, recreational and amenity values.

(21) Utilise in stream works on streams, including bed and bank stabilisation, to provide habitat improvement, resilience to increase flows and capacity for stormwater runoff and flood management within the stream channel as part of subdivision and development.

(22) The location, sizing, design, and construction of stormwater infrastructure to be vested to Auckland Council will occur as part of subdivision and development and will be in accordance with the requirements of the network utility operator.

Convenience retail

(23) Limit the extent of convenience retail within the precinct to a scale that supports the over-arching transport initiative around the limitation of trips generated for daily conveniences, whilst not acting as a generator of trips into the precinct.

Cultural values

(24) Recognise, protect and enhance the cultural values and relationships with Silverdale

West by:

(a) Including tāngata whenua in resource consenting, including through provision of cultural impact assessments or other engagement.

(25) Utilise and promote native planting in riparian enhancement areas and street plantings:

(a) Identifying opportunities early to incorporate traditional names or other names put forward by tāngata whenua into open space areas, roads, or other community spaces;

(b) Taking an integrated approach to the management of stormwater which protects and enhances the mauri of freshwater, in particular with regard to John Creek.

(26) Ensuring the mauri of the John Creek Awa, including its tributaries, are enhanced through development setbacks and native riparian planting; and

(27) Ensuring the design of streets and publicly accessible open spaces incorporates Te Aranga design principles.

All relevant overlay, Auckland-wide and zone policies apply in this precinct in addition to those specified above.

I561.4. Activity table

All relevant overlay, Auckland-wide and zone activity tables apply unless the activity is listed in Activity Table I561.4.1 below.

Activity Table I561.4.1 specifies the activity status of land use, subdivision and development in the Silverdale West Industrial Precinct pursuant to sections 9(3) and 11 of the Resource Management Act 1991.

Table I561.4.1 Activity table

Activity		**Activity Status**
Use		
(A1)	Food and beverage in accordance with Rule H17.4.1(A9) up to a total of 1,200m^2 across the precinct	P
Subdivision and Development		
(A2)	Any development with direct vehicle access from the precinct to Dairy Flat Highway	NC
(A3)	Subdivision, or new buildings prior to subdivision, including private roads (excluding alterations and additions that are a permitted activity in the underlying zone)	RD

(A4)	Subdivision and/or development that does not comply with Column 3 of Table I561.6.5.1 (Transport Infrastructure upgrades required to be operational outside the Silverdale West Industrial Precinct to enable activities or subdivision in column 1) and the associated requirements of Standard I561.6.5 Staging of subdivision and development with transport upgrades	NC
(A5)	Subdivision and/or development that does not comply with Column 2 of Table I561.6.5.1 (Transport infrastructure upgrades required to be operational within the Silverdale West Industrial Precinct to enable subdivision in column 1) and the associated requirements of Standard I561.6.5 Staging of subdivision and development with transport upgrades	NC
(A6)	Subdivision and/or development that does not comply with Appendix 1: Road function and design elements table I561.11.2 Appendix 2: Road function and design elements table – External roads to the Precinct	RD
(A7)	Subdivision and/or development of publicly accessible open spaces	RD
(A8)	Use and development not complying with standard I561.6.8 Bulk Water Supply and Wastewater Infrastructure	NC
(A9)	Subdivision not complying with standard I561.6.8 Bulk Water Supply and Wastewater Infrastructure	NC
(A10)	Development exceeding 20m in height and up to 30m in height within an 'Additional Height Area' identified on I561.10.2 Silverdale West Industrial Precinct: Precinct Plan 2	C

I561.5. Notification

(1) An application for resource consent for a controlled activity listed in Table I561.4.1 Activity table, will be considered without public notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under sections 95A(9) or 95B(10) of the Resource Management Act 1991.

(2) Except as provided for in (1) above, any application for resource consent for an activity listed in Table I561.4.1 Activity will be subject to the normal tests for

notification under the relevant sections of the Resource Management Act 1991.

(3) When deciding on 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).

I561.6. Standards

(1) All relevant overlay, Auckland-wide and zone standards apply to the activities listed in Activity Table I561.4.1.

(2) The following Auckland-wide and zone standards do not apply to activities listed in Activity Table I561.4.1 above or to activities listed in Activity Table H17.4.1 of Chapter H17 Business – Light Industry Zone:

H17.6.4 Yards

(3) In addition to Standard I561.6 (1) activities listed in Activity Table I561.4.1 must comply with the following Standards I561.6.1 to I561.6.8.

(4) In addition to standard H17.6 Standards activities listed as permitted and restricted discretionary in Activity Table H17.4.1 of Chapter H17 Business – Light Industry Zone must comply with the following Standards I561.6.1 to I561.6.8.

I561.6.1. Streams and natural inland wetlands

Purpose:

- To contribute to the maintenance and improvement of water quality, habitat, biodiversity and amenity within the precinct.

Riparian margins

(1) Riparian margins of permanent and intermittent streams must be planted either side to a minimum width of 10m, measured from the top of the bank of the stream, provided that:

(a) This standard shall not apply to road, pedestrian, or cycleway crossings over streams.

(b) Roading, walkways and cycleways must not be located within at least 10m of the top of the bank of a stream, except walkways necessary to connect to stream crossings or to avoid trees more than 10m from the top of the stream bank. Where wider riparian margins are proposed, pedestrian and cycle paths of at least 2m in width individually or 3m where combined are able to be provided within the area outside the margin 10m from the top of the stream bank.

(2) A building, or parts of a building, must be setback at least 25m from the bank of a river or stream measuring 3m or more in width, consistent with the requirements of E38.7.3.2 (Subdivision establishing an esplanade reserve).

Vesting

(3) Wetlands, streams and their planted margins must be vested in Council or protected and maintained in perpetuity by an appropriate legal mechanism.

I561.6.2. Yards

Purpose:

- Provide appropriate buffering and screening between industrial activities and open space, recognising the open space zoning, and the 10m riparian yard setback required by I561.6.1(1) which achieves an amenity and buffer function.

(1) A building or parts of a building must be set back from the relevant boundary by the minimum depth listed in Table I5616.2.1

Table I5616.2.1: Yard setbacks

Yard	Minimum depth
Front yard	2m
Rear yard	2m + 3m landscaping requirement (as detailed in (4) below) where adjoining Open Space Zones or land vested or to be vested in the council
Side yard	2m + 3m landscaping requirement (as detailed in (4) below) where adjoining Open Space Zones or land vested or to be vested in the council
Riparian yard	10m from the edge of permanent and intermittent streams

(2) Front yards (excluding access points) must be planted with a mixture of trees, shrubs or ground cover plants (including grass) within and along the full extent of the yard.

(3) Side and rear yards must include a landscape area planted with a mixture of trees, shrubs or ground cover plants (including grass) within and along the full extent of the yard to provide a densely planted visual buffer for a depth of at least 3m (except as detailed below) and must be appropriately maintained thereafter. The landscaping requirement can be reduced where:

(a) side and rear yards adjoin a riparian yard that is 13m or more in width, no landscaping within the side or rear yard is required.

(b) side and rear yards adjoin a riparian yard of between 10m and 13m in width, the landscaping requirement shall be limited to a ‘top-up’ function, being the difference between the width of the riparian yard and 13m.

I561.6.3. Landscape buffer (State Highway 1 interface)

Purpose:

- To provide a visual landscape buffer between industrial activities within the precinct and State Highway 1.
- To provide for a gateway experience entering Silverdale.

(1) A building or parts of a building within the State Highway 1 Landscape Buffer area shown on I561.10.1 Silverdale West Industrial Precinct: Precinct Plan 1 must be set back from the boundary with State Highway 1 Designations 6759 and 6760 as shown on I561.11.4 Appendix 4 - Landscape Buffer Plan, by the minimum depth of 10m.

(2) The setback must be planted in accordance with Special Information Requirement I561.9(4) Landscape Buffer Planting Plan.

I561.6.4. Landscape buffer (Dairy Flat Highway interface)

Purpose:

- To provide a visual landscape buffer between industrial activities within the precinct and Dairy Flat Highway.

(1) A building or parts of a building within the Dairy Flat Landscape Buffer area shown on I561.10.1 Silverdale West: Industrial Precinct Plan 1 must be set back from the boundary with Dairy Flat Highway Designations 1480 and 1497 by a minimum depth of 5m.

(2) The setback must be planted in accordance with any Landscape Buffer Planting Plan provided in accordance with Special Information Requirement I561.9(4).

I561.6.5. Staging of subdivision and development with transport upgrades

Purpose:

- Manage the adverse effects of traffic generation on the surrounding regional and local road network through the provision of transport upgrades needed to support development within the precinct and the wider area.
- Achieve the integration of land use and transport consistent with Policies I561.3(6) (7), and (8).
- Ensure sufficient infrastructure is in place to support the staged development of the precinct.

Note:

If an application for subdivision is granted and meets the requirements of this standard, subsequent applications for new buildings on that land shall be deemed to comply with the standard. Where land use consent for new buildings occurs first, any subsequent subdivision around that land use shall be deemed to comply.

(1) The Transport Infrastructure upgrades (or equivalents) listed in Columns 2 and 3 of Table I561.6.5.1 must be constructed and operational prior to the implementation of any subdivision, development or use of Light Industry Land

within the precinct. Once the prerequisites in Columns 2 and 3 have been completed, subdivision and / or development in Column 1 is enabled. Applications for resource consent in respect of activities, development or subdivision identified in Column 1 of Table I561.6.5.1 will comply with this standard if the corresponding transport upgrades identified in Columns 2 and 3 of the Table (or equivalent) is:

(a) constructed and operational prior to lodgement of the resource consent application; or

(b) under construction with relevant consents and/or designations being given effect to prior to the lodgement of the resource consent application and the application is expressly made on the basis that the relevant transport upgrade(s) will be completed and operational prior to:

(i) the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or

(ii) the occupation of any buildings associated with industrial, retail and / or community activities in the case of a land use consent application; or

(c) Proposed to be constructed by the applicant as part of the resource consent application and the application is expressly made on the basis that the relevant transport upgrade(s) will be completed and operational:

(i) Prior to or in conjunction with the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or

(ii) Prior to the occupation of any buildings associated with industrial, retail and / or community activities in the case of a land use consent application.

(2) Any application lodged in terms of Standard I561.6.5(1) (b) or (c) above must confirm the applicant's express agreement in terms of section 108AA(1)(a) of the RMA and on an Augier basis to the imposition of consent conditions requiring (as relevant) that:

(a) no industrial or commercial floorspace shall be occupied until the relevant transport upgrades are constructed and operational; and/or

(b) no section 224(c) certificate shall be issued, and no subdivision survey plan shall be deposited until the relevant transport upgrades are constructed and operational.

Any resource consent(s) granted on one or both of the above basis must be made subject to consent conditions as described in Standard I561.6.5(2)(a) and/or Standard I561.6.5(2)(b) above. Those conditions will continue to apply until appropriate evidence is supplied to Council confirming that the relevant transport upgrades are operational.

(3) For the purpose of Standards I561.6.5(1) and (2):

(a) The subdivision and / or development of Stage 1 land is to occur prior to the subdivision and / or development of Stage 2 land to ensure that development is aligned with the necessary provision of infrastructure. Staging is as per I561.10.1 – (Silverdale West Industrial Precinct: Precinct Plan 1);

(b) 'Industrial or commercial floorspace' means buildings for those activities that have a valid land use consent or a subdivision that has a 224C certificate that creates additional vacant lots;

(c) 'Occupation' and 'occupied' mean occupation and use for the purposes permitted by the resource consent but not including occupation by personnel engaged in construction, fitting out or decoration;

(d) Operational' means the relevant upgrade is available for use and open to all traffic; and

(e) Within the precinct, 'Land Available for Development' means the total land area of development Lots within the Light Industry zone that will be used for Industrial or Commercial activities and have been subject to approved subdivision consents or are included within a proposed subdivision application. For completeness, Land Available for Development excludes Open Space zoned land (where zoned), riparian margins and esplanade reserves, collector, key local and local roads, the landscape buffers and road widening requirements of Standards I561.6.3 and, I561.6.4, and land required for stormwater management.

(4) Any proposal for commercial, industrial and/or community activities must demonstrate compliance with this standard in accordance with the Special Information Requirements in I561.9(3).

Table I561.6.5.1 Threshold for subdivision, development and / or use: Transport upgrades

	Column 1 **Subdivision, development and/or use enabled by transport infrastructure in Columns 2 and 3 being operational**	**Column 2** **Transport infrastructure upgrades required to be operational (in accordance with I561.11: Silverdale West Industrial Precinct Appendix 3 Transport Infrastructure Upgrades) within the Silverdale West Industrial Precinct to enable subdivision, development and / or use in column 1**	**Column 3** **Transport infrastructure upgrades required to be operational (in accordance with I561.11: Silverdale West Industrial Precinct Appendix 3 Transport Infrastructure Upgrades) outside of the Silverdale West Industrial Precinct to enable subdivision, development and / or use in column 1**
(1)	The Transport Infrastructure listed in Columns 2 and 3 must be constructed and		

	operational prior to the implementation of any subdivision, or development, and / or use within the precinct.		
Stage 1 as defined on I561.10.1: Silverdale West Industrial Precinct – Precinct Plan 1			
(a)	Once the prerequisites in Columns 2 and 3 have been completed, subdivision, development, and / or use up to 28.4ha of Land Available for Development is enabled (cumulative across Stage 1).	▪ First signalised intersection connecting the precinct to Dairy Flat Highway (including provision of signalised pedestrian crossings, advance cycle boxes and footpath infrastructure connecting to indicative bus stop locations) ▪ Provision of a bi-directional cycle lane and footpath along the southern edge of Dairy Flat Highway extending between Pine Valley Road and the first signalised intersection connecting the precinct to Dairy Flat Highway	▪ Pine Valley Road / Dairy Flat Highway signalisation ▪ Pine Valley Road upgrade (including provision of a cycle lane and footpath infrastructure) from Argent Lane to Dairy Flat Highway completed; and ▪ Argent Lane completion from John Fair Drive to Wainui Road
(b)	Between 28.4ha and 36.9ha of Land Available for Development (cumulative across Stage 1)	▪ The transport infrastructure upgrades required in Column 2 for (a) above	▪ The transport infrastructure upgrades required in Column 3 for (a) above ▪ Upgrade to Dairy Flat Highway / Pine Valley Intersection to include a second right turn short bay from the east (approximately 135m) and formal pedestrian crossings and advance cycle boxes
(c)	Between 36.9ha and 45.4ha of Land Available for Development (cumulative across Stage 1)	▪ The transport infrastructure upgrades required in Column 2 for (a) and (b) above	▪ The transport infrastructure upgrades required in Column 3 for (a) and (b) above ▪ Signalisation of the Wilks Road / Dairy Flat Highway Intersection (including signalised pedestrian crossings and advanced cycle boxes), or a roundabout with safe provision for all modes; and ▪ Signalisation of the East Coast Road / Wilks Road intersection (including signalised pedestrian crossings and advanced

			cycle boxes)
Stage 2 as defined on I561.10.1: Silverdale West Industrial Precinct – Precinct Plan 1			
(d)	Between 45.4ha and 53.9ha of Land Available for Development (cumulative across Stages 1 and 2)	▪ The transport infrastructure upgrades required in Column 2 for (a) to (c) above ▪ Second signalised intersection connecting the precinct to Dairy Flat Highway (including provision of signalised pedestrian crossings, advance cycle boxes and footpath infrastructure connecting to indicative bus stop locations)	▪ The transport infrastructure upgrades required in Column 3 for (a) to (c) above ▪ Upgrades to the Silverdale Interchange to: - Provide a slip lane on the western approach to the Silverdale Interchange which connects to the northbound on-ramp; and - Extend the length of the left turn slip lane on the southbound off-ramp at the Silverdale Interchange to around 150m and introduce a ramp meter for the AM peak
(e)	More than 53.9ha of Land Available for Development (cumulative across Stages 1 and 2)	▪ The transport infrastructure upgrades required in Column 2 for (a) to (d) above	▪ The transport infrastructure upgrades required in Column 3 for (a) to (d) above; and ▪ Upgrade to the Argent Lane / Pine Valley intersection to a roundabout to two circulating lanes

(5) The plans shown indicatively in I561.11 Appendix 3 - Transport Upgrades shall be deemed to satisfy the Transport infrastructure required in Columns 2 and 3. An alternative upgrade design that has similar or better safety and efficiency outcomes may also be adopted with the agreement of the road controlling authority.

I561.6.6. Road design

Purpose:

- To ensure that any use, development and/or subdivision complies with I561.11.1: Appendix 1: Road Function and Design Elements Table and I561.11.2 Appendix

2: Road function and design elements table – External roads to the Precinct.

(1) Any use, development and /or subdivision that includes the construction of new roads, or the upgrade of existing roads, must comply with I561.11 Appendix 1: Road Function and Design Elements Table.

(2) Any subdivision for Collector and / or Key Local Roads internally within the Precinct must make provision for the extension of the roading network to adjoining property boundaries within the Precinct in general accordance with the indicative roading layout set out in I561.10.1 Silverdale West Industrial Precinct: Precinct Plan 1. For clarity, roads can either be vested and constructed, or vested as unformed legal road.

Note:

Where legal roads are vested as unformed legal roads, it is expected that adjoining landowners looking to rely on those roads for access will construct that part of those roading connections as part of their subdivision and / or development processes (including gaining all necessary approvals). There is no expectation that Auckland Transport will fund or construct those roads.

I561.6.7. Stormwater management

Purpose:

- To ensure that stormwater is managed and treated prior to discharge to maintain and enhance the health and ecological values of John Creek and the receiving environment.

(1) Any use, development and /or subdivision must be in accordance with any stormwater management plan adopted under the Network Discharge Consent.

(2) Development not consistent with an approved Stormwater Management Plan either needs an adopted amendment to the adopted Stormwater Management Plan or a new Network Discharge Consent under Chapter E8 (Stormwater – Discharge and diversion) or other relevant discharge consent.

I561.6.8. Bulk water supply and wastewater nfrastructure

Purpose:

- To ensure subdivision and development within the Precinct is adequately serviced with bulk water and wastewater infrastructure.

(1) Bulk water supply and wastewater infrastructure with sufficient capacity for servicing the proposed development must be completed, commissioned and functioning:

(a) In the case of subdivision, prior to issuing of a certificate pursuant to section 224(c) of the Resource Management Act 1991; or

(b) In the case of land use only, prior to a passed final inspection under the Building Act of any buildings for activities that would require water and / or wastewater servicing.

I561.7. Assessment – controlled activities

I561.7.1. Matters of control

The Council will reserve control over all of the following matters when assessing a controlled activity resource consent application:

(1) Development exceeding 20m in height and up to 30m in height within an 'Additional Height Area' as detailed on I561.10.2 Silverdale West Industrial Precinct: Precinct Plan 2:

(a) the contribution of façade and rooftop form and colour on the perceived visual mass of taller buildings within the Precinct when viewed from elevated vantage points outside the Precinct.

I561.7.2. Assessment criteria

The Council will consider the relevant following matters when assessing a controlled activity resource consent application:

(1) Development exceeding 20m in height and up to 30m in height within an 'Additional Height Area' as detailed on I561.10.2 Silverdale West Industrial Precinct: Precinct Plan 2:

(a) the extent to which the materiality and finish of façades, and the form and colour of rooftops utilises the following methods to avoid or mitigate adverse visual amenity effects from elevated vantage points outside the Precinct:

(i) The use of subdued or recessive colours, and variation in façade materials and finishes (including roof colours that have a maximum Light Reflectance Value of 40%)

(ii) The creation of variation in roof profiles across the Precinct, including consideration given to the overall roofscape when viewed from elevated positions outside the Precinct

(iii) The integration of rooftop servicing and plant with the wider roofscape, with particular consideration given to the overall roofscape when viewed from elevated positions outside the Precinct.

I561.8. Assessment – restricted discretionary activities

I561.8.1. Matters of discretion

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

(1) New buildings prior to subdivision; and subdivision, including subdivision establishing private roads:

(a) Location and design of the collector road, local roads and connections with neighbouring sites to achieve an integrated street network, and appropriately provide for all modes;

(b) Provision of cycling and pedestrian networks;

(c) Design and sequencing of upgrades to the existing road network;

(d) The design and efficiency of stormwater infrastructure and devices (including communal devices) including where relevant, integration of devices with the road corridor and surrounding environment;

(e) Retaining walls along public realm interface;

(f) Mana Whenua values; and

(g) Matters of discretion I561.8.1(1)(a)-(f) apply in addition to the matters of discretion in E38.12.1.

(2) Development that does not comply with Standard I561.6.1 Streams and natural in land wetlands

(a) Effects on water quality and ecological habitat;

(b) The extent to which any reduction in width of the riparian margin is able to be offset elsewhere within the precinct; and

(c) Effects on stream bed and bank stabilisation and erosion.

(3) Development that does not comply with Standard I561.6.2 Yards:

(a) Matters of discretion H17.8.1(4) apply

(4) Development that does not comply with I561.6.3 Landscape buffer (State Highway 1 Interface)

(a) Visual amenity effects.

(b) Gateway experience to Silverdale.

(5) Development that does not comply with I561.6.4 Landscape buffer (Dairy Flat Highway Interface)

(a) Visual amenity effects.

(6) Subdivision, development or use that does not comply with E27.6.1 Trip generation:

(a) Effects of traffic generation on the safety and operation of the surrounding road network consistent with policies I561.3(6), (7) and (8);

(b) The scale and nature of effects on the transportation network arising from the proposed subdivision or development, in the context of the rate of uptake of industrial development within the precinct and the uptake of other planned future development in the surrounding area;

(c) The rate of public transport uptake and associated / supporting travel management measures and the effects of provision of facilities that encourage alternative modes of travel; and

(d) The outcome of engagement with the road controlling authority(ies)

(e) The transport infrastructure upgrades detailed in Table I561.6.5.1 required for the subdivision or development.

(7) Subdivision or Development that does not comply with I561.6.6(1) Road design

(a) The design of the road, and associated road reserve and whether it achieves policies I561.3(10) to (12) and (14);

(b) Design constraints; and

(c) Interface design treatment at property boundaries, particularly for pedestrians and cyclists.

(8) Subdivision or development of publicly accessible open space:

(a) Location and design of the indicative open spaces shown in I561.10.2 Precinct Plan 1;

(b) Location and design of any other publicly accessible open spaces greater than 1,000m^2;

(c) Ownership and maintenance arrangements.

(9) Development that does not comply with I561.6.7 Stormwater management:

(a) The requirements of the adopted Stormwater Management Plan and whether it achieves policies I561.3(18) to (22)

(b) Flood effect in a 1% Annual Exceedance Probability (AEP) flood event.

I561.8.2. 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 overlays, Auckland-wide or zone provisions:

(1) New buildings prior to subdivision, and subdivision, including subdivision establishing private roads:

Location and design of roads

(a) Whether the collector road and key pedestrian connections are provided generally within 50m of the location shown on I561.10.1 Silverdale West Industrial Precinct Plan 1 to achieve a highly connected street layout that integrates with the surrounding transport network. An alternative alignment that provides an equal or better degree of connectivity and amenity within and beyond the precinct may be appropriate, having regard to the following functional matters:

(i) Landowner patterns and the presence of natural features, natural hazards, or contours or other constraints and how these impact the placement of roads;

(ii) The need to achieve an efficient block structure and layout within the precinct suitable to the proposed activities; and

(iii) The constructability of roads and the ability for it to be connected to and beyond any property boundary.

(b) Whether a high quality and integrated network of local roads is provided within the precinct that has a good degree of accessibility and supports a walkable street network.

(c) Whether roads and pedestrian and cycle paths are aligned to provide visual and physical connections to open spaces, including along the stream network, where the site conditions allow.

(d) Whether subdivision and development provides for collector roads and local roads to the site boundaries to coordinate with neighbouring sites and support the integrated completion of the network within the precinct over time;

(e) Whether the design of new collector and local roads accord with the road design details provided in I561.11.1 Appendix 1;

Design and sequencing of upgrades to the existing road network

(f) Whether conditions offered as part of the land use or subdivision consent application ensures compliance with Standard I561.6.5.

Retaining walls along the public realm interface

(g) The extent to which any retaining along the public realm interface is minimised, mitigated and responds to the landscape, any watercourses or other ecological features.

Mana Whenua Values

(h) Whether the design of streets and publicly accessible open spaces incorporate Te Aranga design principles.

(2) Subdivision and/or development of publicly accessible open space:

(a) Whether open spaces are provided in locations generally consistent with the indicative locations shown on I561.10.1 Precinct Plan 1

(b) Whether the location and design of open spaces integrates with surrounding natural features include the network of permanent and intermittent streams.

(c) If private ownership of publicly accessible open space is proposed, whether appropriate arrangements are proposed to provide for ongoing private maintenance.

(3) Development that does not comply with Standard I561.6.1 Streams and natural inland wetlands:

(a) Whether the development is consistent with Policy I561.3.(18)-(20).

(b) The extent to which the development retains and provides protection for riparian margins and any reduction achieves water quality, habitat, biodiversity and amenity outcomes

(4) Development that does not comply with I56.16.2 Yards:

(a) The assessment criteria set out in H17.8.2(4).

(5) Development that does not comply with I56.16.3 Landscape buffer (State Highway 1 Interface):

(a) the extent to which planting is designed to achieve a regular structure and rhythm along State Highway 1 reinforcing a buffer; and

(b) the extent to which the integrated site layout, building and landscape design provides a high quality and visually attractive frontage to State Highway 1 and contributes to a gateway experience entering Silverdale.

(6) Development that does not comply with I5616.4 Landscape buffer (Dairy Flat Highway Interface)

(a) the extent to which planting is designed to achieve a regular structure and rhythm along Dairy Flat Highway reinforcing a buffer;

(b) the extent to which the integrated site layout, building and landscape design provides a high quality and visually attractive frontage to Dairy Flat Highway.

(7) Subdivision, development or use that does not comply with E27.6.1 Trip generation:

(a) A proposal that requires consent under E27.6.1 Trip generation will be assessed in terms of the matters below, as informed by a Transport Assessment Addendum prepared in accordance with information requirement I561.9(2);

(b) Whether the proposal is consistent with policies I561.3(6), (7) and (8);

(c) Whether the proposal and its supporting transportation features address all modes of transport for the intended activity in a manner that is consistent with the relevant transport strategies of Auckland Transport and Waka Kotahi applying to the Silverdale West area;

(d) Whether increased use of public transport within the precinct or the wider area, has provided additional available capacity and effectiveness of the surrounding transport network;

(e) Whether the proposal would have a similar or lesser trip generation and similar effects on the surrounding road network to the development mix provided for in the Table I561.6.5.1 Threshold for subdivision and development: Transport upgrades outside of the Silverdale West Industrial Precinct to support development within the precinct and in the wider area;

(f) Whether industrial development is coordinated with residential development within the wider Silverdale/Milldale area to minimise trips outside of the precinct providing additional capacity and effectiveness of the surrounding transport network;

(g) Whether the actual rate of development in the wider area is slower than anticipated and provides effectiveness and capacity in the surrounding transport network;

(h) The effect of the timing and development of any other transport upgrades or transport innovations not anticipated by the precinct;

(i) Whether the proposal demonstrates methods that promote or provide for the increased use of public transport, including details of how those methods would be implemented, monitored and reviewed so as to contribute to a reduction in vehicle trips;

(j) Whether the surrounding transport network can operate safely and efficiently effectively when considering traffic generated by construction activities within the wider area;

(k) Whether the internal roading network elements are designed to a consistent, high-quality standard;

(l) Whether sufficient cycleway and walkway linkages and facilities are provided, and are designed to contribute to the needs of employment and visitor use of the site;

(m) The extent to which the connections of the internal roading layout avoid adverse effects on the safety and efficiency of the adjacent road network;

(n) The extent to which the safe and efficient operation of the State Highway and primary road network is compromised by development within the precinct;

(o) Whether safe connections can be achieved to public transport services within the precinct.

(8) Development that does not comply with I561.6.6(1) Road Design:

(a) Whether there are constraints or other factors present which make it impractical to comply with the required standards;

(b) Whether the design of the road and associated road reserve achieves policies I561.3(10), (11), (12) and (14);

(c) Whether the proposed design and road reserve:

(i) incorporates measures to achieve the required design speeds;

(ii) can safely accommodate required vehicle movements;

(iii) can appropriately accommodate all proposed infrastructure and roading elements including utilities and/or any stormwater treatment;

(iv) assesses the feasibility of upgrading any interim design or road reserve to the ultimate required standard.

(d) Whether there is an appropriate interface design treatment at property boundaries, particularly for pedestrians and cyclists.

(9) Development that does not comply with I561.6.7 Stormwater management:

(a) Whether the stormwater management achieves policies I561.3(18) to (22)

(b) The extent to which the development meets the requirements of the adopted Stormwater Management Plan.

I561.9. Special information requirements

(1) Riparian planting plan

(a) An application for land modification, development and subdivision which adjoins a permanent or intermittent stream must be accompanied by a riparian planting plan identifying the location, species, planter bag size and density of the plants. Plant species should be native and resistant to flooding and not increase flooding and stream erosion.

(b) An application for land modification, development and subdivision which adjoins a natural wetland within a development area must be accompanied by a Monitoring and Maintenance Plan for the natural wetland which identifies revegetation planting (species, location, planter, bag size and density), hydrological monitoring (indicators of wetland vegetation and processes), soil

monitoring (hydric soil assessment), and maintenance requirements to ensure that wetland plantings establish.

(c) Riparian and wetland planting plans must be prepared by a suitably qualified and experienced person, with regard had to the provisions in Appendix 16 Guideline for native revegetation plantings.

(2) Transport Assessment Addendum

(a) An application not complying with Standard I561.6.5 Staging of subdivision and development with transport upgrades or requiring consent under E27.6.1 Trip generation, must be accompanied by a Transport Assessment Addendum which details the transportation effects of the infringement / trip generation, and which must build on the Silverdale West ITA. The Transport Assessment Addendum must be prepared by suitably qualified transport planner or traffic engineer prepared in accordance with the Auckland Transport Integrated Transport Assessment Guidelines applying at the time of the application for the infringement.

(b) The Transport Assessment must include a register of development and subdivision that has been previously approved under Standard I561.6.5 Staging of subdivision and development with transport upgrades or under E27.6.1 Trip generation.

(c) Where engagement has been undertaken with the road controlling authority(ies), the Transport Assessment Addendum must document the outcomes of that engagement.

(3) Monitoring of Rule I561.6.5 Staging of subdivision and development:

(a) Any proposal for commercial, industrial, and / or community activities must demonstrate compliance with Standard I561.6.5 Staging of subdivision and development with transport upgrades. Any application must contain details of the amount of Land Available for Development proposed to be enabled for commercial, industrial or community activity, and for any subdivision proposal involving super lots, the Land Available for Development involved.

(4) Landscape Buffer Planting Plan

(a) An application for land modification, development and subdivision which adjoins State Highway 1 or Dairy Flat Highway must be accompanied by a planting plan identifying the location, species, planter bag size and density of the plants.

(b) Plant species should be utilised to create multi-layered native planting consisting of low edge planting, mid-height shrubs/trees as well as taller tree species (with the ability to grow to a minimum of 20m in height at maturity when adjoining State Highway 1). This planting is to be arranged to achieve a regular structure and rhythm reinforcing a gateway feature.

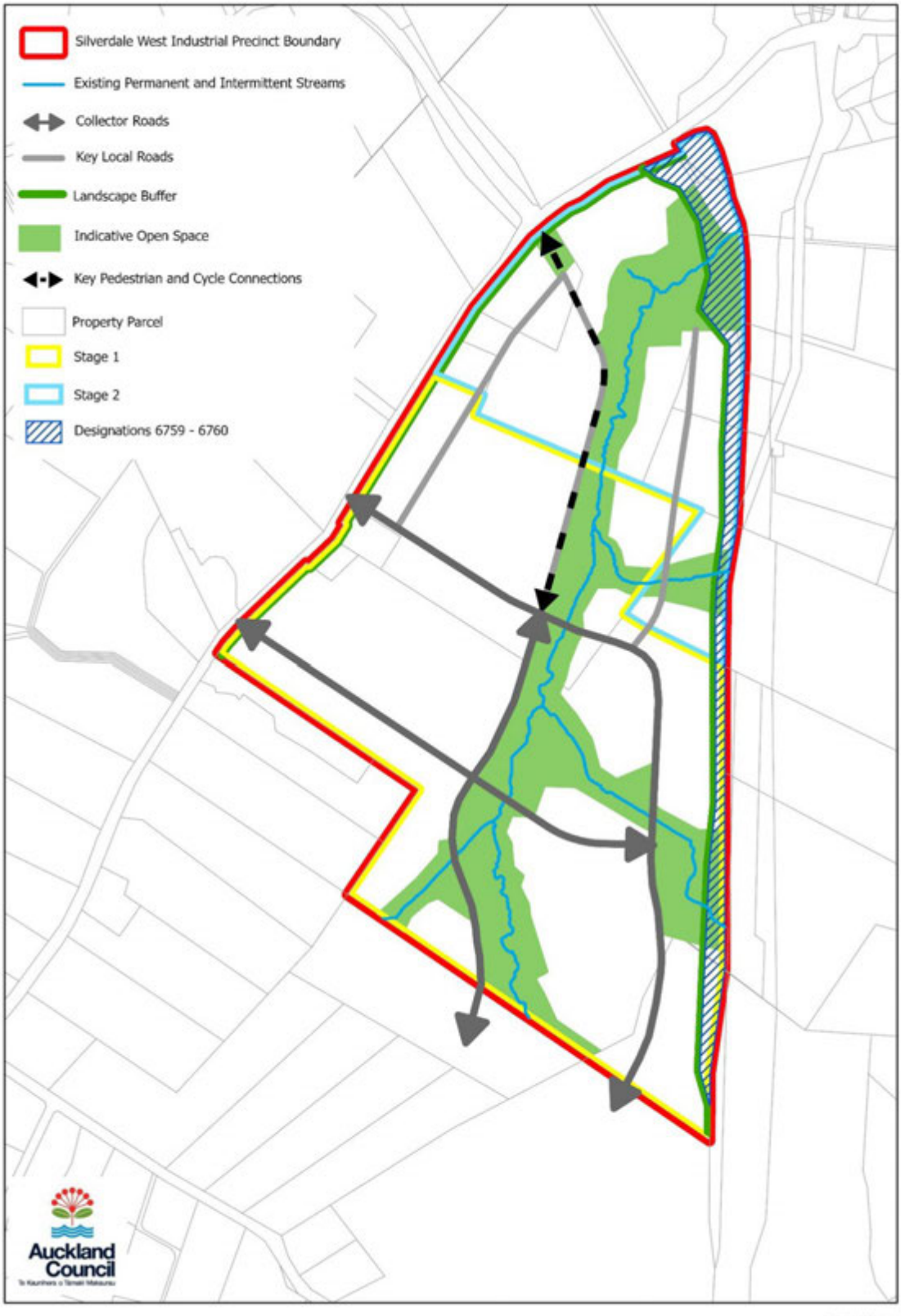
(5) Stream Stabilisation Plan

(a) Any application for land modification, development and subdivision which adjoins a permanent or intermittent stream must be accompanied by a stream and stabilisation plan assessment to inform the type and scale of instream work required to ensure the effects from the development is managed and there is resilience to any effects of future flow.

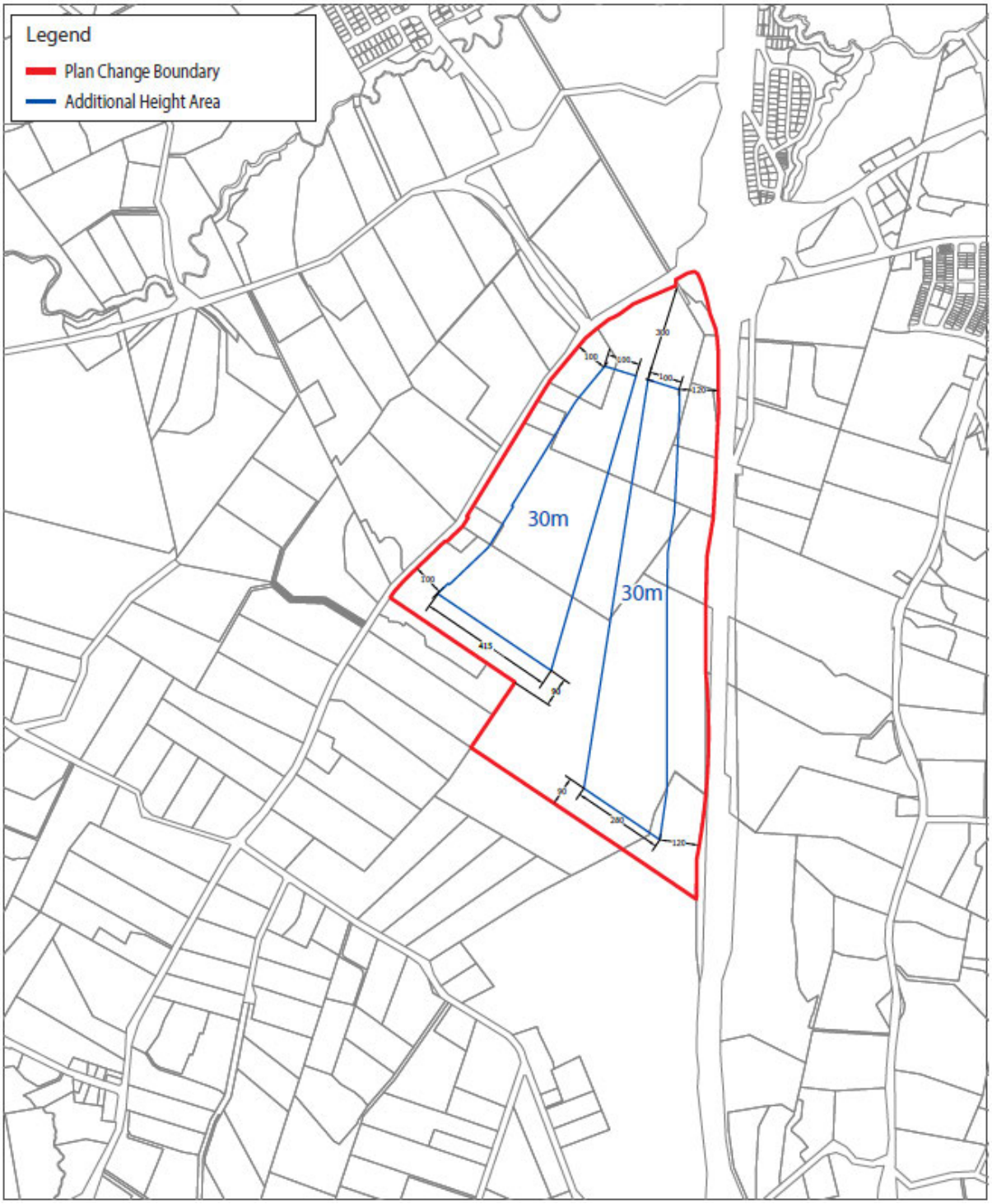
(b) Any stream work is of a standard that will allow the stream to progressively improve over time where it is degraded.

I561.10. Precinct plans

I561.10.1. Precinct Plan 1 Silverdale West Industrial Precinct



I561.10.2. Precinct Plan 2 Silverdale West Industrial Precinct: Additional Height Area



I561.11. Appendices

I561.11.1. Appendix 1: Road function and design elements table

Road Description	Proposed Role and Function of Road in Precinct Area	Minimum Road Reserve (Note 1)	Total Number of Lanes	Speed Limit (Design)	On-Street Parking	Access Restrictions	Median (Note 2)	Freight or heavy vehicle route	Cycle Provision	Pedestrian Provision	Street Trees	Bus Provision (Note 3)
Collector Road	Collector Road (Type 1)	21m (without on-street parking) 22m (with on-street parking)	2	50 km/h	Optional	No	Yes (3m-wide flush median)	No	Yes Separated on both sides	Yes Both sides	Trees each side	Yes (in lane bus stops)
Local Roads	Local Road (Type 2)	17m (without on-street parking) 20m (with on-street parking)	2	50 km/h	Optional	No	No	No	No	Yes Both sides	Trees each side	No

Note 1: Typical minimum width which may need to be varied in specific locations where required to accommodate network utilities, batters, structures, stormwater treatment, intersection design, significant constraints, or other localised design requirements.

Note 2: Flush medians subject to Auckland Transport approval at EPA stage.

Note 3: Carriageway and intersection geometry capable of accommodating buses. Bus stop form and locations and bus routes shall be determined with Auckland Transport at resource consent and engineering plan approval stage.

I561.11.2. Appendix 2: Road function and design elements table – External roads to the Precinct

Road Description	Proposed Role and Function of Road in Precinct Area	Minimum Road Reserve (Note 1)	Total Number of Lanes	Speed Limit (Design)	On-Street Parking	Access Restrictions	Median (Note 2)	Freight or heavy vehicle route	Cycle Provision	Pedestrian Provision	Street Trees	Bus Provision (Note 3)
Dairy Flat Highway southwest of Pine Valley Road to the southwestern extent of the Precinct (Interim upgrade to precinct frontage)	Arterial Road (Two Lanes)	Variable width for interim	2	50km/h	No	Yes	Yes	Yes	Yes On precinct frontage only	Yes On precinct frontage only	Yes Trees on each side	No
Dairy Flat Highway (at the Pine Valley Road intersection only)	Arterial Road Four Lanes left turn	32m	Western leg: 3 approach lanes inclusive of a left turn lane 1 departure lane Eastern leg: 3 approach lanes, inclusive of double right turn 2 departure lanes	50km/h	No	Yes	Yes	Yes	Advance stop boxes	North-South and East-West	Yes Trees on each side	Yes

Note 1: Typical minimum width which may need to be varied in specific locations where required to accommodate network utilities, batters, structures, stormwater treatment, intersection design, significant constraints including land ownership, or other localised design

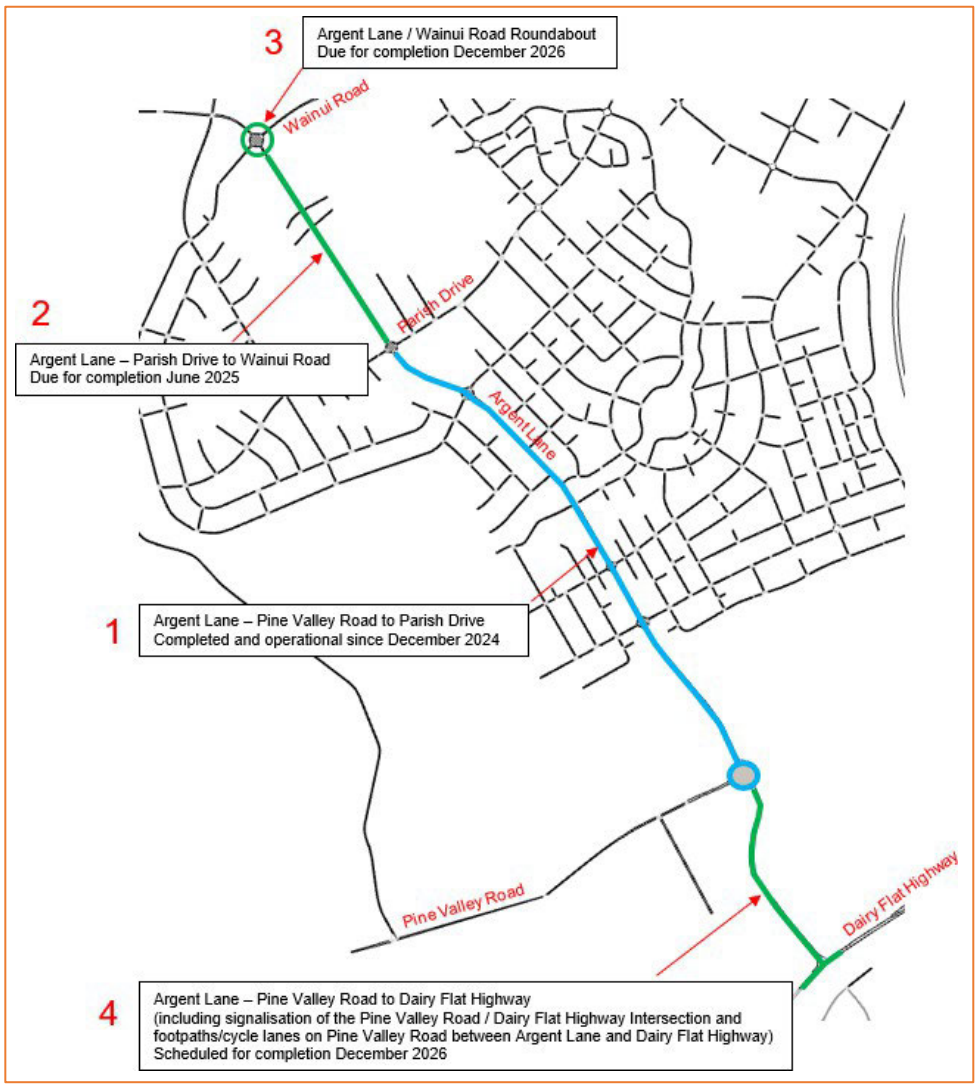
requirements.

Note 2: Flush, solid or raised medians subject to Auckland Transport approval at EPA stage.

Note 3: Carriageway and intersection geometry capable of accommodating buses. Bus stop form and locations and bus routes shall be determined with Auckland Transport at resource consent and engineering plan approval stage.

I561.11.3. Appendix 3: Transport Infrastructure Upgrades

Pre-Development Upgrades



1: Argent Lane (Pine Valley Road to Parish Drive)

- Two-lane vehicle carriageway
- Single lane roundabouts at the Parish Drive, Maryvale Road and John Fair Drive intersections
- Footpaths on both sides of the road
- Segregated cycle facilities

2: Argent Lane (Parish Drive to Wainui Road)

- Two-lane vehicle carriageway
- Footpaths on both sides of the road
- Segregated cycle facilities

3: Argent Lane / Wainui Road Roundabout

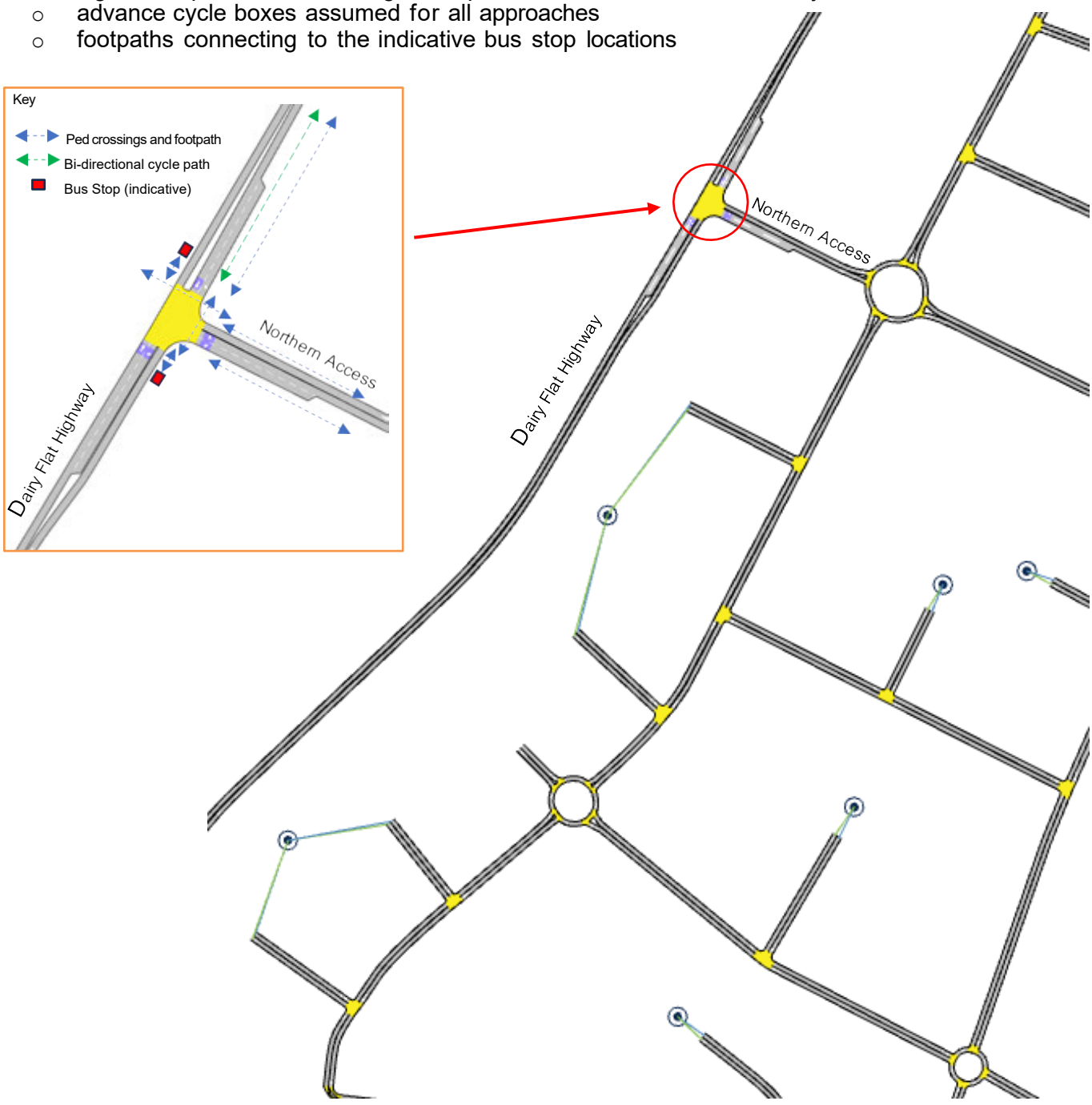
- Single Lane roundabout
- Footpaths and cycle provisions

4: Argent Lane (Pine Valley Road to Dairy Flat Highway)

- Realignment of Pine Valley Road
- Two-lane vehicle carriageway
- Signalisation of the Pine Valley Road / Dairy Flat Highway intersection (inclusive of pedestrian crossings on all legs and advance cycle boxes)
- Cycle lane and footpaths on both sides of Pine Valley Road between Argent Lane and Dairy Flat Highway

Upgrade 1

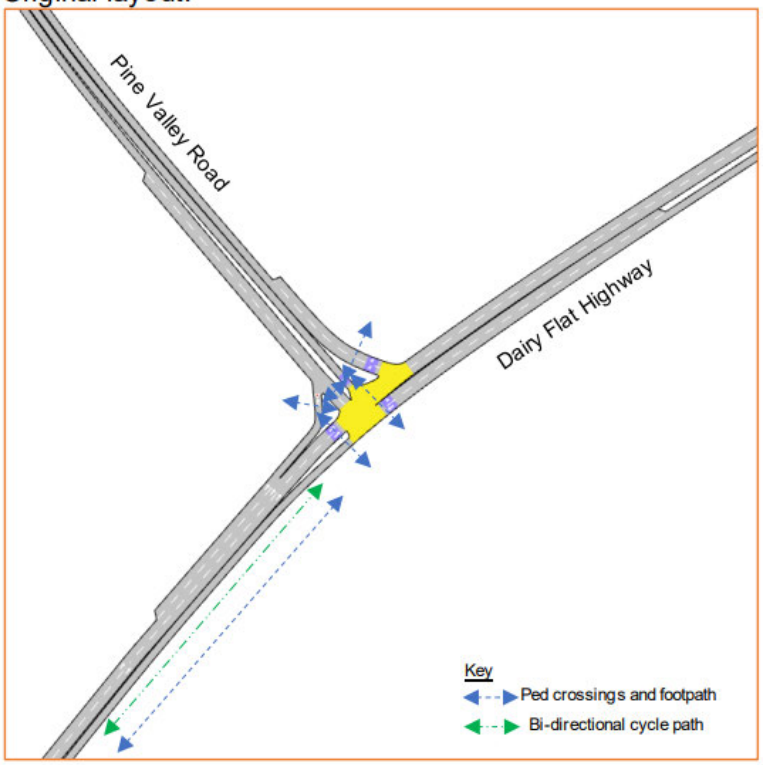
- One signalised intersection connecting the PPC area to the external road network via Dairy Flat Highway
  - signalised pedestrian crossings incorporated within the intersection layout
  - advance cycle boxes assumed for all approaches
  - footpaths connecting to the indicative bus stop locations



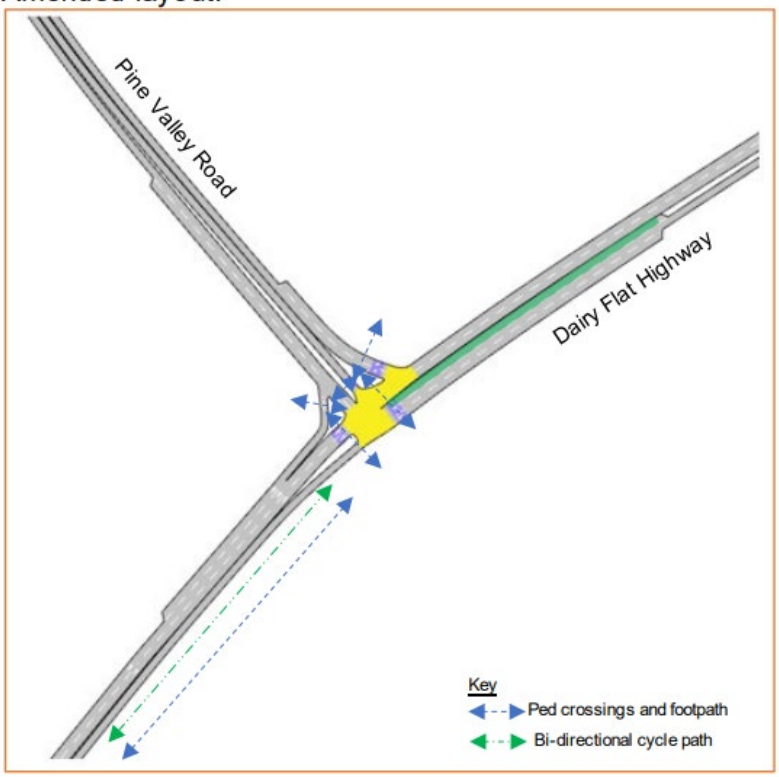
Upgrade 2 (Table I561.6.7.1 (b) of the Precinct Provisions)

- Upgrade of the Pine Valley Road / Dairy Flat Highway intersection to include a second right turn short bay from the east (turns into Pine Valley Road) (approximately 135m)
  - formal pedestrian crossings incorporated within the intersection layout, plus advance cycle boxes

Original layout:



Amended layout:



Upgrade 36 (Table I561.6.7.1 (c) of the Precinct Provisions

- Signalisation of the Wilks Road / Dairy Flat Highway intersection
  - signalised pedestrian crossings incorporated within the intersection layout
  - advance cycle boxes assumed

Note: A roundabout design with safe provision for all modes is an alternative option.

Original layout:



Amended layout:



Upgrade 4 (Table I561.6.7.1 (c) of the Precinct Provisions)

- Signalisation of the Wilks Road / East Coast Road intersection
  - signalised pedestrian crossings incorporated within the intersection layout
  - advance cycle boxes assumed

Original layout:



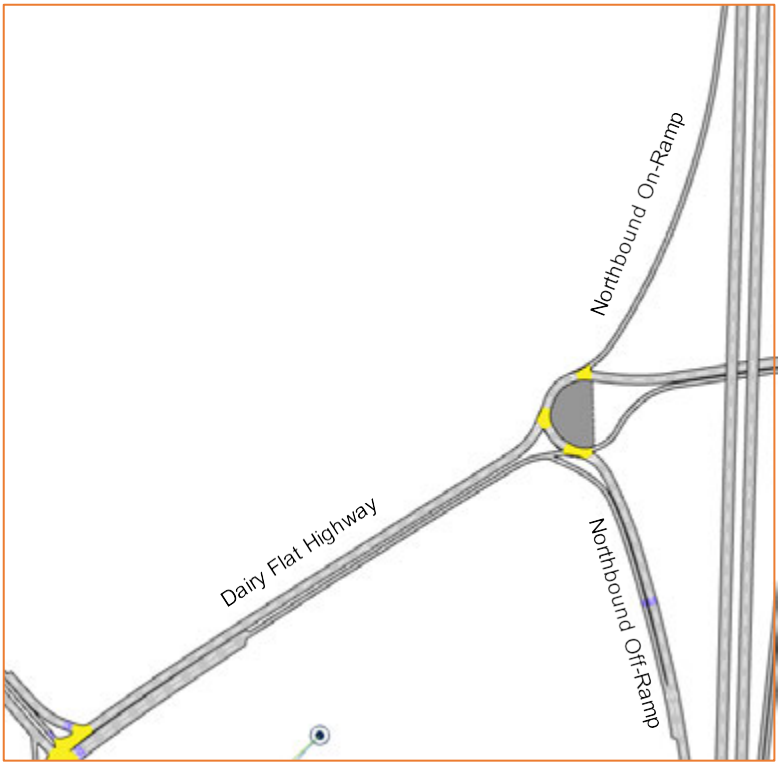
Amended layout:



Upgrade 5 (Table I561.6.7.1 (d) of the Precinct Provisions)

- Provision of a slip lane on the western approach to the Silverdale interchange which connects to the northbound on-ramp

Original layout



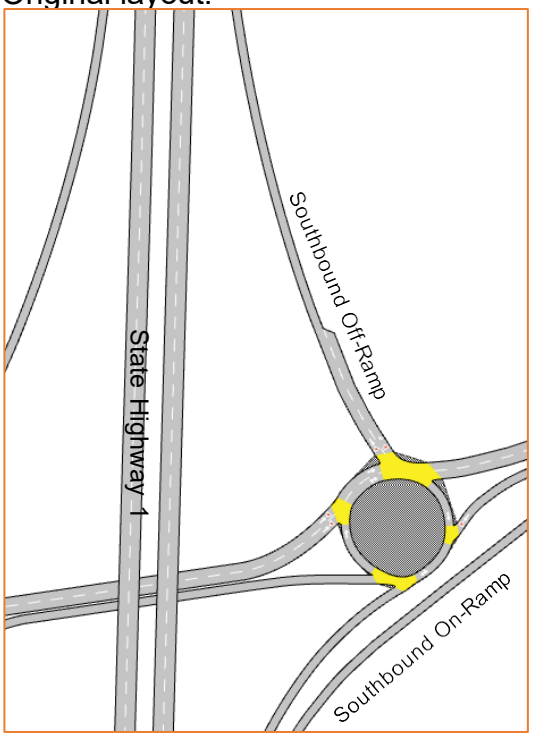
Amended layout:



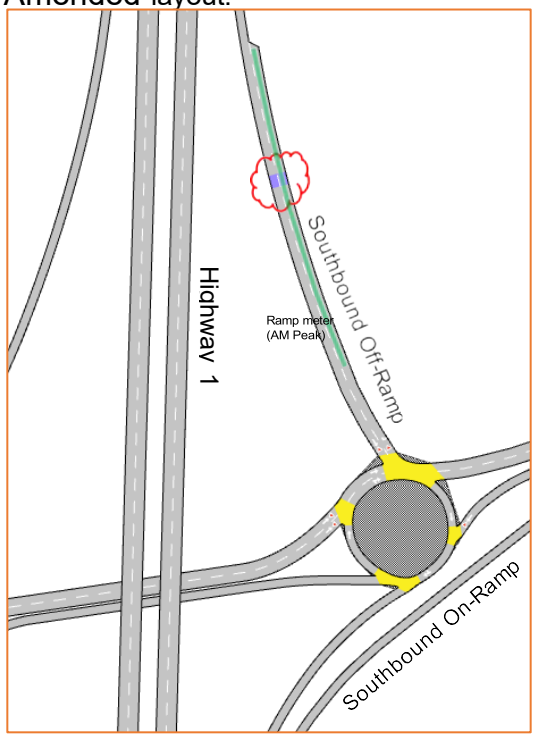
Upgrade 6 (Table I561.6.7.1 (d) of the Precinct Provisions)

- Extending the length of the left turn slip lane on the southbound off-ramp at the Silverdale interchange to around 150m and introducing a ramp meter for the AM peak

Original layout:

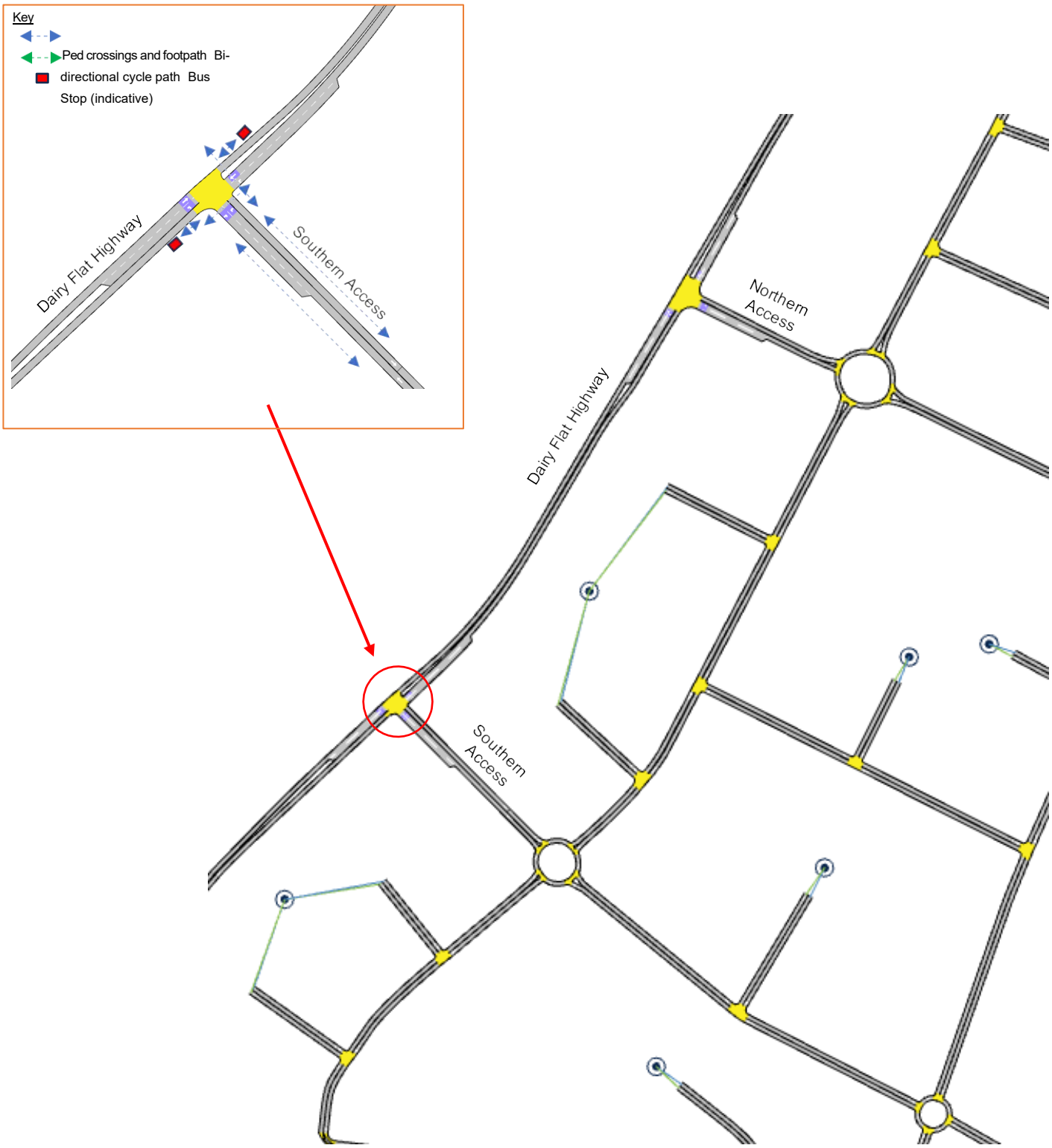


Amended layout:



Upgrade 7

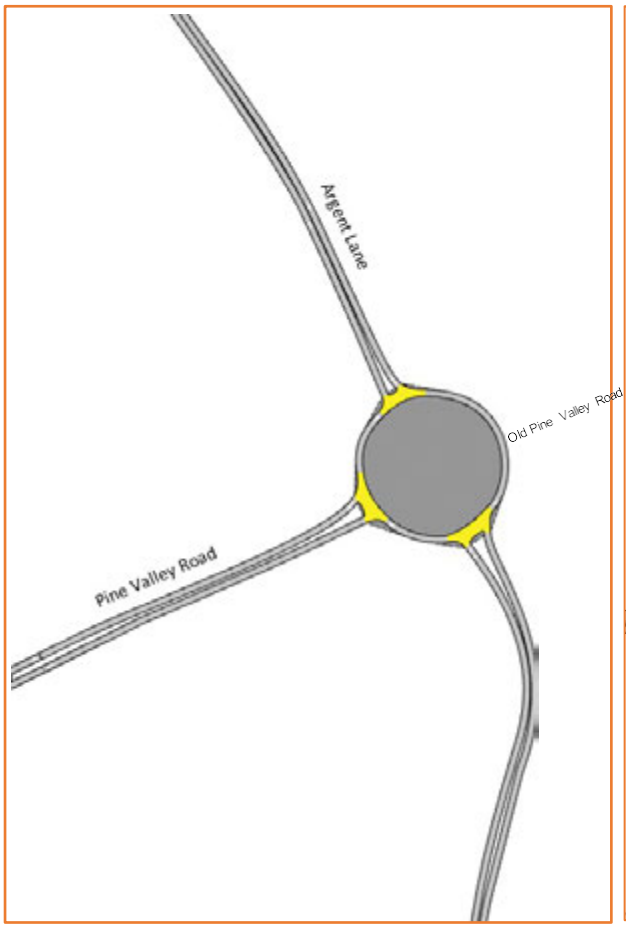
- Provision of a second signalised intersection off Dairy Flat Highway to service the PPC area
  - signalised pedestrian crossings incorporated within the intersection layout
  - advance cycle boxes assumed for all approaches
  - footpaths connecting to the indicative bus stop locations



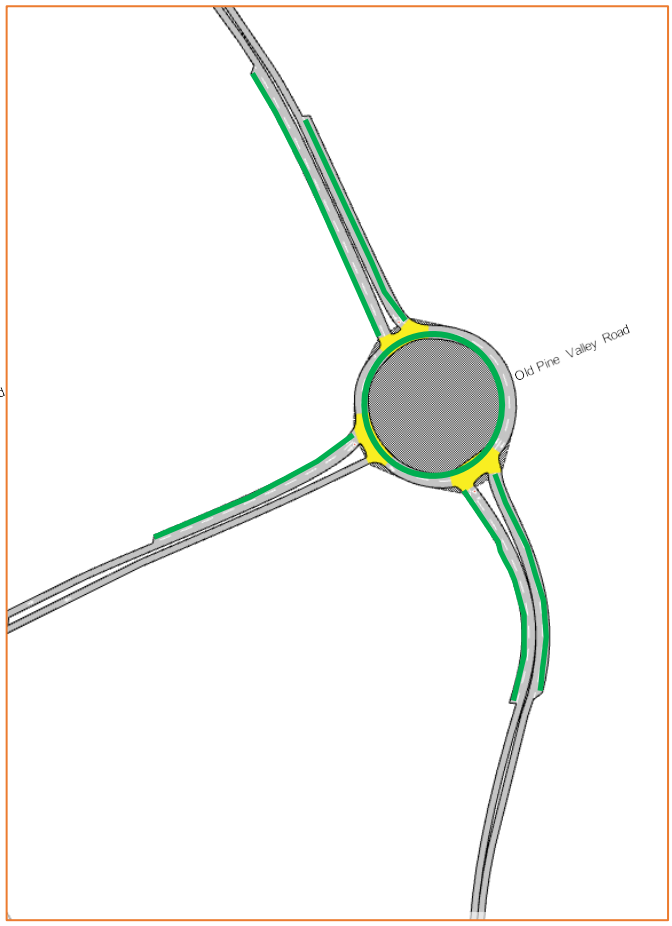
Upgrade 8 (Table I561.6.7.1 (e) of the Precinct Provisions)

- Double-laning of the Argent Lane / Pine Valley Road roundabout

Original layout:

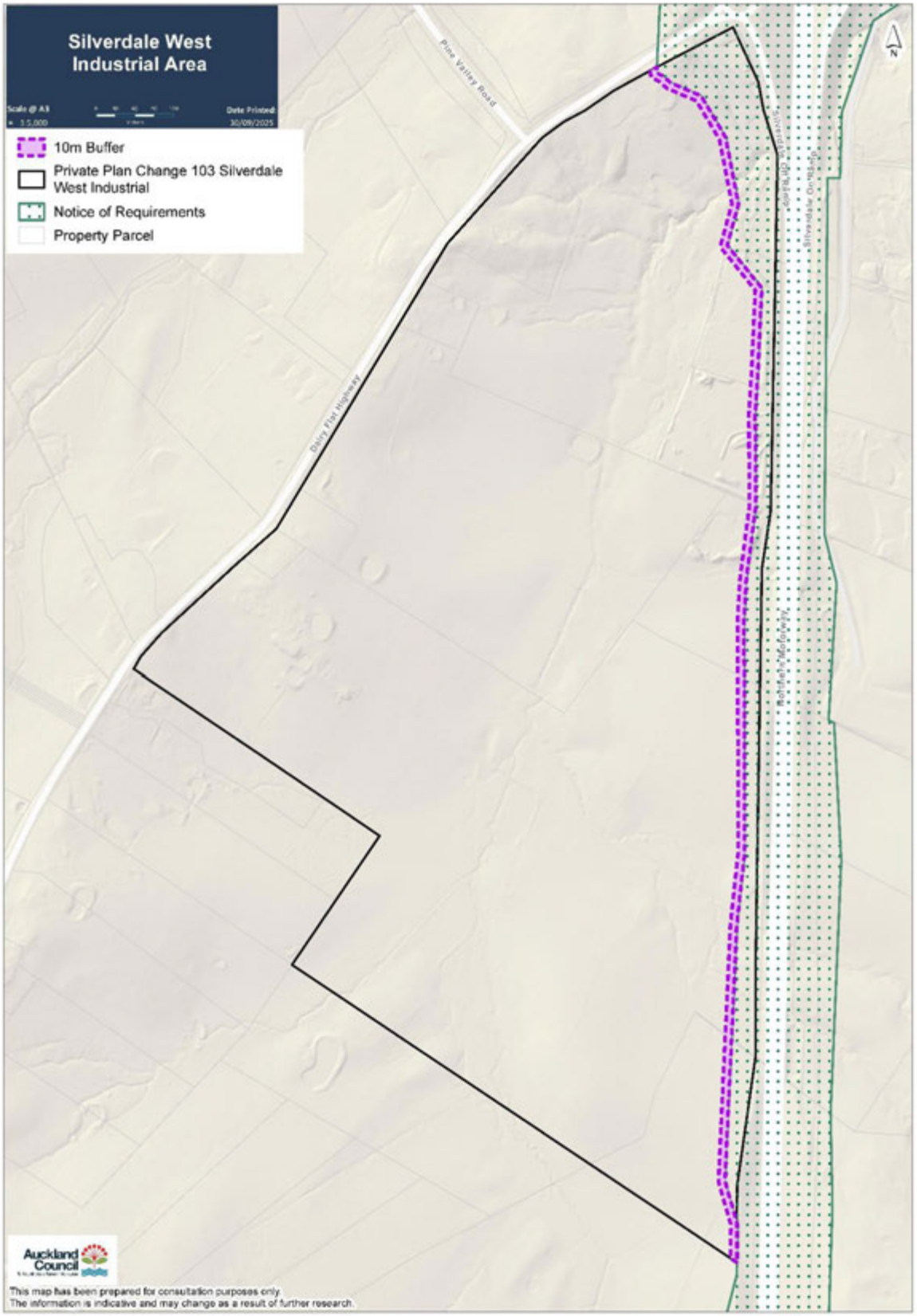


Amended layout:



It should be noted that Old Pine Valley Road has not been specifically included in the model as it is a no-exit road with only a small number of properties accessing it. It can be included once a notable level of future development along the road is identified.

I561.11.4. Appendix 4 Landscape Buffer Plan



Schedule 3 Significant Ecological Areas – Terrestrial Schedule

Factors for assessing ecological value [rps]

An area shall be considered to have significant ecological value if it meets one or more the sub-factors 1 to 5 below. These factors are also referred to in B7.2.2(1).

These factors have been used to determine the areas included in Schedule 3 Significant Ecological Areas – Terrestrial Schedule, and will be used to assess proposed future additions to the schedule.

Factors:

(1) REPRESENTATIVENESS

Sub-factor:

(a) It is an example of an indigenous ecosystem (including both mature and successional stages), that contributes to the inclusion of at least 10% of the natural extent[1] of each of Auckland's original ecosystem types[2] in each ecological district of Auckland (starting with the largest, most natural and intact, most geographically spread) and reflecting the environmental gradients of the region, and is characteristic or typical of the natural ecosystem diversity of the ecological district and/or Auckland.

(2) THREAT STATUS AND RARITY

Sub-factors:

(a) It is an indigenous habitat, community or ecosystem that occurs naturally in Auckland and has been assessed (using the IUCN threat classification system) to be threatened, based on evidence and expert advice (including Holdaway et al. Status assessment of NZ naturally uncommon ecosystems[3]).

(b) It is a habitat that supports occurrences of a plant, animal or fungi that has been assessed by the Department of Conservation and determined to have a national conservation status of threatened or at risk; or

(i) it is assessed as having a regional threatened conservation status including Regionally Critical, Endangered and Vulnerable and Serious and Gradual Decline.

(c) It is indigenous vegetation that occurs in Land Environments New Zealand Category IV where less than 20% remains.

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[1] "Natural extent" is intended to mean a combination of our understanding of the historic pre-human diversity, distribution and extent of ecosystems in Auckland and what we would expect this to be given past and current environmental drivers.

[2] The Department of Conservation's ecosystem classification system described over 135 ecosystems in New Zealand (Singers and Rogers in press). Of these 35 ecosystems are known to have occurred in Auckland and these are what is meant by original ecosystems. They include the more recent indigenous dominated shrub and scrublands that have evolved as a result of human modification of the landscape.

[3] Status Assessment of New Zealand's Naturally Uncommon Ecosystems, ROBERT J. HOLDAWAY, SUSAN K. WISER and PETER A. WILLIAMS. Conservation Biology. Volume 26, Issue 4, pages 619–629, August 2012

(d) It is any indigenous vegetation or habitat of indigenous fauna that occurs within an indigenous wetland or dune ecosystem.

(e) It is a habitat that supports an occurrence of a plant, animal or fungi that is locally rare; or

(i) it has been assessed by the Department of Conservation and determined to have a national conservation status of Naturally Uncommon, Range Restricted or Relict.

(3) DIVERSITY

Sub-factors:

(a) It is any indigenous vegetation that extends across at least one environmental gradient resulting in a sequence that supports more than one indigenous habitat, community or ecosystem type e.g., an indigenous estuary to an indigenous freshwater wetland.

(b) It supports the expected indigenous ecosystem diversity for the habitat(s).

(c) It is an indigenous habitat type that supports a typical species richness or species assemblage for its type.

(4) STEPPING-STONES, MIGRATION PATHWAYS AND BUFFERS

Sub-factors:

(a) It is an example of an indigenous ecosystem, or habitat of indigenous fauna that is used by any native species permanently or intermittently for an essential part of their life cycle (e.g. known to facilitate the movement of indigenous species across the landscape, haul-out site for marine mammals) and therefore makes an important contribution to the resilience and ecological integrity of surrounding areas.

(b) It is an example of an ecosystem, indigenous vegetation or habitat of indigenous fauna, that is immediately adjacent to, and provides protection for, indigenous biodiversity in an existing protected natural area (established for the purposes of biodiversity protection); or

(i) it is an area identified as significant under the ‘threat status and rarity’ or ‘uniqueness’ factor. This includes areas of vegetation (that may be native or exotic) that buffer a known significant site. It does not include buffers to the buffers.

(c) It is part of a network of sites that cumulatively provide important habitat for indigenous fauna or when aggregated make an important contribution to the provision of a particular ecosystem in the landscape.

(d) It is a site which makes an important contribution to the resilience and ecological integrity of surrounding areas.

(5) UNIQUENESS OR DISTINCTIVENESS

Sub-factors:

(a) It is habitat for a plant, animal or fungi that is endemic to the Auckland region (i.e. not found anywhere else).

(b) It is an indigenous ecosystem that is endemic to the Auckland region or supports ecological assemblages, structural forms or unusual combinations of species that are endemic to the Auckland region.

(c) It is an indigenous ecosystem or a habitat that supports occurrences of a plant, animal or fungi that are near-endemic (i.e., where the only other occurrence(s) is within 100km of the council boundary).

(d) It is a habitat that supports occurrences of a plant, animal or fungi that is the type locality for that taxon.

(e) It is important as an intact sequence or outstanding condition in the region.

(f) It is a habitat that supports occurrences of a plant, animal or fungi that is the largest specimen or largest population of the indigenous species in Auckland or New Zealand.

(g) It is a habitat that supports occurrences of a plant, animal or fungi that are at (or near) their national distributional limit.

Table: Significant Ecological Areas – Terrestrial Schedule (SEA_T) [dp]

ID	Factor met
SEA_T_100	1
SEA_T_1001	2, 3
SEA_T_1005	2
SEA_T_1006	1, 2, 3, 4
SEA_T_101	1, 2, 3
SEA_T_1010	2, 3, 4
SEA_T_1011	2, 3
SEA_T_1012	2
SEA_T_1015	2
SEA_T_1017	1, 2, 4
SEA_T_1018	2
SEA_T_1019	1, 2
SEA_T_102	1
SEA_T_1021	3
SEA_T_1023	2, 3, 4
SEA_T_1024	2, 3
SEA_T_1025	3
SEA_T_1026	2, 3
SEA_T_1029	1, 2
SEA_T_103	1
SEA_T_1030	3
SEA_T_1031	3, 4
SEA_T_1032	2, 3
SEA_T_1033	2
SEA_T_1037	1, 2
SEA_T_1038	3
SEA_T_1039	1, 2
SEA_T_103a	1, 2
SEA_T_1040	3, 4
SEA_T_1041	2
SEA_T_1043	2, 3
SEA_T_1045	3, 4
SEA_T_105	1, 2
SEA_T_1050	1, 2
SEA_T_1052	3
SEA_T_1056	3
SEA_T_1057	1, 2
SEA_T_1058	1, 3
SEA_T_106	1
SEA_T_1061	2
SEA_T_1062	1, 2
SEA_T_1063	2, 3
SEA_T_1067	3
SEA_T_1069	1, 2
SEA_T_107	1, 2
SEA_T_1070	1, 3, 4
SEA_T_1072	1, 2, 3
SEA_T_1073	3, 4
SEA_T_1073a	1, 3
SEA_T_1074a	3
SEA_T_1074B	3
SEA_T_1077	1, 2
SEA_T_1078	2, 3
SEA_T_1079	1, 2, 3
SEA_T_108	1, 2
SEA_T_1080	2, 3
SEA_T_1083	2, 4
SEA_T_1084	3
SEA_T_1085	3
SEA_T_1087a	2, 3
SEA_T_1088	2, 3
SEA_T_1089	2, 3
SEA_T_109	1, 2
SEA_T_1090	2, 3
SEA_T_1091	2, 3
SEA_T_1096	3
SEA_T_1097	1, 2, 3
SEA_T_1098	2, 3
SEA_T_1099	2, 3
SEA_T_110	1, 2
SEA_T_1101	2, 3
SEA_T_1105	2, 3
SEA_T_1106	1, 2, 3
SEA_T_1107	1, 2, 3
SEA_T_1108	3
SEA_T_1109	2, 3
SEA_T_111	1, 2
SEA_T_1110	2
SEA_T_1111	2, 3, 4
SEA_T_1112	2, 3, 4
SEA_T_1113	2, 3
SEA_T_1114	4
SEA_T_1115	3, 4
SEA_T_1116	4
SEA_T_1117	2
SEA_T_1119	2, 3
SEA_T_112	1, 2
SEA_T_1120	2, 3, 4
SEA_T_1123	3
SEA_T_1124	1, 2
SEA_T_1128	1, 2, 3
SEA_T_113	1, 2
SEA_T_1130	1, 4
SEA_T_1130a	1, 4
SEA_T_1131	4
SEA_T_1132	2, 3
SEA_T_1133	1
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SEA_T_1136	1, 3, 4
SEA_T_1137	1
SEA_T_114	1, 2
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SEA_T_1141	3
SEA_T_1142	4
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SEA_T_1144	4
SEA_T_1146	2
SEA_T_1147	3
SEA_T_1148	3, 4
SEA_T_1149	2, 3
SEA_T_115	1, 2
SEA_T_1151	3
SEA_T_1153	1, 2
SEA_T_1154	1, 2, 4
SEA_T_1156	4
SEA_T_1158	4
SEA_T_1159	4
SEA_T_116	1, 2
SEA_T_1160	4
SEA_T_1161	4

ID	Factor met
SEA_T_1162	2, 4
SEA_T_1166	4
SEA_T_1167	3
SEA_T_117	2, 3
SEA_T_1170	3, 4
SEA_T_1172	1, 2
SEA_T_1173	3
SEA_T_1174	2
SEA_T_1175	1, 2
SEA_T_1178	2, 4
SEA_T_1179	4
SEA_T_118	1, 2
SEA_T_1183	4
SEA_T_1186	4
SEA_T_1188	4
SEA_T_1189B	2
SEA_T_119	1, 2
SEA_T_1190	2
SEA_T_1191	1, 2, 4
SEA_T_1192	3, 4
SEA_T_1193	4
SEA_T_1194	2, 4
SEA_T_1195	1, 2
SEA_T_1197	1, 2
SEA_T_1198	1, 2, 4
SEA_T_1199	2, 3
SEA_T_121	1, 2
SEA_T_122	1, 4
SEA_T_123	1, 2, 3
SEA_T_125	1, 2, 3
SEA_T_127	1, 2, 4
SEA_T_131	1, 2, 4
SEA_T_132	1
SEA_T_133	1, 2, 3
SEA_T_136	2
SEA_T_139	2, 4
SEA_T_148	2
SEA_T_150	2
SEA_T_151	2, 4
SEA_T_153	2
SEA_T_154	2
SEA_T_155	2
SEA_T_156	2

ID	Factor met
SEA_T_157	2, 3
SEA_T_158	2
SEA_T_159	1
SEA_T_161	2, 3
SEA_T_163	1, 2
SEA_T_164	1
SEA_T_168	2, 3, 4
SEA_T_169	1
SEA_T_170	3
SEA_T_172	2, 3
SEA_T_173	1, 2
SEA_T_175	2
SEA_T_176	2
SEA_T_177	2
SEA_T_179	2, 4
SEA_T_180	2
SEA_T_181	4
SEA_T_183	4
SEA_T_184	4
SEA_T_185	4
SEA_T_193	2
SEA_T_194	2
SEA_T_196	2, 3, 4, 5
SEA_T_197	1, 2, 3
SEA_T_199	2
SEA_T_2000	3, 4
SEA_T_2001	3
SEA_T_2003	2
SEA_T_2004	3
SEA_T_2005	2
SEA_T_2007	1, 2
SEA_T_201	1, 2
SEA_T_2010	3, 4
SEA_T_2011	3, 4
SEA_T_2013	2, 3, 4, 5
SEA_T_2015	1, 4
SEA_T_2016	2, 4
SEA_T_2017	1, 4
SEA_T_2018	2, 3, 4
SEA_T_2019	4
SEA_T_202	2, 3, 4
SEA_T_2020	2

ID	Factor met
SEA_T_2021	2, 3
SEA_T_2027	3
SEA_T_2028	1, 2, 3
SEA_T_2029	2, 3, 4
SEA_T_203	2, 3, 4
SEA_T_2030	3
SEA_T_2031	3
SEA_T_2032	2
SEA_T_2033a	1, 2, 3, 4
SEA_T_2033B	1, 2, 3, 4
SEA_T_2034	2
SEA_T_2037	3, 4
SEA_T_2039	2
SEA_T_204	1, 2, 3, 4
SEA_T_2040	4
SEA_T_2041	2
SEA_T_2042	2
SEA_T_2043	2
SEA_T_2044	3, 4
SEA_T_2049	2, 3
SEA_T_205	1, 2, 3, 4
SEA_T_2050	1, 2, 3, 4
SEA_T_2056	2
SEA_T_2057	3, 4
SEA_T_206	1, 2, 3
SEA_T_2065	2, 4
SEA_T_2066	2, 3, 4
SEA_T_2068	4
SEA_T_2069	4
SEA_T_206a	1, 2, 3
SEA_T_207	1, 2, 3
SEA_T_2074	2, 3
SEA_T_2075	3
SEA_T_2077	2
SEA_T_2078	1, 2, 3
SEA_T_208	1, 2, 3, 4
SEA_T_2080	2, 3
SEA_T_2082	3
SEA_T_2083	4

ID	Factor met
SEA_T_2087	1, 3
SEA_T_2089	3
SEA_T_209	1, 2, 3, 4
SEA_T_2097	1, 3
SEA_T_210	3, 4
SEA_T_2101	3, 4
SEA_T_2103	5
SEA_T_2105	4
SEA_T_2106	3
SEA_T_211	1, 2, 3, 4
SEA_T_2113	2
SEA_T_2114	4
SEA_T_2115	4
SEA_T_2117	1, 2, 3
SEA_T_2118A	4
SEA_T_2118B	3, 4
SEA_T_2119	2, 3, 4
SEA_T_212	2, 3, 4
SEA_T_2120	1, 3
SEA_T_2121	1, 2, 4
SEA_T_2123	3
SEA_T_2124	3
SEA_T_2125	2, 3
SEA_T_213	1, 2, 3, 4
SEA_T_2132	4
SEA_T_2134	2
SEA_T_2140	1, 3
SEA_T_2141	1
SEA_T_2143	4
SEA_T_2147	4
SEA_T_2149	1, 2, 3, 4
SEA_T_215	1, 2, 3
SEA_T_2150A	2, 3, 4
SEA_T_2150C	2, 3, 4
SEA_T_2151	1, 2, 3
SEA_T_2153	1, 3, 4
SEA_T_2157	3
SEA_T_2159	1, 4
SEA_T_216	3
SEA_T_2160	1, 4

ID	Factor met
SEA_T_2161a	2
SEA_T_2161b	2
SEA_T_2162	2, 3
SEA_T_2163	1, 2, 4
SEA_T_2164	3
SEA_T_2165	2, 3, 4
SEA_T_2165A	2
SEA_T_2166	2, 3, 4
SEA_T_2167	2, 4
SEA_T_2167a	2, 4
SEA_T_2167b	2, 4
SEA_T_2168	2, 3
SEA_T_2169	1, 2, 3, 4
SEA_T_217	1, 2
SEA_T_2170	3
SEA_T_2171	2, 3, 4
SEA_T_2172	1, 3
SEA_T_2173	3
SEA_T_2174	4
SEA_T_2175	1, 2, 3
SEA_T_2175A	3
SEA_T_2176	3
SEA_T_2177	1, 3, 4
SEA_T_2179	3
SEA_T_2180	1, 2, 4, 5
SEA_T_2181	1
SEA_T_2182	1, 2, 3
SEA_T_2184	1, 2, 3
SEA_T_2184a	2
SEA_T_2184B	2
SEA_T_2188	1, 4
SEA_T_2189	1, 3, 4
SEA_T_219	1, 2, 4
SEA_T_2190	1, 2, 3, 4
SEA_T_2191	2, 3, 4
SEA_T_2192	2, 3
SEA_T_2192a	1, 2, 3, 4
SEA_T_2193	3
SEA_T_2194	1, 2, 3
SEA_T_2195	1

ID	Factor met
SEA_T_2196	2, 3
SEA_T_2197	3
SEA_T_2198	1, 3, 4
SEA_T_2199	1, 2, 4
SEA_T_2199a	4
SEA_T_2200	1, 2
SEA_T_2201	1, 2, 3
SEA_T_2202	1, 3
SEA_T_2204	2
SEA_T_2205	1, 3
SEA_T_2206	3
SEA_T_2207	1, 3, 4
SEA_T_2208	1, 3
SEA_T_2209	2, 3
SEA_T_2212	2, 3
SEA_T_2213	1, 3
SEA_T_2214	3, 4
SEA_T_2214a	4
SEA_T_2214B	4
SEA_T_2215	1
SEA_T_2217	1
SEA_T_2218	2
SEA_T_222	4
SEA_T_2220	1, 2
SEA_T_2222	1, 4
SEA_T_2223	1, 4
SEA_T_2224	1, 2, 3
SEA_T_2225	1, 2
SEA_T_2226	1
SEA_T_2226a	4
SEA_T_2226b	4
SEA_T_223	2, 3, 4
SEA_T_224	2, 3
SEA_T_2241	4
SEA_T_2242	3
SEA_T_2244	2, 3
SEA_T_2245	1, 2
SEA_T_2246	1, 2, 3
SEA_T_2247	4
SEA_T_2248	1, 2
SEA_T_2249	1
SEA_T_225	2, 3
SEA_T_2250	2

ID	Factor met
SEA_T_2251	1, 2, 3
SEA_T_2251a	2
SEA_T_2252	1, 2, 5
SEA_T_2253	1, 2
SEA_T_2254	1
SEA_T_2255	2
SEA_T_2256	2, 3
SEA_T_2257	1
SEA_T_2258	1, 2
SEA_T_2259	3
SEA_T_226	2
SEA_T_2260	1, 2, 4, 5
SEA_T_2261	3, 4
SEA_T_2262	1, 2
SEA_T_2264	4
SEA_T_2265	3, 4
SEA_T_2266	1
SEA_T_2267	3, 4
SEA_T_2268	3
SEA_T_227	2, 3
SEA_T_2270	2
SEA_T_2272	1, 2
SEA_T_2273	1
SEA_T_2274	2, 3
SEA_T_2275	1
SEA_T_2276	1, 4
SEA_T_2277	1, 3
SEA_T_2277a	1
SEA_T_2278	1, 4
SEA_T_2279	1, 2
SEA_T_2280	4
SEA_T_2281	3
SEA_T_2282	2
SEA_T_2283	1
SEA_T_2284	4
SEA_T_2285	1, 2, 4
SEA_T_2286	2, 4
SEA_T_2287	1, 2
SEA_T_2288	1
SEA_T_2289	2, 3, 4
SEA_T_229	2, 3
SEA_T_2290	3

ID	Factor met
SEA_T_2291	2, 4
SEA_T_2292	4
SEA_T_2294	2, 4, 5
SEA_T_2295	1, 2, 3
SEA_T_2296	2, 3, 4
SEA_T_2297	2, 4
SEA_T_2298	2, 3, 4, 5
SEA_T_2299	1, 2, 3
SEA_T_230	1, 2, 3
SEA_T_2301	1, 2, 4, 5
SEA_T_2302	1, 2, 3
SEA_T_2304	1, 2, 3, 4
SEA_T_2305	1, 3, 4
SEA_T_2306	1, 2, 4
SEA_T_231	1
SEA_T_2310	3, 4, 5
SEA_T_2311	1, 2, 3
SEA_T_2316	1, 2
SEA_T_2317	1, 3
SEA_T_2318	4
SEA_T_2319	3
SEA_T_232	4
SEA_T_2320	1
SEA_T_2326	4
SEA_T_2328	4
SEA_T_2329	2, 3
SEA_T_233	1
SEA_T_2336	2
SEA_T_234	1, 2, 3
SEA_T_2340	1
SEA_T_2343	2
SEA_T_2344	3, 4
SEA_T_2346a	1
SEA_T_2348	1
SEA_T_2349	1, 3
SEA_T_2350	2, 3
SEA_T_2352	4
SEA_T_2353	2
SEA_T_2355	2
SEA_T_2356	2
SEA_T_2357	1, 2, 3

ID	Factor met
SEA_T_2358	2
SEA_T_2359	2
SEA_T_236	1
SEA_T_2364	2
SEA_T_2366	4
SEA_T_2367	1, 2, 3
SEA_T_2368	1, 3, 4
SEA_T_2368a	1, 4
SEA_T_2369	1
SEA_T_237	1, 3, 4
SEA_T_2370	1, 4
SEA_T_2371	1, 2
SEA_T_2372	2
SEA_T_2373	1
SEA_T_2375	1, 2
SEA_T_2377	1, 2
SEA_T_2378	1, 4
SEA_T_2379	2, 5
SEA_T_2381	2
SEA_T_2382	1
SEA_T_2383	1
SEA_T_2384C	1, 2, 4
SEA_T_2385	4
SEA_T_2386	4
SEA_T_2387	3, 4
SEA_T_2388	4
SEA_T_2391	4
SEA_T_2392	4
SEA_T_2393	4
SEA_T_2395	4
SEA_T_2396	3, 4
SEA_T_2397	3
SEA_T_2398	2, 3
SEA_T_2399	2, 3
SEA_T_240	1, 2, 4
SEA_T_2400	2, 4
SEA_T_2402	1, 2
SEA_T_2405	4
SEA_T_2407	3, 4, 5
SEA_T_2409	2
SEA_T_241	1, 2, 3
SEA_T_2410	1, 2, 3
SEA_T_2411	1, 3, 4

ID	Factor met
SEA_T_2412	1, 3, 4
SEA_T_2413	1, 2
SEA_T_2414	3
SEA_T_2415	2
SEA_T_2416	2, 3, 4
SEA_T_2417	3, 4
SEA_T_2418	3, 4
SEA_T_2419	3
SEA_T_2422	1, 2
SEA_T_2423	1, 2
SEA_T_2424	2
SEA_T_2425	2
SEA_T_2426	2
SEA_T_2428	4
SEA_T_2429	4
SEA_T_2430	3
SEA_T_2431	1, 2, 3
SEA_T_2431a	2, 4
SEA_T_2433	1, 4
SEA_T_2434	4
SEA_T_2435	1, 2, 3, 4
SEA_T_2435A	1
SEA_T_2436	1, 2
SEA_T_2437	1, 2, 3
SEA_T_2438	1
SEA_T_2439	1, 2, 3
SEA_T_2439a	1, 2
SEA_T_244	2, 3
SEA_T_2440A	3, 4
SEA_T_2440B	3
SEA_T_2440C	3
SEA_T_2440D	3
SEA_T_2441	1, 2, 3, 4
SEA_T_2442	1
SEA_T_2443	1, 2
SEA_T_2444	1, 3, 4
SEA_T_2444a	1, 2
SEA_T_2445	1, 2
SEA_T_2446	1, 3, 4
SEA_T_2447	1, 4
SEA_T_2448	3
SEA_T_2449	1, 4

ID	Factor met
SEA_T_245	3
SEA_T_2450	2, 3
SEA_T_2451	1, 3
SEA_T_2452	2, 3
SEA_T_2454	1
SEA_T_2455	4
SEA_T_2456	1
SEA_T_2458	1, 3, 4
SEA_T_2460	2, 4
SEA_T_2460a	1, 2, 3
SEA_T_2461	2, 3
SEA_T_2463	2, 4
SEA_T_2464	1, 2, 3, 4
SEA_T_2468	3
SEA_T_247	1, 2
SEA_T_2472	3, 4
SEA_T_2475	1
SEA_T_2476	1
SEA_T_2478	2, 3
SEA_T_2479	3
SEA_T_248	3, 4
SEA_T_2481	4
SEA_T_2484	2, 4
SEA_T_2485	2
SEA_T_249	4
SEA_T_2491	3
SEA_T_2492	2, 3, 4
SEA_T_2493	1, 2, 3, 4
SEA_T_2494	2, 3
SEA_T_2495	1, 3, 4
SEA_T_2496a	2, 3
SEA_T_2497	1, 2
SEA_T_25	2, 3
SEA_T_250	3
SEA_T_2500c	4
SEA_T_2502	1
SEA_T_2503	1
SEA_T_2504	3
SEA_T_2506	2
SEA_T_2507	4
SEA_T_2511	1, 2
SEA_T_2512	1

ID	Factor met
SEA_T_2514	1
SEA_T_2515	1, 3
SEA_T_2516	1
SEA_T_2518	1
SEA_T_2521	2, 4
SEA_T_2522	1, 2
SEA_T_2523	1
SEA_T_2524	4
SEA_T_2525	3
SEA_T_2526	3, 4
SEA_T_2527	2, 3, 4
SEA_T_2528	1, 2, 3
SEA_T_2529	3, 4
SEA_T_2530	1
SEA_T_2531	1, 2, 4
SEA_T_2532	1, 2, 3, 4
SEA_T_2533	1, 2, 3
SEA_T_2534	1
SEA_T_2535	2
SEA_T_2538	1, 2, 3
SEA_T_2539	2, 4
SEA_T_254	2
SEA_T_2544	2, 4
SEA_T_2545	1, 4
SEA_T_2546	4
SEA_T_2549	1, 4
SEA_T_2550	1, 2, 3, 4
SEA_T_2553	2
SEA_T_2554	1, 2
SEA_T_2555	2
SEA_T_2557	2
SEA_T_2558	2, 3
SEA_T_2560	2, 3
SEA_T_2562	1, 2
SEA_T_2565	1, 2, 3, 4
SEA_T_2566	1, 2
SEA_T_2569	1, 3
SEA_T_2570	3
SEA_T_2572	2, 3
SEA_T_2573	4
SEA_T_2574	3, 4

ID	Factor met
SEA_T_2576	2, 4
SEA_T_2577	4
SEA_T_2579	5
SEA_T_2580	1, 4
SEA_T_2583	2, 4
SEA_T_2586	1, 3
SEA_T_2587	1, 2
SEA_T_2588	4
SEA_T_2589	4
SEA_T_259	1, 3
SEA_T_2590	2
SEA_T_2592	1, 2
SEA_T_2592a	2, 4
SEA_T_2592B	2, 4
SEA_T_2592c	2, 4
SEA_T_2593	4
SEA_T_2596	1
SEA_T_2597	2
SEA_T_2598	4
SEA_T_2599A	4
SEA_T_2599B	4
SEA_T_2600	2, 3
SEA_T_2601	2, 3, 4
SEA_T_2602	4
SEA_T_2603	1
SEA_T_2606	2, 3, 4, 5
SEA_T_2607	3, 4
SEA_T_2608	4
SEA_T_2609	1, 2
SEA_T_2610	1, 3
SEA_T_2613	4
SEA_T_2614	3, 4
SEA_T_2614a	3, 4
SEA_T_2617	2, 3
SEA_T_2618	3, 4
SEA_T_262	1, 2, 3
SEA_T_2621	1, 3
SEA_T_2622	2, 3, 4
SEA_T_2623	1, 2, 3, 4
SEA_T_2624	3
SEA_T_2625	2, 3, 4
SEA_T_2626	2

ID	Factor met
SEA_T_2626a	2
SEA_T_2628	3
SEA_T_2629	4
SEA_T_263	1
SEA_T_2630	1, 2, 4
SEA_T_2631	2
SEA_T_2632	2, 3
SEA_T_2633	1, 3
SEA_T_2634a	1
SEA_T_2635	2, 3, 4
SEA_T_2636	3, 4
SEA_T_2637	3, 4
SEA_T_2638	1
SEA_T_2639	3, 4
SEA_T_2641	1
SEA_T_2642	1, 4
SEA_T_2643	1, 4
SEA_T_2645A	3, 4
SEA_T_2647	2, 3, 4
SEA_T_2648	4
SEA_T_2649	1
SEA_T_2650	1, 2
SEA_T_2652	4
SEA_T_2653	1, 3, 4
SEA_T_2654	1, 2, 4
SEA_T_2655	1
SEA_T_2658	1, 2
SEA_T_266	1, 2, 3
SEA_T_2661	1, 2, 3
SEA_T_2661a	3, 4
SEA_T_2664	1, 2
SEA_T_2665	1, 2
SEA_T_2666	4
SEA_T_2666a	4
SEA_T_2667	4
SEA_T_2669	1, 2, 3
SEA_T_267	2, 3, 4
SEA_T_2678	1, 2, 3, 4
SEA_T_2678a	2, 3, 4
SEA_T_2679	3, 4
SEA_T_268	2, 4
SEA_T_2680	4, 5

ID	Factor met
SEA_T_2681	3, 4, 5
SEA_T_2682	3, 4
SEA_T_2682a	1, 2, 3, 4
SEA_T_2685	3, 4, 5
SEA_T_2686	1, 2, 3, 4
SEA_T_269	1, 3, 4
SEA_T_2690	3, 4
SEA_T_2691	1, 2, 4
SEA_T_2693	2, 3, 4
SEA_T_2693a	4
SEA_T_2694	2, 3
SEA_T_2694a	1, 2, 3, 4
SEA_T_2696	4
SEA_T_2697	2, 3, 4
SEA_T_2699	2, 3, 4
SEA_T_2700	2, 4
SEA_T_2701	2, 4
SEA_T_2702	2, 3, 4
SEA_T_2703	2, 3, 4
SEA_T_2704	2, 3, 4
SEA_T_2705	2, 3, 4
SEA_T_2706	2, 3, 4
SEA_T_2707	2, 3, 4
SEA_T_2708	2, 3, 4
SEA_T_2709	2, 3, 4
SEA_T_2710	2, 3, 4
SEA_T_2711	2, 4
SEA_T_2712	2, 4
SEA_T_2713	2, 4
SEA_T_2714	2, 4
SEA_T_2715	2, 4
SEA_T_2716	2, 4
SEA_T_2717	2, 4
SEA_T_2718	2, 4
SEA_T_2719	2, 4
SEA_T_2720	2, 4, 5
SEA_T_2721	3, 4
SEA_T_2722	1, 2, 3, 4
SEA_T_2723	2, 3, 4
SEA_T_2724	2

ID	Factor met
SEA_T_2726	1, 2, 3
SEA_T_2727	2, 4
SEA_T_2734	1, 2, 3, 4
SEA_T_2736	1, 2, 3, 4, 5
SEA_T_2738	3, 4
SEA_T_2739	2, 4
SEA_T_2740	1, 2, 3, 4
SEA_T_2741	2, 3
SEA_T_2742	1, 2, 3, 4
SEA_T_2742a	1, 2, 3
SEA_T_2743	1, 2, 3, 4
SEA_T_2746	1, 2, 4
SEA_T_2750	2, 3, 4
SEA_T_2752	2
SEA_T_276	3, 4
SEA_T_2760	4
SEA_T_2763	1, 2
SEA_T_2765	1, 2, 3
SEA_T_2767	2, 3
SEA_T_2770	1, 2, 3
SEA_T_2772	1, 2
SEA_T_2774a	2, 4
SEA_T_2774B	2, 4
SEA_T_2780	1, 2
SEA_T_2783	3
SEA_T_2783A	4
SEA_T_2784	3, 4
SEA_T_2785	3
SEA_T_2787	3, 4
SEA_T_2789	1, 2
SEA_T_2789c	1, 2
SEA_T_279	3, 4
SEA_T_2793	1, 2
SEA_T_2794	1, 2
SEA_T_2795	1, 2
SEA_T_2797	1, 2
SEA_T_2798	3, 4
SEA_T_2799	2, 3
SEA_T_280	3
SEA_T_2802	2
SEA_T_2803	2, 3
SEA_T_2804	2
SEA_T_2805	2
SEA_T_2809	1, 2, 3
SEA_T_2810	1, 2
SEA_T_2811	1, 2
SEA_T_2812	1, 2
SEA_T_2813	1, 2
SEA_T_2814	1, 2
SEA_T_2815	1, 2, 3
SEA_T_2816	2, 3
SEA_T_2817	1, 2
SEA_T_2818	3, 4
SEA_T_2820	4
SEA_T_2821	3, 4, 5
SEA_T_2821a	3, 4, 5
SEA_T_2822	2, 3
SEA_T_2823	2
SEA_T_2828	1
SEA_T_2829	1, 2
SEA_T_2830	1, 3, 4
SEA_T_2832	1, 2, 4
SEA_T_2835	1, 2, 3, 4
SEA_T_2836	2, 4
SEA_T_2837	3
SEA_T_284	3, 4
SEA_T_2840	2, 3, 4
SEA_T_2842	3, 4
SEA_T_2846	2, 4, 5
SEA_T_2862	4
SEA_T_2866	4
SEA_T_2873	3, 4
SEA_T_2878	1, 2, 3, 4
SEA_T_288	1, 2
SEA_T_2880	4
SEA_T_2885	4
SEA_T_2886	1, 4
SEA_T_289	1, 3
SEA_T_29	1
SEA_T_2925	2, 4
SEA_T_2927	4
SEA_T_2969	2, 3, 4,
	5
SEA_T_2974	2, 4
SEA_T_2982	2, 3, 4
SEA_T_2989	2, 3, 4, 5
SEA_T_2994	3, 4
SEA_T_30	1, 2, 3, 4
SEA_T_3022	3
SEA_T_3037	2, 3, 4
SEA_T_3043	2, 3, 4
SEA_T_305	3
SEA_T_307	2, 3
SEA_T_3078	2, 4
SEA_T_308	2, 3, 4
SEA_T_3081	2, 3, 4, 5
SEA_T_309	2, 3, 4
SEA_T_31	2, 3, 4, 5
SEA_T_310	1, 2, 3
SEA_T_3117	2, 3, 4, 5
SEA_T_313	2
SEA_T_3133	2, 4
SEA_T_3137	2, 3, 4
SEA_T_314	3
SEA_T_3140	4
SEA_T_3144	2, 3, 4
SEA_T_3145	3
SEA_T_316	3, 4
SEA_T_3161	2, 3, 4, 5
SEA_T_3174	4
SEA_T_3177	3, 4
SEA_T_3185	4
SEA_T_3187	4
SEA_T_319	2
SEA_T_3190	2, 3, 4
SEA_T_3196	3, 4
SEA_T_320	3, 4
SEA_T_322	1, 2, 3
SEA_T_323	1
SEA_T_3230	5
SEA_T_3238	3, 4

ID	Factor met
SEA_T_3240	1, 2, 3, 4
SEA_T_325	1, 3, 4
SEA_T_326	2
SEA_T_3262	2, 3
SEA_T_3265	2, 3, 5
SEA_T_3269	2, 3, 5
SEA_T_3270	2, 3, 5
SEA_T_33	1, 2, 4
SEA_T_330A	1
SEA_T_331	4
SEA_T_3339a	2, 3, 5
SEA_T_334	1, 3, 4
SEA_T_3341	2, 3, 4
SEA_T_3356	2, 3, 4
SEA_T_336	2, 3, 4
SEA_T_3364	2, 3, 4
SEA_T_337	2, 3, 4
SEA_T_3370	4
SEA_T_3377	2, 4
SEA_T_3377a	2, 3, 4
SEA_T_339	1
SEA_T_3391	2, 4
SEA_T_34	2, 3
SEA_T_3406	2, 3, 4
SEA_T_3409	2, 4
SEA_T_341	1, 2, 3, 4
SEA_T_342	4
SEA_T_3422	2, 3
SEA_T_3432	3, 4
SEA_T_3433	4
SEA_T_3458	2, 3, 4
SEA_T_3460	4
SEA_T_3462	2, 4
SEA_T_3467	2, 4, 5
SEA_T_3490	2, 4
SEA_T_3491	2, 4
SEA_T_3496	2, 4
SEA_T_3497	2, 4
SEA_T_3526	2, 3, 4, 5
SEA_T_3540	3, 4
SEA_T_357	4

ID	Factor met
SEA_T_358	3
SEA_T_3590	2, 3
SEA_T_3601	2, 3, 4
SEA_T_361	3
SEA_T_3624	2, 4, 5
SEA_T_3626	2, 4
SEA_T_363	3
SEA_T_3638	2, 4
SEA_T_364	3
SEA_T_3652	2, 4
SEA_T_3658	2, 4
SEA_T_366	4
SEA_T_3668	4
SEA_T_3669	3, 4
SEA_T_3672	2, 4
SEA_T_3673	4
SEA_T_3676	4
SEA_T_3680	2, 4
SEA_T_3687	3, 4
SEA_T_369	2, 3
SEA_T_3692	2
SEA_T_3694	2, 3, 4
SEA_T_3696	2, 4
SEA_T_370	1, 2, 3
SEA_T_371	1, 2
SEA_T_3714	2, 3, 4
SEA_T_3715	2, 3, 4
SEA_T_3718	4
SEA_T_3719	2, 3, 4
SEA_T_372	2, 3
SEA_T_3721	3
SEA_T_3725	2, 3, 4
SEA_T_3731	4
SEA_T_3737	2
SEA_T_3738	2, 5
SEA_T_3739	2, 3, 4, 5
SEA_T_374	1, 2, 3
SEA_T_3752	2, 3, 4
SEA_T_3754	2, 4
SEA_T_377	2
SEA_T_3772	2,4,5
SEA_T_3773	2, 3, 4

ID	Factor met
SEA_T_378	2, 3
SEA_T_379	3, 4
SEA_T_38	2, 3, 4
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SEA_T_3802	2, 3, 4
SEA_T_381	1, 2
SEA_T_3815	3, 4
SEA_T_383	4
SEA_T_3854	2, 4
SEA_T_3859	4
SEA_T_386	4
SEA_T_389	3, 4
SEA_T_3894	4
SEA_T_3900	2, 3, 4
SEA_T_391	3, 4
SEA_T_3924	2, 3, 5
SEA_T_3940	2, 4
SEA_T_3944a	3
SEA_T_3949	2
SEA_T_3950	2, 4, 5
SEA_T_3953	2, 3, 5
SEA_T_3957	2, 3, 4
SEA_T_396	2, 4
SEA_T_3961	2, 4, 5
SEA_T_3963	4
SEA_T_3964	2, 3, 4, 5
SEA_T_3966	2, 3, 4
SEA_T_3972E	2, 4, 5
SEA_T_3997	2, 3, 4, 5
SEA_T_3997a	4
SEA_T_40	4
SEA_T_403	2, 4
SEA_T_4037	2
SEA_T_405	2
SEA_T_4060	2, 4
SEA_T_407	4
SEA_T_409	1, 2, 3
SEA_T_4090	2
SEA_T_4097	2, 4
SEA_T_4098	4
SEA_T_41	3, 4
SEA_T_410	3, 4

ID	Factor met
SEA_T_4100	4
SEA_T_4101	2, 4
SEA_T_4102	2, 4
SEA_T_4103	2
SEA_T_4104	4
SEA_T_4105	2
SEA_T_4107	4
SEA_T_4109	2
SEA_T_4110	2, 4
SEA_T_4112	2
SEA_T_4117	2
SEA_T_4120	4
SEA_T_4122	4
SEA_T_4123	2, 4
SEA_T_4124	2
SEA_T_4125	2, 4
SEA_T_4126	2
SEA_T_4127	2
SEA_T_413	3
SEA_T_4130	2, 3, 4
SEA_T_4131	2
SEA_T_4132	4
SEA_T_4136	2, 3
SEA_T_4137	4
SEA_T_4138	2, 3, 4
SEA_T_4139	2, 4
SEA_T_414	2, 3
SEA_T_4140	4
SEA_T_4143	2, 4
SEA_T_4145	3
SEA_T_4147	2
SEA_T_4148	2
SEA_T_415	2
SEA_T_4153	4
SEA_T_4155	2
SEA_T_4157	2
SEA_T_4158	2, 3
SEA_T_4159	2
SEA_T_4161	4
SEA_T_4164	4
SEA_T_4166	1, 2
SEA_T_4167	2, 4
SEA_T_4169	2, 4

ID	Factor met
SEA_T_417	3, 4
SEA_T_4171	4
SEA_T_4172	2, 3
SEA_T_4173	2, 3
SEA_T_4174	2, 3
SEA_T_4176	2
SEA_T_4178	2, 3, 4
SEA_T_4178a	2, 3, 4
SEA_T_418	4
SEA_T_4180	2
SEA_T_4181	2, 4
SEA_T_4182	2, 4
SEA_T_4186	2, 4
SEA_T_4187	4
SEA_T_4188	2
SEA_T_4189	4
SEA_T_419	4
SEA_T_4190	2, 3, 4
SEA_T_4191	4
SEA_T_4192	4
SEA_T_4202	1, 2, 3, 4
SEA_T_4203	4
SEA_T_4204	4
SEA_T_4205	2
SEA_T_4206	4
SEA_T_4208	2, 4
SEA_T_421	1, 2
SEA_T_4210	4
SEA_T_4211	2
SEA_T_4214	2
SEA_T_4215	2, 4
SEA_T_4219	2, 4
SEA_T_4223	2, 4
SEA_T_4225	4
SEA_T_4226	1, 2, 3, 4
SEA_T_4226a	3, 4
SEA_T_4227c	4
SEA_T_4227d	2, 3
SEA_T_4227e	2, 3, 4
SEA_T_4229	1, 2, 3, 4
SEA_T_4232	3

ID	Factor met
SEA_T_4235	2, 4
SEA_T_4237	2, 3
SEA_T_4239	2, 3, 4
SEA_T_4239a	2, 4
SEA_T_424	1, 2, 3, 4
SEA_T_4244	2
SEA_T_4245	2, 4
SEA_T_4245A	2
SEA_T_4246	2, 4
SEA_T_4247	2, 4
SEA_T_4249	2, 4
SEA_T_4251	2, 4
SEA_T_4253	4
SEA_T_4254	2, 3, 4
SEA_T_4255	4
SEA_T_4257	4
SEA_T_4258	2
SEA_T_4263	4
SEA_T_4264	4
SEA_T_427	3
SEA_T_4274	4
SEA_T_4275	4
SEA_T_4279	4
SEA_T_428	2, 3
SEA_T_4280	4
SEA_T_4285	2, 3, 4
SEA_T_4286	2
SEA_T_4287	2
SEA_T_4291	4
SEA_T_4294	2, 4
SEA_T_4294a	1, 2, 3, 4
SEA_T_4296	4
SEA_T_4297	2, 3
SEA_T_4299	1, 2
SEA_T_43	2, 4
SEA_T_430	2, 3
SEA_T_4300	4
SEA_T_4301	2
SEA_T_4303	2
SEA_T_4303a	2
SEA_T_4304	4
SEA_T_4306	3, 4

ID	Factor met
SEA_T_4307	4
SEA_T_4308	1, 2, 3, 4
SEA_T_431	2, 3
SEA_T_4310	2, 3, 4
SEA_T_4311	4
SEA_T_4315	4
SEA_T_4317	1, 2, 3
SEA_T_432	2
SEA_T_4321	4
SEA_T_4327	1, 2
SEA_T_4330	2, 4
SEA_T_4332	4
SEA_T_4334	1, 2
SEA_T_4345	2, 4
SEA_T_4346	2
SEA_T_4347	4
SEA_T_4348	2, 4, 5
SEA_T_435	4
SEA_T_4350	2, 4
SEA_T_4351	2, 4
SEA_T_4352	2
SEA_T_4353	2, 3, 4
SEA_T_4356	1, 2
SEA_T_4357	1, 2, 4
SEA_T_4358	1, 2
SEA_T_4359	1, 4
SEA_T_436	2, 3, 4
SEA_T_4360	1
SEA_T_4361	1, 2, 3
SEA_T_4362	1, 2
SEA_T_4363	1, 2
SEA_T_4364	1, 2
SEA_T_4365	1, 2
SEA_T_4366	1, 2
SEA_T_4367	1, 2
SEA_T_4368	1, 2
SEA_T_4369	1, 2
SEA_T_437	2, 3
SEA_T_4370	1, 2
SEA_T_4371	1, 2
SEA_T_4372	1
SEA_T_4373	1

ID	Factor met
SEA_T_4374	1, 2
SEA_T_4375	1, 2, 3
SEA_T_4376	1, 2
SEA_T_4377	1
SEA_T_4378	1, 2
SEA_T_4379	1, 2
SEA_T_4380	1, 2
SEA_T_4381	1, 2
SEA_T_4382	1, 2
SEA_T_4383	1, 2
SEA_T_4384	1, 2
SEA_T_4385	1, 2
SEA_T_4386	1
SEA_T_4387	1
SEA_T_4388	1, 4
SEA_T_4389	1
SEA_T_439	2
SEA_T_4390	1
SEA_T_4391	1
SEA_T_4392	1
SEA_T_4393	1, 2
SEA_T_4394	1, 2
SEA_T_4395	1, 2
SEA_T_4396	1, 2
SEA_T_4397	1, 2
SEA_T_4398	1, 2
SEA_T_4399A	1, 2
SEA_T_44	3
SEA_T_4400	1, 2
SEA_T_4401	1, 2
SEA_T_4402A	1, 2, 3
SEA_T_4403	1, 2, 3
SEA_T_4404	1, 4
SEA_T_4405	1, 2
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SEA_T_4407	1
SEA_T_4408	1, 2
SEA_T_4409	1, 2
SEA_T_4410	1, 2
SEA_T_4411	1, 2, 4
SEA_T_4412	1, 2
SEA_T_4413	1, 2
SEA_T_4414	1, 2

ID	Factor met
SEA_T_4415	1, 2
SEA_T_4416	1, 2
SEA_T_4417	1, 2
SEA_T_4418	1, 2
SEA_T_4419	1, 2
SEA_T_4420	1, 2
SEA_T_4421	2, 4
SEA_T_4422	2
SEA_T_4423	1, 2
SEA_T_4424	1, 2
SEA_T_4425	1, 2
SEA_T_4426	1, 2
SEA_T_4427	2, 4
SEA_T_4428	1, 2
SEA_T_4429	1, 2, 3, 4
SEA_T_443	3
SEA_T_4430	1, 2, 3, 4
SEA_T_4431	1, 4
SEA_T_4432	1, 2
SEA_T_4433	1, 2, 4
SEA_T_4434	1, 2, 4
SEA_T_4435	1
SEA_T_4436	1, 2
SEA_T_4437	1, 2
SEA_T_4438	1, 2, 3, 4
SEA_T_4439	1, 2
SEA_T_4440	1, 2, 3, 4
SEA_T_4441	1, 2, 4
SEA_T_4442	1, 2
SEA_T_4443	1, 2, 3
SEA_T_4444	1, 2
SEA_T_4445	1, 3
SEA_T_4446	1, 2, 4
SEA_T_4447	1, 2
SEA_T_4449	1, 2, 3, 4, 5
SEA_T_4450	1, 2
SEA_T_4451	1, 2
SEA_T_4452	1, 2, 3
SEA_T_4453	1, 2
SEA_T_4454	1, 2

ID	Factor met
SEA_T_4456	2, 4
SEA_T_4457	1, 2
SEA_T_4458	1, 2
SEA_T_4459	1, 2, 3, 4
SEA_T_446	3
SEA_T_4461	1, 2
SEA_T_4463	1, 2, 3
SEA_T_4464	1
SEA_T_4465	1, 4
SEA_T_4466	1, 2
SEA_T_4467	1, 2, 3, 4
SEA_T_4468	1, 3
SEA_T_4469	1
SEA_T_4470	1, 2
SEA_T_4471	1, 2
SEA_T_4473	1, 2
SEA_T_4477	2, 4
SEA_T_4479	3
SEA_T_448	2
SEA_T_4480	1, 2
SEA_T_4481	1, 2, 3, 4
SEA_T_4482	1, 2
SEA_T_4483	4
SEA_T_4484	1, 2, 3
SEA_T_4485	1
SEA_T_4486	1
SEA_T_4487	2
SEA_T_4488	1
SEA_T_4489	1, 2
SEA_T_449	2, 3
SEA_T_4493	1
SEA_T_4494	4
SEA_T_4496	4
SEA_T_4496a	2
SEA_T_4499	2, 4
SEA_T_450	2, 3
SEA_T_4500	2
SEA_T_4501	1, 2, 3
SEA_T_4503	1, 2, 3
SEA_T_4504	1, 2
SEA_T_4505	1, 2, 3

ID	Factor met
SEA_T_4506	1
SEA_T_4507	1
SEA_T_4508	1
SEA_T_4509	1, 2
SEA_T_451	1, 2
SEA_T_4510	2
SEA_T_4511	1, 2, 3
SEA_T_4512	2
SEA_T_4513	1, 2
SEA_T_4514	2
SEA_T_4516	3
SEA_T_4518	2, 3, 4
SEA_T_4519	4
SEA_T_4521	3
SEA_T_4524	4
SEA_T_4528	1, 2, 3, 4
SEA_T_4529	3, 4
SEA_T_453	1
SEA_T_4532	4
SEA_T_4536	4
SEA_T_4537	3, 4
SEA_T_4539	2
SEA_T_454	2
SEA_T_4541	1, 2
SEA_T_4545	3
SEA_T_4548	2, 3
SEA_T_4549	2, 3
SEA_T_4550	4
SEA_T_4551	3
SEA_T_4552	2, 3
SEA_T_4554B	3, 4
SEA_T_4554C	4
SEA_T_4556	2, 3, 4
SEA_T_4558	3, 4
SEA_T_4559	2, 4
SEA_T_456	1
SEA_T_4560	2
SEA_T_4561	2, 3, 4
SEA_T_4562	3, 4
SEA_T_4563	3, 4
SEA_T_4565	2
SEA_T_4568	2, 3

ID	Factor met
SEA_T_4569	3, 4
SEA_T_4570	3, 4
SEA_T_4571	2, 3, 4
SEA_T_4573	3, 4
SEA_T_4575	3, 4
SEA_T_4576	2
SEA_T_4577	3, 4
SEA_T_4579	2, 3
SEA_T_4584	3, 4, 5
SEA_T_4585	3, 4
SEA_T_4588	1, 2, 3, 4
SEA_T_4589	3, 4
SEA_T_4599	4
SEA_T_4602	1, 2, 3
SEA_T_4605	4
SEA_T_4608	3
SEA_T_4617	4
SEA_T_4621	1, 3
SEA_T_4625	1, 3
SEA_T_4626	3
SEA_T_4631	2, 4
SEA_T_4633	2, 4
SEA_T_4636	2
SEA_T_4637	3, 4
SEA_T_464	1, 2, 3
SEA_T_4640	2
SEA_T_4641	2
SEA_T_4645	2, 3, 4
SEA_T_4654	3
SEA_T_466	1, 2, 3
SEA_T_4661	2, 4
SEA_T_4665	3
SEA_T_4670	1, 2, 3
SEA_T_4671	1, 2, 3
SEA_T_4672	1, 2, 3, 4
SEA_T_4673	1, 2, 3
SEA_T_4675	2
SEA_T_468	2, 3
SEA_T_4681	1, 2, 3
SEA_T_4685	2, 4
SEA_T_4686	2, 4
SEA_T_4688	2, 4

ID	Factor met
SEA_T_4689	2, 4
SEA_T_469	3
SEA_T_4690	2, 4
SEA_T_4691	2, 4
SEA_T_4692	2, 4
SEA_T_47	2
SEA_T_470	2, 3
SEA_T_471	1, 2, 3
SEA_T_4711	2
SEA_T_4712	2
SEA_T_472	2, 3
SEA_T_4726	2
SEA_T_4729	2, 4
SEA_T_4733	2, 4
SEA_T_4735	2
SEA_T_474	1, 2, 3
SEA_T_4740	2
SEA_T_4743	2
SEA_T_4744	2
SEA_T_4747	2, 3
SEA_T_4748	4
SEA_T_475	2, 3, 4
SEA_T_4758	2
SEA_T_476	2, 3, 4
SEA_T_4765	2
SEA_T_4774	4
SEA_T_4779	2, 4
SEA_T_478	1, 2, 3
SEA_T_4783	2, 4
SEA_T_4784	3
SEA_T_4787	2, 4
SEA_T_479	2, 3, 4
SEA_T_4791	2, 4
SEA_T_48	4
SEA_T_480	2, 3, 4
SEA_T_4811A	2
SEA_T_4814	2
SEA_T_4822	4
SEA_T_4825	2, 4
SEA_T_4828	2, 4
SEA_T_483	2, 3
SEA_T_4830	4
SEA_T_4849	4

ID	Factor met
SEA_T_485	1, 2, 3, 4, 5
SEA_T_4866	4
SEA_T_4867	1, 2, 3
SEA_T_4870	1, 2, 3
SEA_T_4872	2
SEA_T_4874	2
SEA_T_4875	4
SEA_T_4877	2
SEA_T_4878	2
SEA_T_4882	1, 2, 3, 4, 5
SEA_T_489	2
SEA_T_4891	1, 2, 3, 4
SEA_T_4899	2
SEA_T_4901	2
SEA_T_4902	2
SEA_T_4904	4
SEA_T_4905	4
SEA_T_4907	2, 3, 5
SEA_T_491	2, 3
SEA_T_4913	3, 4
SEA_T_4916	2, 4
SEA_T_4917	2, 4, 5
SEA_T_4919	4
SEA_T_492	2, 3
SEA_T_493	4
SEA_T_4932	2, 4
SEA_T_4938	3
SEA_T_494	1, 2, 3
SEA_T_4946	4
SEA_T_4950	4
SEA_T_4959	2
SEA_T_4960	2
SEA_T_4961	2
SEA_T_4963	4
SEA_T_4965	4
SEA_T_4969	4
SEA_T_4976	4
SEA_T_4978	2, 4
SEA_T_4980	2
SEA_T_4987	2, 4
SEA_T_4989	2

ID	Factor met
SEA_T_4990	2
SEA_T_4995	2
SEA_T_4997	2, 5
SEA_T_4999	2, 4
SEA_T_50	2, 4
SEA_T_500	3
SEA_T_5001	2, 5
SEA_T_5007	4
SEA_T_501	2, 3
SEA_T_5012	2, 4, 5
SEA_T_5020	4
SEA_T_5032	2
SEA_T_504	3
SEA_T_505	4
SEA_T_5074	2, 4
SEA_T_5077	4
SEA_T_508	1, 2
SEA_T_509	1, 2, 3
SEA_T_5093	4
SEA_T_509B	2
SEA_T_510	3
SEA_T_5103	4
SEA_T_5105	2, 4
SEA_T_5114	1, 2, 3, 4
SEA_T_5124	2, 4
SEA_T_513	3
SEA_T_514	4
SEA_T_519	2, 4
SEA_T_521	2
SEA_T_5241	1, 2, 3, 4
SEA_T_5242	1, 2, 3, 4, 5
SEA_T_5243	2, 4
SEA_T_5244	2
SEA_T_5245	4
SEA_T_5246	1, 2, 3, 4
SEA_T_5247	2, 4
SEA_T_5248	1, 2
SEA_T_525	2, 4
SEA_T_5250	2, 3, 4
SEA_T_5253	2

ID	Factor met
SEA_T_5254	2
SEA_T_5257	2
SEA_T_5258	2, 4
SEA_T_5259	1, 2, 3
SEA_T_5261	1, 2
SEA_T_5262	2, 4
SEA_T_5263	2, 3
SEA_T_5264	1, 2, 3
SEA_T_5265	1, 2, 4
SEA_T_5266	1, 2, 3, 4
SEA_T_5267	1, 2, 3
SEA_T_5268	1, 2, 3, 4
SEA_T_5269	1, 2, 4
SEA_T_526a	2, 4, 5
SEA_T_5270	1, 2
SEA_T_5271	1, 2, 4
SEA_T_5272	1, 4
SEA_T_5273	1, 3
SEA_T_5274	2, 4
SEA_T_5276	2, 3, 4
SEA_T_5277	2, 3, 4
SEA_T_5278	1, 2
SEA_T_5280	1, 2
SEA_T_5281	1, 2
SEA_T_5282	1, 2
SEA_T_5282a	1, 2
SEA_T_5283	1, 2, 3, 4
SEA_T_5284	1, 2
SEA_T_5285	1, 2
SEA_T_5287	2, 3
SEA_T_5288	2, 5
SEA_T_5289	1, 2, 3
SEA_T_529	4
SEA_T_5291	2, 3
SEA_T_5293	2, 4
SEA_T_5294	1, 2, 4
SEA_T_5295	1, 4
SEA_T_5296	1, 2, 3, 4
SEA_T_5297	1, 2, 3, 4
SEA_T_5298	2

ID	Factor met
SEA_T_53	1, 2
SEA_T_530	2, 4
SEA_T_5300	1, 2, 4
SEA_T_5301	1, 2, 4
SEA_T_5302	2, 4
SEA_T_5303	1, 2, 3, 4
SEA_T_5308	2
SEA_T_5309	2, 3
SEA_T_530b	2
SEA_T_531	1, 2
SEA_T_5310	1, 2, 3, 4
SEA_T_5311	3
SEA_T_5312	2, 3, 4
SEA_T_5316	1, 2
SEA_T_5317	2, 3
SEA_T_5318	2, 3
SEA_T_532	1
SEA_T_5320	2, 3, 4, 5
SEA_T_5321	2
SEA_T_5323	1, 2, 3, 4
SEA_T_5324	3, 4
SEA_T_5325	1, 2
SEA_T_5326	1, 2
SEA_T_5327	1, 2
SEA_T_5328	1, 2
SEA_T_5329	1, 2
SEA_T_533	1, 2
SEA_T_5330	1, 2
SEA_T_5331	1, 2
SEA_T_5332	1, 2, 4
SEA_T_5333	1, 2, 4
SEA_T_5334	1, 2, 3, 4
SEA_T_5335	2, 4
SEA_T_5336	1, 2, 4, 5
SEA_T_5337	2
SEA_T_5338	4
SEA_T_5339	1, 2
SEA_T_534	1, 2, 3
SEA_T_5340	1, 2

ID	Factor met
SEA_T_5341	2
SEA_T_5342	3
SEA_T_5344	1, 2, 3
SEA_T_5346	1, 2, 3, 4
SEA_T_5347	1, 2, 3
SEA_T_5348	1, 2, 3, 4
SEA_T_5349	1, 2, 3
SEA_T_535	1, 2
SEA_T_5350	1, 2, 3
SEA_T_5351	1, 2
SEA_T_5352	1, 2
SEA_T_5353	1, 2
SEA_T_5354	1, 2
SEA_T_5355	1, 2
SEA_T_5356	2, 3, 4
SEA_T_5357	2, 3
SEA_T_5357a	2
SEA_T_5357e	4
SEA_T_5357f	1, 2, 3, 4
SEA_T_5357g	2
SEA_T_5358	3
SEA_T_5359	2, 3, 4
SEA_T_536	1, 2
SEA_T_5360	2, 3, 4, 5
SEA_T_5361	2, 4
SEA_T_5361a	4
SEA_T_5362	4
SEA_T_5363	1, 2, 3
SEA_T_5365	1, 2, 3
SEA_T_538	1, 2
SEA_T_5380	2, 3, 4
SEA_T_5381	2, 3, 4
SEA_T_5382	1, 2
SEA_T_5383	1, 2, 3
SEA_T_5384	1, 2, 3
SEA_T_5386	2, 4
SEA_T_5388	2, 4
SEA_T_5389	1, 2, 4
SEA_T_538a	1, 2, 4
SEA_T_538b	1, 2, 4

ID	Factor met
SEA_T_538c	1, 2, 4
SEA_T_539	1, 2
SEA_T_5390	4
SEA_T_5391	2, 4
SEA_T_5393	3, 4
SEA_T_5394	3, 4
SEA_T_5395	1, 2, 3, 4
SEA_T_5396	1, 2, 3, 4
SEA_T_5397	2, 3, 4
SEA_T_5398	4
SEA_T_54	1, 2
SEA_T_540	1
SEA_T_5404	4
SEA_T_5405	1, 2, 3, 4
SEA_T_5406	3, 4
SEA_T_5407	2, 3, 4
SEA_T_5408	2, 4
SEA_T_5408a	2, 4
SEA_T_5409	4
SEA_T_5409a	4
SEA_T_540a	1
SEA_T_540c	1
SEA_T_540d	2
SEA_T_5410	1, 2
SEA_T_5411	4
SEA_T_5414	4
SEA_T_5414a	4
SEA_T_5415	4
SEA_T_5416	2, 5
SEA_T_5417	4
SEA_T_5419	3
SEA_T_5419a	4
SEA_T_542	2, 4
SEA_T_5420	4
SEA_T_5421	2, 3, 4
SEA_T_5421b	4
SEA_T_5422	4
SEA_T_5423	1, 2, 3, 4
SEA_T_5423a	2, 3, 4
SEA_T_5424	4

ID	Factor met
SEA_T_5425	1, 3, 4
SEA_T_5426a	4
SEA_T_5427	4
SEA_T_5428	4
SEA_T_5429	4
SEA_T_5430	3, 4
SEA_T_5431	1, 3, 4
SEA_T_5432	4
SEA_T_5433	4
SEA_T_5434	2
SEA_T_5435	4
SEA_T_5436	4
SEA_T_5437	3
SEA_T_5438	4
SEA_T_5439	2, 3
SEA_T_544	2
SEA_T_5440	1, 2, 4
SEA_T_5441	4
SEA_T_5442	1, 2, 3, 4, 5
SEA_T_5443	1, 2
SEA_T_5446	4
SEA_T_5447	1, 2
SEA_T_5448	3
SEA_T_5448a	4
SEA_T_5448b	4
SEA_T_545	1, 2
SEA_T_5451	1, 3, 4
SEA_T_5452	4
SEA_T_5452a	4
SEA_T_5452B	4
SEA_T_5452c	4
SEA_T_5453	4
SEA_T_5453a	4
SEA_T_5454	2, 3
SEA_T_5454a	3
SEA_T_5454B	3
SEA_T_5454C	4
SEA_T_5454D	4
SEA_T_5454e	2, 3
SEA_T_5454f	4
SEA_T_5454g	2, 3
SEA_T_5455	4

ID	Factor met
SEA_T_5457	4
SEA_T_5458	2, 3, 4
SEA_T_5461	1, 2, 4
SEA_T_5462	4
SEA_T_5462a	4
SEA_T_5462B	4
SEA_T_5462c	4
SEA_T_5466	1, 2, 3, 4
SEA_T_5467	4
SEA_T_5468	3, 4
SEA_T_5469	4
SEA_T_5470	4
SEA_T_5473	1, 2, 3, 4, 5
SEA_T_5475	2
SEA_T_5476	2, 4
SEA_T_5477	4
SEA_T_5478	2, 4
SEA_T_5479	2, 4, 5
SEA_T_5480	1, 2, 4
SEA_T_5482	3, 4
SEA_T_5486	4
SEA_T_5487	2, 3, 4
SEA_T_5488	2, 4
SEA_T_5490	2, 3, 4
SEA_T_5492A	1, 2, 3
SEA_T_5492C	1, 2, 3
SEA_T_5492D	2
SEA_T_5493	1, 2, 3, 4
SEA_T_5494	2, 3, 4
SEA_T_5495	2, 3, 4
SEA_T_5496	2, 3, 4
SEA_T_5497	1, 2, 3, 4
SEA_T_5498	2, 3, 4, 5
SEA_T_5498a	2, 3, 4
SEA_T_5499	4
SEA_T_5499a	1, 2, 3, 4
SEA_T_55	2, 3
SEA_T_5501	2, 3, 4, 5

ID	Factor met
SEA_T_5502	4
SEA_T_5503	2, 4
SEA_T_5504	4
SEA_T_5505	2, 4
SEA_T_5506	2, 3, 4
SEA_T_5507	2, 4
SEA_T_5507a	2, 4
SEA_T_5507c	4
SEA_T_5507d	2, 4
SEA_T_5508	1, 2, 3, 4
SEA_T_5509	2, 3, 4
SEA_T_5510	2, 3, 4
SEA_T_5516	2, 4
SEA_T_5517	2
SEA_T_5518	2, 4
SEA_T_5519	2, 4
SEA_T_5520	2, 4
SEA_T_5521	1, 2, 3
SEA_T_5522	2, 3, 4
SEA_T_5524	1, 2, 3, 4, 5
SEA_T_5525	1, 2, 3
SEA_T_5526	1, 2, 3, 4
SEA_T_5527	2, 4
SEA_T_5530	1, 2
SEA_T_5531	1, 2, 3
SEA_T_5532	1
SEA_T_5533	2, 3
SEA_T_5534	1, 2
SEA_T_5535	1, 2
SEA_T_5536	2, 3
SEA_T_5537	2, 3
SEA_T_5539	1, 2, 3, 4, 5
SEA_T_5539a	2
SEA_T_5540	1, 2, 3, 4
SEA_T_5541	2, 3, 4
SEA_T_5541a	2
SEA_T_5547	2, 4
SEA_T_5548	2, 4, 5
SEA_T_5548a	2, 4
SEA_T_5548b	2, 4

ID	Factor met
SEA_T_5548c	1, 2, 3, 4
SEA_T_5549	1, 2, 3, 4
SEA_T_5549a	2
SEA_T_5552	4
SEA_T_5562	1, 2, 3, 4
SEA_T_5573	3, 4
SEA_T_5576	2, 4
SEA_T_5577	2, 3, 4
SEA_T_5578	2
SEA_T_5588	2, 3, 4
SEA_T_5588b	2, 3, 4
SEA_T_559	3
SEA_T_5592	1, 2, 3
SEA_T_5596	2, 3
SEA_T_5598	1, 2, 3
SEA_T_56	1, 2, 3
SEA_T_560	3, 4
SEA_T_5600	2, 3
SEA_T_5601	2, 3
SEA_T_5602	2, 3
SEA_T_5603	2, 3
SEA_T_5604	2, 3
SEA_T_5605	2, 3
SEA_T_5607	2, 3
SEA_T_5608	2
SEA_T_5609	2, 3
SEA_T_561	2, 3, 4
SEA_T_5610	2, 3
SEA_T_5611	2, 3
SEA_T_5612	2
SEA_T_5615	2
SEA_T_5616	2, 4
SEA_T_5617	2, 3
SEA_T_5618	2, 3
SEA_T_562	2, 4
SEA_T_5620	2
SEA_T_5621	2
SEA_T_5626	2, 3
SEA_T_5633	3
SEA_T_5634	2, 3
SEA_T_5635	2, 3

ID	Factor met
SEA_T_5636	2, 3
SEA_T_5637	1, 2, 3
SEA_T_5638	2, 3
SEA_T_5639	1, 2, 3
SEA_T_564	2, 3
SEA_T_5640	2, 3
SEA_T_5646	2, 3
SEA_T_5649	3
SEA_T_565	2, 3
SEA_T_5652	1
SEA_T_5653	1, 3
SEA_T_5654	3
SEA_T_5655	3
SEA_T_5656	3
SEA_T_5660	2, 4
SEA_T_5661	2
SEA_T_5665	2, 3, 4
SEA_T_5666	2
SEA_T_5667	2
SEA_T_5669	2, 3
SEA_T_567	4
SEA_T_5670	2, 3
SEA_T_5672	2
SEA_T_5674	2
SEA_T_5675	2, 3
SEA_T_5676	2, 3
SEA_T_5677	2, 3
SEA_T_5679	2
SEA_T_5680	2, 3
SEA_T_5683	2
SEA_T_5687	2
SEA_T_5688	2
SEA_T_5697	2
SEA_T_5698	2
SEA_T_570	3
SEA_T_5702	2
SEA_T_5703	2, 4
SEA_T_5704	2
SEA_T_5705	2, 4
SEA_T_5706	2, 4
SEA_T_5707	2
SEA_T_5708	2, 3
SEA_T_5709	3

ID	Factor met
SEA_T_5710	2, 3
SEA_T_5711	2, 3
SEA_T_5714	4
SEA_T_5715	2, 3, 4
SEA_T_5716	4
SEA_T_572	4
SEA_T_5720	2, 4
SEA_T_5721	2
SEA_T_5722	2, 4
SEA_T_5726	2, 4
SEA_T_5727	2, 4
SEA_T_5728	2, 4
SEA_T_5729	2, 4
SEA_T_5730	2, 4
SEA_T_5731	4
SEA_T_5733	3
SEA_T_5734	3
SEA_T_5735	4
SEA_T_5737	4
SEA_T_5739	3
SEA_T_5753	2
SEA_T_5763	2
SEA_T_5768	2, 3, 4
SEA_T_5769	2
SEA_T_5772	2
SEA_T_5774	2
SEA_T_5775	2
SEA_T_5776	2
SEA_T_578	4
SEA_T_5790	2, 3, 4
SEA_T_581	1, 2, 3
SEA_T_5813	1, 2, 3, 4
SEA_T_5814	1, 2, 3, 4
SEA_T_5815	2, 4
SEA_T_5816	3, 4
SEA_T_5817	1, 2, 4
SEA_T_5818	1, 2
SEA_T_5819	1, 2, 3, 4
SEA_T_5821	3, 4
SEA_T_5822	2
SEA_T_583	1, 2, 4,

ID	Factor met
	5
SEA_T_5831	2
SEA_T_5832	2
SEA_T_5834	2, 3, 4
SEA_T_5835	2, 3, 4
SEA_T_5838	4
SEA_T_5839	3
SEA_T_5840	3
SEA_T_5842	3
SEA_T_5847	3, 4
SEA_T_5848	3, 4
SEA_T_5849	2
SEA_T_5850	2, 3
SEA_T_5854	4
SEA_T_5858	2, 3
SEA_T_5859	3
SEA_T_586	1, 2, 4
SEA_T_5861	4
SEA_T_5863	3
SEA_T_587	2, 3, 4
SEA_T_5872	3
SEA_T_5873	3
SEA_T_5874	3
SEA_T_5879	2
SEA_T_588	2, 3, 4
SEA_T_5881	2
SEA_T_5882	2
SEA_T_5883	2
SEA_T_5884	2
SEA_T_5887	2
SEA_T_5889	2
SEA_T_589	2, 3, 4
SEA_T_5892	2
SEA_T_5899	2, 3
SEA_T_59	3
SEA_T_590	2, 3
SEA_T_5901	2, 3
SEA_T_5902	2, 3
SEA_T_5903	3
SEA_T_5904	2, 3
SEA_T_5905	3
SEA_T_5906	2, 3
SEA_T_5907	2, 3

ID	Factor met
SEA_T_5909	2, 3
SEA_T_5910	2, 3
SEA_T_5911	2, 3
SEA_T_5915	2, 4
SEA_T_5916	4
SEA_T_592	1, 2, 3, 4
SEA_T_5922	2
SEA_T_5923	2
SEA_T_5924	2
SEA_T_5926	2, 3
SEA_T_5928	2, 3
SEA_T_5929	2, 3
SEA_T_593	1, 2, 3, 4
SEA_T_5930	2
SEA_T_5934	1, 2
SEA_T_594	2, 3
SEA_T_5940	1, 2
SEA_T_5941	3
SEA_T_5942	3
SEA_T_5943	3
SEA_T_5944	3
SEA_T_5945	3
SEA_T_5946	3
SEA_T_5947	3
SEA_T_595	2, 4
SEA_T_5950	2
SEA_T_5956	2, 3, 4
SEA_T_5958	2
SEA_T_5959	2
SEA_T_596	2, 4
SEA_T_5964	2, 3
SEA_T_5967	2
SEA_T_5968	2
SEA_T_5969	2
SEA_T_597	2, 4
SEA_T_5971	2
SEA_T_5974	2, 3
SEA_T_5975	2, 3
SEA_T_5976	2, 3
SEA_T_598	2, 3, 4
SEA_T_5982	2
SEA_T_5983	2, 3

ID	Factor met
SEA_T_5984	2, 3, 4
SEA_T_5985	2, 3, 4
SEA_T_599	2, 3, 4
SEA_T_5997	2, 3
SEA_T_5998	2, 3
SEA_T_600	4
SEA_T_6000	2, 3
SEA_T_6001	2
SEA_T_6002	4
SEA_T_6003	2, 3
SEA_T_6004	3
SEA_T_6008	2
SEA_T_6009	2, 4
SEA_T_6011	2
SEA_T_6016	5
SEA_T_6017	2
SEA_T_6020	2
SEA_T_6022A	4
SEA_T_6025	1, 2
SEA_T_6029	1, 2
SEA_T_6032	1, 2
SEA_T_6033	1, 2
SEA_T_6034	2
SEA_T_6037	1, 2
SEA_T_6041	1, 2
SEA_T_6045	2, 5
SEA_T_6055	2
SEA_T_6059	2, 4
SEA_T_6060	1, 2
SEA_T_6062	4
SEA_T_6063	2
SEA_T_6064	2
SEA_T_6065	1, 2, 4
SEA_T_6068	1, 2, 4
SEA_T_607	4
SEA_T_6074	4, 5
SEA_T_6088	3, 4
SEA_T_6089	3, 4
SEA_T_6096	2
SEA_T_6097	2
SEA_T_6098	2
SEA_T_6103	2
SEA_T_6104	4

ID	Factor met
SEA_T_6111	2
SEA_T_6113	2, 4
SEA_T_6114	1, 2
SEA_T_6116	1, 2
SEA_T_6117	1, 2
SEA_T_6117a	1, 2
SEA_T_6118	1, 2
SEA_T_6119	2, 4
SEA_T_612	2, 4
SEA_T_6120	1, 2
SEA_T_6121	1, 2, 4
SEA_T_6122	1, 2
SEA_T_6123	1, 2
SEA_T_6124	1, 2
SEA_T_6125	1, 2
SEA_T_6126	1, 2
SEA_T_6127	1, 2
SEA_T_6128	1, 2
SEA_T_6129	1, 2
SEA_T_613	2
SEA_T_6130	1, 2
SEA_T_6131	1, 2
SEA_T_6132	2, 4
SEA_T_6133	1, 2
SEA_T_6134	1, 2
SEA_T_6136	1, 2
SEA_T_6137	1, 2
SEA_T_6138	1, 2, 3
SEA_T_6146	1, 2, 3
SEA_T_6149	2, 3
SEA_T_6153	1, 2, 3
SEA_T_6155	1, 2, 3
SEA_T_6160	1, 2
SEA_T_6165	1, 2
SEA_T_6168	1, 2
SEA_T_6169	1, 2, 3, 4
SEA_T_6170	2
SEA_T_6171	1, 4
SEA_T_6171A	3
SEA_T_6172	4
SEA_T_6173	1, 2
SEA_T_6174	1, 2, 3

ID	Factor met
SEA_T_6175	4
SEA_T_6176	1, 2
SEA_T_6177	1, 2
SEA_T_6177a	1, 2, 4
SEA_T_6178	1, 2
SEA_T_6179	1, 2, 5
SEA_T_6180	1, 2
SEA_T_6181	1, 2, 4
SEA_T_6182	1, 2
SEA_T_6183	1, 2, 4
SEA_T_6184	2
SEA_T_6186	2, 3
SEA_T_6187	2
SEA_T_6188	1, 2
SEA_T_6189	1, 2, 3
SEA_T_6190	1, 2, 4
SEA_T_6191	2, 4
SEA_T_6193	2, 4
SEA_T_62	1, 2
SEA_T_6202	2, 3, 4
SEA_T_6205	1, 2
SEA_T_6206	1, 2, 4
SEA_T_6207	1, 2
SEA_T_6209	2, 3, 4
SEA_T_6211	3
SEA_T_6213	2
SEA_T_6214	1, 2
SEA_T_6215	1, 2
SEA_T_6216	1, 2
SEA_T_6218	1, 2
SEA_T_622	4
SEA_T_6221	1, 2
SEA_T_6228	2
SEA_T_6229	2
SEA_T_6234	1, 2
SEA_T_6235	1, 2
SEA_T_6236	1, 2
SEA_T_6237	1, 2, 4
SEA_T_6238	1, 2
SEA_T_6239	1, 2
SEA_T_6243	4
SEA_T_6244	2, 4
SEA_T_6244a	4

ID	Factor met
SEA_T_6245	4
SEA_T_6246	2
SEA_T_6247	2
SEA_T_6249	2, 5
SEA_T_6257d	1, 3
SEA_T_626	2, 3, 4
SEA_T_6261	1, 3
SEA_T_6261b	1, 4
SEA_T_6263	2, 4
SEA_T_6264	2
SEA_T_6268	2
SEA_T_626a	2
SEA_T_626b	2
SEA_T_627	2, 4
SEA_T_6270	2
SEA_T_6272	2, 4
SEA_T_6274	4
SEA_T_6277A	3, 4
SEA_T_6277B	3, 4
SEA_T_6279	1, 2, 3
SEA_T_627a	2, 3, 4
SEA_T_627b	2, 4
SEA_T_627c	2, 4
SEA_T_628	1, 4
SEA_T_6282	1
SEA_T_6284	1
SEA_T_6285	1, 2
SEA_T_6289	1, 3
SEA_T_629	1, 2, 3
SEA_T_6290	2
SEA_T_6293	3
SEA_T_6298	1, 2, 4
SEA_T_63	2
SEA_T_6301	4
SEA_T_6303	1, 2, 3, 4
SEA_T_6304	3
SEA_T_631	3
SEA_T_6310	1, 2, 3
SEA_T_6310a	1
SEA_T_6311	1, 3
SEA_T_6319	3, 4
SEA_T_632	2, 3, 4

ID	Factor met
SEA_T_6320	4
SEA_T_6322	1, 4
SEA_T_6323	3
SEA_T_6324	4
SEA_T_6325	1
SEA_T_6327	1, 3
SEA_T_6328a	2, 3
SEA_T_6328d	2, 3
SEA_T_6329	1, 2
SEA_T_633	2, 3, 4
SEA_T_6334	2, 3
SEA_T_6336	3
SEA_T_6339	2, 3
SEA_T_634	3
SEA_T_6345	3
SEA_T_6346	2, 3
SEA_T_6349	4
SEA_T_635	2, 3
SEA_T_6353	3
SEA_T_6358	1, 2, 3
SEA_T_6359	3
SEA_T_636	1, 2
SEA_T_6360	1, 2
SEA_T_6361a	2, 4, 5
SEA_T_6363a	2, 3, 4, 5
SEA_T_6363B	2, 4
SEA_T_6364	1, 2, 3
SEA_T_6364a	2, 3, 4
SEA_T_6366a	2, 4
SEA_T_637	2, 3
SEA_T_6370	2
SEA_T_6370a	3
SEA_T_6370b	2, 4
SEA_T_6371	3, 4
SEA_T_6372	1, 2, 3
SEA_T_6373a	2, 4
SEA_T_6375	2, 4
SEA_T_6376	2, 3, 4
SEA_T_6377	2
SEA_T_6378	1, 2, 3
SEA_T_6379	1
SEA_T_638	1, 2, 3, 4

ID	Factor met
SEA_T_6380	2, 4
SEA_T_6380a	2, 3, 4, 5
SEA_T_6381	2
SEA_T_6382	2, 3, 4
SEA_T_6383	1, 2, 3, 4
SEA_T_6384	2, 3
SEA_T_6384a	2
SEA_T_6385	4
SEA_T_6387	3, 4
SEA_T_6388	4
SEA_T_6388a	3, 4
SEA_T_6388c	4
SEA_T_6388e	2, 4
SEA_T_6389	1, 2, 3, 4
SEA_T_639	4
SEA_T_6390	4
SEA_T_6391	2, 3, 4
SEA_T_6392	4
SEA_T_6393	1, 2, 3, 4
SEA_T_6395	2, 4
SEA_T_6396C	2
SEA_T_6397	1
SEA_T_6398	2, 3, 4
SEA_T_6399	1, 2, 3, 4
SEA_T_6401	2, 4
SEA_T_6402	2, 3
SEA_T_6403	2
SEA_T_6404	3, 4
SEA_T_6405	4
SEA_T_6406	2, 4
SEA_T_6407	1, 3, 4
SEA_T_6409	1, 4
SEA_T_641	2, 3
SEA_T_6410	1, 3, 4
SEA_T_6411	3, 4
SEA_T_6412	1, 2, 4
SEA_T_6414	2, 3, 4
SEA_T_6416	1, 2, 3
SEA_T_6416a	4
SEA_T_6418	3, 4

ID	Factor met
SEA_T_6419	2, 3
SEA_T_6420	4
SEA_T_6420a	4
SEA_T_6421	4
SEA_T_6422	4
SEA_T_6423	4
SEA_T_6424	4
SEA_T_6425	2
SEA_T_6426	2, 4
SEA_T_6427	1, 3, 4
SEA_T_6429	1, 3
SEA_T_643	2
SEA_T_6431	1, 2, 3, 4, 5
SEA_T_6432	3, 4, 5
SEA_T_6435	2
SEA_T_6436	1, 2, 3, 4
SEA_T_6436a	2
SEA_T_6438	2, 3, 4
SEA_T_6439	1, 2, 4
SEA_T_6441	1, 2, 3, 4
SEA_T_6442	1, 4
SEA_T_6444	2, 4
SEA_T_6445	4
SEA_T_6446	2
SEA_T_6447	2, 3
SEA_T_6448	4
SEA_T_6449	2
SEA_T_6450	2, 3
SEA_T_6451	1, 2, 3, 4, 5
SEA_T_6452	1, 3
SEA_T_6453	1, 2, 3
SEA_T_6454	2, 3
SEA_T_6456	2, 3
SEA_T_6458	2, 5
SEA_T_6459	1, 2, 3, 4
SEA_T_6459b	2, 4
SEA_T_646	1, 2, 3
SEA_T_6461	2
SEA_T_6462	2, 3, 4
SEA_T_6463	2, 3, 4,

ID	Factor met
	5
SEA_T_6464	2
SEA_T_6466	2, 4
SEA_T_6467	2, 4
SEA_T_6468	2, 3, 4
SEA_T_6469	2, 3, 4
SEA_T_6469a	2, 3, 4
SEA_T_647	4
SEA_T_6470	2, 3, 4
SEA_T_6471	2, 3, 4
SEA_T_6473	2, 3, 4
SEA_T_6474	1, 2, 4
SEA_T_6475	1, 2
SEA_T_6477	4
SEA_T_6479	3
SEA_T_648	1, 2
SEA_T_6480	2, 3
SEA_T_6481	4
SEA_T_6482	4
SEA_T_6483	4
SEA_T_6484	3
SEA_T_6486	2, 3, 4
SEA_T_6490	4
SEA_T_6491	1, 2, 4
SEA_T_6492	1, 3, 4
SEA_T_6493	2, 3
SEA_T_6494	1, 2, 4
SEA_T_6495	3
SEA_T_6496	2, 4
SEA_T_6498	1, 2
SEA_T_6499	1, 2, 3, 4
SEA_T_65	1, 2, 4
SEA_T_6500	2
SEA_T_6501	1, 2, 4
SEA_T_6502	4
SEA_T_6503	1, 2, 3
SEA_T_6504	1, 2, 3
SEA_T_6505	1, 2, 4
SEA_T_6507	1, 2
SEA_T_6508	1, 2, 4
SEA_T_6509	3
SEA_T_651	3

ID	Factor met
SEA_T_6510	1, 3
SEA_T_6511	1, 2
SEA_T_6512	1, 2
SEA_T_6513	1, 2, 3, 4
SEA_T_6514	1, 2, 3, 4
SEA_T_6515	2, 3, 4
SEA_T_6517	3, 4
SEA_T_6517a	2, 3
SEA_T_6518	1, 2, 4
SEA_T_6519	1, 2, 3, 4
SEA_T_6520	1, 2
SEA_T_6521	1, 2, 3
SEA_T_6522	1, 2, 3, 4
SEA_T_6523	1, 2, 3, 4
SEA_T_6524	2, 3, 4
SEA_T_6525	2, 3, 4
SEA_T_6526	2, 3, 4
SEA_T_6527	1, 2, 3, 4
SEA_T_6528	2, 4
SEA_T_6529	1, 2, 3, 4
SEA_T_6530	2, 3, 4
SEA_T_6532	1, 2, 3
SEA_T_6533	1, 2, 3
SEA_T_6535	1, 2
SEA_T_6536	2
SEA_T_6537	1, 2, 3
SEA_T_6539	2, 4
SEA_T_6540	2, 4
SEA_T_6543	1, 2, 3
SEA_T_6544	2, 3, 4, 5
SEA_T_6545	2, 3, 4, 5
SEA_T_6551	1, 2
SEA_T_6552	1, 2, 3, 4
SEA_T_6553	1, 2, 4
SEA_T_6553a	1, 2
SEA_T_6555	1, 2, 3

ID	Factor met
SEA_T_6556	1, 2, 3
SEA_T_6557	1, 4
SEA_T_6558	1, 2, 3
SEA_T_6563	2, 3, 4
SEA_T_6564	2
SEA_T_6565	1, 2, 3
SEA_T_6567	1, 2, 3, 4
SEA_T_6568	4
SEA_T_6569	2, 3
SEA_T_6570	1, 2, 3
SEA_T_6571	2, 3, 4
SEA_T_6572	1, 2, 4
SEA_T_6573	1, 2
SEA_T_6574	1, 2, 3
SEA_T_6575	1, 2, 3, 4
SEA_T_6576	1, 2, 3, 4
SEA_T_6577	1, 2, 3
SEA_T_6578	1, 2, 3
SEA_T_6579	1, 2, 3
SEA_T_6582	2, 3, 4
SEA_T_6583	3, 4
SEA_T_6584	1, 2, 3
SEA_T_6585	1, 2
SEA_T_6586	1, 2
SEA_T_6587	1, 2, 4
SEA_T_6588	1, 2
SEA_T_6589	2, 3, 4
SEA_T_6592	4
SEA_T_6593	4
SEA_T_6594	3, 4, 5
SEA_T_6595	1, 2, 3, 4
SEA_T_6597	3, 4
SEA_T_6598	2, 3, 4
SEA_T_6599	2, 3
SEA_T_66	1, 2, 3
SEA_T_6600	1, 2, 3, 4
SEA_T_6601	1, 2, 3, 4
SEA_T_6602	1, 2, 3, 4

ID	Factor met
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SEA_T_6609	2, 3
SEA_T_661	1, 2, 5
SEA_T_6610	3
SEA_T_6612	1, 2, 3
SEA_T_6613	1, 2, 3
SEA_T_6614	3
SEA_T_6615A	4
SEA_T_6616	3
SEA_T_6617	4
SEA_T_6618	2, 4
SEA_T_6619a	4
SEA_T_662	1, 2
SEA_T_6620	4
SEA_T_6621	1, 3
SEA_T_6622	, 2, 3, 4, 5
SEA_T_6623	1, 2, 3, 4
SEA_T_6624	2
SEA_T_6625	2, 3, 4
SEA_T_6626	1, 2
SEA_T_6627	1, 2, 3
SEA_T_6628	4
SEA_T_6629	2, 4
SEA_T_6630	4
SEA_T_6631	1, 2, 3
SEA_T_6632	1, 2, 3, 4
SEA_T_6634	2, 4, 5
SEA_T_6635	2, 4, 5
SEA_T_6636	1, 2, 3, 4, 5
SEA_T_6637	2, 4
SEA_T_6638	1, 2
SEA_T_6639	1, 2, 3, 4
SEA_T_6641	2, 3, 4
SEA_T_6642	1, 2, 4
SEA_T_6643	1, 2, 4

ID	Factor met
SEA_T_6644	1, 2, 4
SEA_T_6646	2, 4
SEA_T_6647	1, 2, 3, 4
SEA_T_6648	2, 3, 4
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SEA_T_6650	1, 2
SEA_T_6651	1, 4
SEA_T_6652	1, 2, 3, 4
SEA_T_6652a	1, 2
SEA_T_6652B	2
SEA_T_6654	1, 2, 3, 4
SEA_T_6655	1, 2, 3, 4
SEA_T_6656	2, 3, 4
SEA_T_6660	3
SEA_T_6664	4
SEA_T_6669	1, 2, 3, 4
SEA_T_667	1, 3
SEA_T_6671	2, 3, 4
SEA_T_6672	2, 4
SEA_T_6673	3, 4
SEA_T_6674	2
SEA_T_6674a	2, 3, 4
SEA_T_6675	4
SEA_T_6676	1, 2, 4
SEA_T_6677	1, 2, 3
SEA_T_6678	1, 2, 3, 4
SEA_T_668	2, 3, 4
SEA_T_6680B	2, 4
SEA_T_6681	1, 2, 3
SEA_T_6682	1, 2, 3, 4
SEA_T_6683	2, 4
SEA_T_6684	1, 2, 3, 4, 5
SEA_T_6685	1, 2, 3
SEA_T_6687	4
SEA_T_6689	3
SEA_T_6690	2, 3, 4
SEA_T_6691	2, 4
SEA_T_6692	2

ID	Factor met
SEA_T_6693	1, 2, 3, 4
SEA_T_6694	1, 2, 3, 4
SEA_T_6695	1, 2, 3
SEA_T_6698	1, 2, 3
SEA_T_6699	1, 2
SEA_T_670	1
SEA_T_6700	1, 2, 3
SEA_T_6701	3
SEA_T_6703	2
SEA_T_6705	3
SEA_T_6706	2, 3, 4
SEA_T_6707	1, 2, 3, 4
SEA_T_6708	1, 2, 3
SEA_T_6709	1, 2
SEA_T_671	1
SEA_T_6710	3
SEA_T_6710a	3, 4
SEA_T_6712	1, 2
SEA_T_6713	3
SEA_T_6714	4
SEA_T_6715	1, 3
SEA_T_6716	2
SEA_T_6717	1
SEA_T_6718	1, 3
SEA_T_6719	4
SEA_T_672	2, 3
SEA_T_6723	3, 4
SEA_T_6724	3
SEA_T_6725	1, 2, 3, 4
SEA_T_6726	1, 2, 4
SEA_T_6727A	1, 2, 4
SEA_T_6727B	2
SEA_T_6728	2, 4
SEA_T_6729	2, 4
SEA_T_6729a	4
SEA_T_6729d	2, 4
SEA_T_672a	5
SEA_T_673	1, 2
SEA_T_6730	1, 2
SEA_T_6731	2, 4

ID	Factor met
SEA_T_6732	1, 2, 3, 4
SEA_T_6735	1, 2
SEA_T_6736	1, 2
SEA_T_6737	1, 2, 3, 4, 5
SEA_T_6738	1, 2, 3
SEA_T_6739	1, 3, 4
SEA_T_674	1, 2
SEA_T_6740	2, 3, 4
SEA_T_6741	3
SEA_T_6743	1, 2, 3, 4, 5
SEA_T_6743B	2, 3
SEA_T_6744	3
SEA_T_6745	2, 4
SEA_T_6746	1, 3, 4
SEA_T_6746a	4
SEA_T_6747	2
SEA_T_6747a	2, 4
SEA_T_6748	1, 2, 3, 4, 5
SEA_T_675	2, 4
SEA_T_6750	2, 4
SEA_T_6751	3, 4
SEA_T_6752	3
SEA_T_675A	2, 3
SEA_T_6760	2
SEA_T_6761	4
SEA_T_6761a	2
SEA_T_6761b	2
SEA_T_6763	1, 2, 3
SEA_T_6765	1, 3
SEA_T_6766	1, 2, 3, 4
SEA_T_6767	2
SEA_T_6767a	2, 3, 4
SEA_T_6768	1, 2, 3
SEA_T_6769	1, 2, 3
SEA_T_676a	1, 4
SEA_T_6770	2, 3
SEA_T_6771	4
SEA_T_6773	1, 2, 3
SEA_T_6774	1, 3
SEA_T_6775	1, 2, 3

ID	Factor met
SEA_T_6776	1, 2, 3
SEA_T_6778	1, 4
SEA_T_6779	2, 3
SEA_T_6780	4
SEA_T_6780a	2
SEA_T_6781	1, 2, 3
SEA_T_6781a	1
SEA_T_6782	2, 4
SEA_T_6783	2, 3
SEA_T_6784	1
SEA_T_6784B	2, 4
SEA_T_6788	2
SEA_T_678a	2, 3, 4
SEA_T_679	1, 2, 5
SEA_T_6791	4
SEA_T_6792	4
SEA_T_6793	4
SEA_T_679a	4
SEA_T_68	1, 2
SEA_T_6800	3, 4
SEA_T_6804	2
SEA_T_6808	3, 4
SEA_T_6813	3, 4
SEA_T_6821	4
SEA_T_6823	3, 4
SEA_T_6824	1, 3
SEA_T_6825	4
SEA_T_6826	1, 2
SEA_T_683	2, 3, 4
SEA_T_6830	4
SEA_T_6834	4
SEA_T_6835	3, 4
SEA_T_6836a	3, 4
SEA_T_6840	2, 4
SEA_T_6841	1, 2, 3
SEA_T_6846	4
SEA_T_685	1, 2
SEA_T_6850	3, 4
SEA_T_6851	1, 2, 3
SEA_T_6852	1, 2
SEA_T_6853	2
SEA_T_6854	2
SEA_T_6856	1, 2, 3

ID	Factor met
SEA_T_6857	1, 2
SEA_T_6858	1, 2, 4
SEA_T_6859	1, 2
SEA_T_685A	3
SEA_T_686	2, 3
SEA_T_6860	4
SEA_T_6862	2, 3
SEA_T_6863	2
SEA_T_6865	2
SEA_T_6866	1, 2, 3
SEA_T_6867	2, 3
SEA_T_6868	1, 2, 3
SEA_T_6869	4
SEA_T_686a	1, 2, 3, 4
SEA_T_687	1, 3, 4
SEA_T_6870	3, 4
SEA_T_6871	3, 4
SEA_T_6873	3, 4
SEA_T_6875	4
SEA_T_6876	2, 3, 4
SEA_T_688	1
SEA_T_6881	2, 3
SEA_T_6886	1, 2, 3
SEA_T_6888	3
SEA_T_688a	1, 2, 3
SEA_T_6890	1, 2, 4
SEA_T_6893	4
SEA_T_6894	3, 4
SEA_T_6895	3, 4
SEA_T_6896	2, 3, 4
SEA_T_6897	3, 4
SEA_T_6898	1, 2, 4, 5
SEA_T_6899	2, 3
SEA_T_69	2
SEA_T_690	1, 2, 3
SEA_T_6900	1, 2, 3
SEA_T_6901	1, 2, 4
SEA_T_6902	2, 4
SEA_T_6903	1, 2
SEA_T_6904	2
SEA_T_6905	1
SEA_T_6906	1, 2
SEA_T_6907	1, 2
SEA_T_690a	1, 2, 3
SEA_T_691	1, 2
SEA_T_6911	4
SEA_T_6912	3, 4
SEA_T_6913	1, 2, 4
SEA_T_6914	2, 3
SEA_T_6915	1, 2, 3, 5
SEA_T_6916	2, 3, 4, 5
SEA_T_6917	2, 3, 4
SEA_T_6918a	4
SEA_T_6918b	4
SEA_T_691a	2, 3, 4
SEA_T_691d	4
SEA_T_692	4
SEA_T_6920	2, 3, 4
SEA_T_6921	1, 3
SEA_T_6922	4
SEA_T_6923	3
SEA_T_6926	1, 3
SEA_T_6927	1, 2, 3, 4
SEA_T_6928	3
SEA_T_6929	1
SEA_T_693	3, 4
SEA_T_6930	4
SEA_T_6931	1, 3
SEA_T_6934	4
SEA_T_6936	2
SEA_T_6938	1, 2
SEA_T_6939	1, 2
SEA_T_693a	2, 3
SEA_T_6940	1, 2, 4
SEA_T_6942	1, 2, 3, 4
SEA_T_6943	2, 3
SEA_T_6945	2, 3, 4
SEA_T_6946	2, 3, 4
SEA_T_6947	3
SEA_T_6948	2, 3, 4
SEA_T_6949	2, 3
SEA_T_6951	2
SEA_T_6952	1, 2, 3
SEA_T_6953	3
SEA_T_6954	3
SEA_T_6955	3
SEA_T_695A	1, 3
SEA_T_696	1, 2
SEA_T_6961	2, 3, 4
SEA_T_6966	1, 2
SEA_T_6969	1, 2, 3
SEA_T_696a	1, 2, 3
SEA_T_697	1, 2
SEA_T_6972	1, 2
SEA_T_6974	2
SEA_T_6975	2
SEA_T_6979	1, 4
SEA_T_698	1, 2, 3, 4
SEA_T_6980	1, 4
SEA_T_6981	2
SEA_T_6984	2, 5
SEA_T_6985	4
SEA_T_6986	4
SEA_T_6987	4
SEA_T_6988	4
SEA_T_6989	2, 3, 4
SEA_T_698a	2, 3
SEA_T_6994	3, 5
SEA_T_6995	2, 4
SEA_T_6996	2, 4
SEA_T_6997	2
SEA_T_6999l	2, 4
SEA_T_6999m	2, 3, 4
SEA_T_6999n	2, 4
SEA_T_70	2
SEA_T_700	2, 3
SEA_T_7000	3, 4
SEA_T_7000a	2, 3
SEA_T_7001	2, 3, 4
SEA_T_7002	2
SEA_T_7002a	4
SEA_T_7003	2, 4
SEA_T_7004	2, 4
SEA_T_7004a	4

ID	Factor met
SEA_T_7005	2
SEA_T_7005A	2
SEA_T_7006	2, 4
SEA_T_7007	2, 4
SEA_T_7009	4
SEA_T_701	2, 3, 4, 5
SEA_T_7010	2, 3, 4
SEA_T_7011	2, 3, 4
SEA_T_7012	2
SEA_T_7013	2
SEA_T_7014	2
SEA_T_7015	2
SEA_T_7016	2
SEA_T_7017	2, 3
SEA_T_7018	4
SEA_T_7019	2
SEA_T_7021	2
SEA_T_7023	2
SEA_T_7024	3, 4
SEA_T_7029	3
SEA_T_703	3
SEA_T_7030	2, 4
SEA_T_7031	2, 3, 4
SEA_T_7032	2, 3, 4
SEA_T_7033	3
SEA_T_7034	1, 2, 3
SEA_T_7036	1, 2, 3
SEA_T_7037	1
SEA_T_7038	2, 3
SEA_T_704	3
SEA_T_705	3, 4
SEA_T_706	1, 2
SEA_T_707	2
SEA_T_708	3
SEA_T_71	2
SEA_T_712	3, 4, 5
SEA_T_713	2
SEA_T_715	2
SEA_T_716	2
SEA_T_717	2
SEA_T_717a	4
SEA_T_717b	2

ID	Factor met
SEA_T_719	2
SEA_T_72	3, 4
SEA_T_725	1, 2
SEA_T_726	1
SEA_T_729	1, 2, 3
SEA_T_73	2
SEA_T_735	1, 3, 4
SEA_T_738	3, 4
SEA_T_739	1, 3, 4
SEA_T_74	2, 3
SEA_T_741	1, 3
SEA_T_745	1, 2, 3, 4, 5
SEA_T_746	2, 4, 5
SEA_T_747	1, 2, 5
SEA_T_748	4
SEA_T_75	1, 2, 4
SEA_T_750	1, 2
SEA_T_751	1, 2, 3
SEA_T_752	1, 3
SEA_T_753	3
SEA_T_757	1, 2, 3
SEA_T_758	1, 4
SEA_T_759	1, 3, 4
SEA_T_76	1, 2, 4
SEA_T_760	1, 2
SEA_T_764	2, 3
SEA_T_765	1, 2, 4
SEA_T_766	2
SEA_T_769	1
SEA_T_77	1, 2
SEA_T_770	2
SEA_T_772	1, 2, 3
SEA_T_774	2, 5
SEA_T_776	2, 5
SEA_T_777	2
SEA_T_778	1, 2, 3, 5
SEA_T_78	1, 2
SEA_T_780	2, 3, 4
SEA_T_781	2, 4
SEA_T_784	1
SEA_T_785	1, 3, 4
SEA_T_786	3, 4

ID	Factor met
SEA_T_79	1, 2, 3
SEA_T_790	2, 3
SEA_T_794	2, 4
SEA_T_796	1, 4
SEA_T_798	4
SEA_T_80	1, 2
SEA_T_800	2
SEA_T_8001	1, 2
SEA_T_8002	1, 2, 4
SEA_T_8003	4
SEA_T_8007	4
SEA_T_801	2
SEA_T_8010	4
SEA_T_8013	4
SEA_T_8015	2
SEA_T_8016	1, 2, 4
SEA_T_8018	2
SEA_T_8020	2, 4
SEA_T_8022	2
SEA_T_8023	2
SEA_T_8026	4
SEA_T_8028	2
SEA_T_8029	4
SEA_T_803	2, 3, 4
SEA_T_8030	1
SEA_T_8032	1
SEA_T_8035	1, 2, 4
SEA_T_8036	1, 2
SEA_T_8038	2, 4,
SEA_T_8039	2
SEA_T_8040	2
SEA_T_8041	1, 2, 4
SEA_T_8042	1, 2
SEA_T_8045	4
SEA_T_8047	2, 4
SEA_T_8048	1, 2, 4
SEA_T_8049	4
SEA_T_805	1, 3
SEA_T_8051	1, 2, 4
SEA_T_8053	1, 2, 4
SEA_T_8056	1, 2
SEA_T_8057	1, 2
SEA_T_8058	1, 2

ID	Factor met
SEA_T_8064	4
SEA_T_8065	2, 4
SEA_T_8073	4
SEA_T_8074	4
SEA_T_8075	2
SEA_T_8078	2, 4
SEA_T_8079	2, 4
SEA_T_808	3
SEA_T_8080	2, 3, 5
SEA_T_8081	2, 4
SEA_T_8082	2
SEA_T_8084	2
SEA_T_8087	4
SEA_T_809	1, 3
SEA_T_8090	4
SEA_T_8091A	3, 4
SEA_T_8091B	4
SEA_T_8093	4
SEA_T_8094	3, 4
SEA_T_8097	4
SEA_T_81	1, 2
SEA_T_8100	1, 2, 3, 4
SEA_T_8102	1, 2, 4
SEA_T_8103	1, 2, 4
SEA_T_8104	1, 2, 3, 4
SEA_T_8105	2, 4
SEA_T_8106	2, 4
SEA_T_8107	2, 4
SEA_T_8108	4
SEA_T_8109	2
SEA_T_8110	1, 2, 3, 4
SEA_T_8111	1, 2
SEA_T_8112	1
SEA_T_8114	2, 3, 4
SEA_T_8115	4
SEA_T_8116	1, 2, 3
SEA_T_8117	2, 5
SEA_T_8119	1, 2, 3
SEA_T_8120	2
SEA_T_8121 (9042)	4

ID	Factor met
SEA_T_8124	2, 4
SEA_T_8125	1
SEA_T_8127	4
SEA_T_8128	2, 3
SEA_T_8129	4, 5
SEA_T_813	2, 5
SEA_T_8130	3, 4
SEA_T_8131	3, 4, 5
SEA_T_8132	4, 5
SEA_T_8133	3
SEA_T_8135	1, 2, 3
SEA_T_8136	2, 3
SEA_T_8137	4
SEA_T_8139	4
SEA_T_814	4
SEA_T_8140	1, 2, 4, 5
SEA_T_8141	1, 2
SEA_T_8142	1, 2
SEA_T_8143	1, 2, 3
SEA_T_8144	1, 2, 3
SEA_T_8145	1, 3, 4
SEA_T_8146	1
SEA_T_8147	1
SEA_T_8150	1, 2
SEA_T_8151	1, 2, 4
SEA_T_8152	1
SEA_T_8153	1
SEA_T_8155	1
SEA_T_8156	1
SEA_T_8157	1, 2, 3, 5
SEA_T_8158	2
SEA_T_816	1
SEA_T_8160	2, 4
SEA_T_8161	1, 2, 3
SEA_T_8162	1, 3
SEA_T_8164	4
SEA_T_8165	1, 2, 3
SEA_T_8166	1, 2
SEA_T_8169	1, 2, 3, 4, 5
SEA_T_817	1, 3
SEA_T_8170	1, 2, 3,

ID	Factor met
	4, 5
SEA_T_8171	1, 2, 3
SEA_T_8172	2, 4
SEA_T_8174	2
SEA_T_8176	1, 2, 4
SEA_T_8177	1, 2, 4
SEA_T_8178	1, 2
SEA_T_8179	1, 2
SEA_T_8180	2, 3, 4, 5
SEA_T_8183	1, 2
SEA_T_8198	1, 2, 4
SEA_T_8200	4
SEA_T_8201	1, 2, 3
SEA_T_8202	4
SEA_T_8203	4
SEA_T_8204	1, 2, 4
SEA_T_8205	4
SEA_T_8206	1, 2, 4
SEA_T_8207	1, 2
SEA_T_8208	2, 4
SEA_T_8209	1, 3, 4
SEA_T_821	1, 3, 4
SEA_T_8210	1, 2
SEA_T_8212	1, 2
SEA_T_8213	1
SEA_T_8214	1, 2, 4
SEA_T_8215	1, 2, 4
SEA_T_822	3
SEA_T_8220	1, 2
SEA_T_8221	1, 2
SEA_T_8222	1, 2
SEA_T_8223	1, 2
SEA_T_8224	1, 2, 4
SEA_T_8225	1, 2
SEA_T_8226	1, 2
SEA_T_8227	1, 2
SEA_T_8228	1, 2
SEA_T_8229	1, 2
SEA_T_8230	2, 3
SEA_T_8236	1, 2
SEA_T_8237	1, 2
SEA_T_8238	1, 2, 4

ID	Factor met
SEA_T_824	4
SEA_T_8240	2
SEA_T_8242	1, 2
SEA_T_8245	1, 2
SEA_T_8246	1, 2
SEA_T_8247	1, 2
SEA_T_8248	1, 2
SEA_T_8249	1, 2
SEA_T_8250	1, 2
SEA_T_8251	1, 2
SEA_T_8252	1, 2
SEA_T_8253	1, 2, 4
SEA_T_8254	1, 2
SEA_T_8255	1, 2
SEA_T_8256	1, 2, 4
SEA_T_8268	1, 2, 3
SEA_T_828	2
SEA_T_8284	4
SEA_T_8285	2, 4
SEA_T_8287	2, 3
SEA_T_829	2, 3
SEA_T_8291	3, 4, 5
SEA_T_8292	2, 4
SEA_T_8293	3, 4
SEA_T_8294	2, 3, 4
SEA_T_8295	1, 2, 3, 4
SEA_T_8296	1, 3
SEA_T_8297	1, 2, 3
SEA_T_8298	1, 2, 3
SEA_T_8299	1, 2, 3, 4
SEA_T_8300	1, 2, 3, 4
SEA_T_8301	4
SEA_T_8302	1, 2
SEA_T_8303	2, 4
SEA_T_8305	2
SEA_T_8306	1, 4
SEA_T_8307	1, 2
SEA_T_8308	1, 3
SEA_T_831	2, 3
SEA_T_8310	3
SEA_T_8311	2, 4

ID	Factor met
SEA_T_8312	2, 3
SEA_T_8313	2, 4
SEA_T_8315	2, 3
SEA_T_8316	3, 4, 5
SEA_T_8317	1, 2
SEA_T_8319	3, 4
SEA_T_832	1, 2
SEA_T_8320	2
SEA_T_8321	2
SEA_T_8322	2
SEA_T_8323	2
SEA_T_8324	4
SEA_T_8327	1, 2
SEA_T_8328	2, 4
SEA_T_8330	2
SEA_T_8332	1, 2, 3
SEA_T_8334	3, 4, 5
SEA_T_8337	4
SEA_T_8338	1, 2, 3
SEA_T_8339	4
SEA_T_8340	1, 2, 3
SEA_T_8343	1, 2, 3
SEA_T_8347	4
SEA_T_835	2, 3, 4
SEA_T_8351	2, 4
SEA_T_8352	2, 3, 4
SEA_T_8353	4
SEA_T_8354	2
SEA_T_8355A	1, 2, 3
SEA_T_8355B	1, 2, 3
SEA_T_8355C	1, 2, 3
SEA_T_8356	2, 4
SEA_T_8357	2
SEA_T_8360	1, 2, 3, 5
SEA_T_8362	1, 2, 3, 5
SEA_T_8364	2, 4
SEA_T_8365	2, 4
SEA_T_8372	2, 4
SEA_T_8374	4
SEA_T_8375	4
SEA_T_8376	2, 3, 4
SEA_T_8378	2

ID	Factor met
SEA_T_8380	2, 4
SEA_T_8385	4
SEA_T_8387	2, 4
SEA_T_8388	2, 4
SEA_T_8389	4
SEA_T_8392	2, 4
SEA_T_8393	4
SEA_T_8397	1, 2, 3, 4
SEA_T_8398	2, 4
SEA_T_840	1, 2, 3
SEA_T_8401	2
SEA_T_8403	4
SEA_T_8406	2, 4
SEA_T_8409	3, 4
SEA_T_8411	1, 2, 3, 5
SEA_T_8413	1, 2, 3, 4, 5
SEA_T_8414	1, 2, 3, 4
SEA_T_8415	2, 4, 5
SEA_T_8416	2, 4
SEA_T_8418	2, 4
SEA_T_842	2, 3
SEA_T_8422	4
SEA_T_8425	2, 4
SEA_T_8427	2, 4
SEA_T_8428	4
SEA_T_8429	4
SEA_T_8431	4
SEA_T_8433	4
SEA_T_8435	2, 3
SEA_T_8437	2
SEA_T_8438	2
SEA_T_844	2
SEA_T_8443	2
SEA_T_848	1, 2
SEA_T_85	2, 4
SEA_T_851	2, 3
SEA_T_859	2, 4
SEA_T_86	1, 2
SEA_T_860	1, 2, 3, 4
SEA_T_862	3

ID	Factor met
SEA_T_863	3
SEA_T_864	1, 2, 3
SEA_T_866	2, 3
SEA_T_870	4
SEA_T_872	2, 3, 4
SEA_T_873	1, 3, 4
SEA_T_874	1, 2, 3, 4
SEA_T_875	1, 2
SEA_T_876	1, 2
SEA_T_877	2
SEA_T_878	1
SEA_T_878a	1, 3, 4
SEA_T_879	3, 4
SEA_T_880	3, 4
SEA_T_881	3, 4
SEA_T_882	1, 3, 4
SEA_T_883	2, 3, 4
SEA_T_886	1, 3
SEA_T_887	1
SEA_T_890	1, 2, 4
SEA_T_8900	2
SEA_T_892	1, 2
SEA_T_893	3
SEA_T_894	1, 2
SEA_T_894a	1, 2
SEA_T_894B	1, 2
SEA_T_895	2, 3, 4
SEA_T_896	2, 3
SEA_T_899	1, 4
SEA_T_90	1
SEA_T_900	1
SEA_T_9001	4
SEA_T_9002	3, 4
SEA_T_9003	2, 3, 4
SEA_T_9004	3, 4
SEA_T_9005	4
SEA_T_9006	4
SEA_T_9007	2, 3, 4
SEA_T_9008	4
SEA_T_9009	4
SEA_T_901	1, 3, 4
SEA_T_9010	4
SEA_T_9011	4
SEA_T_9012	2, 4, 5
SEA_T_9013	2, 4
SEA_T_9014	4
SEA_T_9015	2, 4, 5
SEA_T_9016	4
SEA_T_9017	2, 4
SEA_T_9018	2, 4, 5
SEA_T_9019	2, 4
SEA_T_9020	4
SEA_T_9021	4
SEA_T_9022	2, 4
SEA_T_9023	2, 4
SEA_T_9024	2, 4
SEA_T_9025	2, 4
SEA_T_9026	4
SEA_T_9027	2, 4
SEA_T_9028	2, 4
SEA_T_9029	2, 4
SEA_T_903	1, 2, 4
SEA_T_9030	4
SEA_T_9031	4
SEA_T_9032	4
SEA_T_9033	2, 4
SEA_T_9034	4
SEA_T_9035	4
SEA_T_9036	4
SEA_T_9037	4
SEA_T_9038	4
SEA_T_9039	2, 4
SEA_T_9040	4
SEA_T_9041	2, 4
SEA_T_905	2, 4
SEA_T_906	1, 2
SEA_T_9062 (9044)	4
SEA_T_9065	2
SEA_T_907	1, 2, 3, 4
SEA_T_908	1, 2, 3
SEA_T_909	1, 2, 3
SEA_T_909c	1, 2
SEA_T_91	1, 2
SEA_T_910	1, 2, 3,
	4
SEA_T_9101	2, 4
SEA_T_9102 (9043)	1, 2, 4
SEA_T_914	2, 3
SEA_T_915	2
SEA_T_917	2, 3, 4, 5
SEA_T_918	1, 2, 5
SEA_T_92	1, 2, 3
SEA_T_920	2, 3, 4
SEA_T_921	2, 4, 5
SEA_T_922	2, 5
SEA_T_923	2, 3, 4
SEA_T_925	1
SEA_T_926	2, 3
SEA_T_927	2, 4
SEA_T_928	1, 3
SEA_T_929	1
SEA_T_93	1, 2, 3, 4
SEA_T_930	1, 2, 3, 4
SEA_T_931	1, 3
SEA_T_932	1, 2
SEA_T_937	1, 2, 3
SEA_T_938	1, 2, 3
SEA_T_94	1, 2
SEA_T_940	1, 2, 3
SEA_T_941	1, 2, 3
SEA_T_942	1, 2, 3
SEA_T_943	4
SEA_T_944	1, 3, 4
SEA_T_945	1, 3, 4
SEA_T_946	2, 3
SEA_T_947	4
SEA_T_948	2, 3, 4
SEA_T_949	2, 3, 4
SEA_T_95	1, 2, 3
SEA_T_953	1, 2
SEA_T_954	1, 2
SEA_T_955	4
SEA_T_956	2
SEA_T_959	2, 3

ID	Factor met
SEA_T_962	2, 3, 4
SEA_T_963	1, 2, 3
SEA_T_963B	2
SEA_T_964C	2
SEA_T_965	2, 3
SEA_T_967	2, 3, 4
SEA_T_968	2
SEA_T_969	2, 3
SEA_T_97	3, 4
SEA_T_970	2
SEA_T_971	2, 3
SEA_T_972	4
SEA_T_973	3, 4
SEA_T_974	2
SEA_T_974a	2
SEA_T_974B	2
SEA_T_974C	2
SEA_T_977	3
SEA_T_977a	2, 3
SEA_T_978	2
SEA_T_98	1, 2
SEA_T_980	2, 3
SEA_T_981	2, 3
SEA_T_985	1, 2, 3
SEA_T_986	3, 4
SEA_T_987	2
SEA_T_990	2
SEA_T_992	3
SEA_T_994	2, 3
SEA_T_9103	2
SEA_T_9104	3
SEA_T_9105	2
SEA_T_9106	1, 2, 3
SEA_T_9107	1

Schedule 10: Notable Tree Schedule

The Schedule is divided into Auckland Districts and is organised into alphabetical order by street name.

The Notable Tree Overlay symbols are marked on the Planning maps and should be viewed in conjunction with the Schedule below. The symbols indicate the presence of a notable tree, trees or groups of trees.

PC 120 (see Modifications) **[new text to be inserted]**

City Centre

ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
1	*Platanus x acerifolia*	London plane	23	Alfred Street (road reserve – whole street)	City Centre	
2	*Metrosideros excelsa*	Pōhutukawa	1	Anzac Avenue 117 - 127	City Centre	Allotment 11 SECT 12 Auckland City
3	*Agathis australis*	NZ Kauri	2	Beach Road (road reserve in front of #126)	City Centre	
4	*Quercus robur*	English Oak	2	Bowen Avenue, (Lower Slopes)	City Centre	Section 4 SO 374931
5	*Quercus palustris*	Pin Oak	1	Britomart Place (road reserve on corner with Beach Road)	City Centre	
6	*Metrosideros excelsa, Ginkgo biloba*	Pōhutukawa (6), Maidenhair Tree (4)	10	Emily Place 25 (reserve)	City Centre	Pt Crown Grant 287A Survey Office Plan 13A
7	*Quercus robur*	English Oak	4	Fanshawe Street (road reserve outside #130; walkway between Hardinge & Fanshawe Sts)	City Centre	
8	*Platanus x acerifolia*	London Plane	15	Grafton Road (road reserve between Wynyard & Stanley Streets)	City Centre	
9	*Platanus x acerifolia*	London Plane	54	Greys Avenue (road reserve – whole street)	City Centre	
10	*Metrosideros excelsa*	Pōhutukawa	1	Hobson Street 132	City Centre	Lot 1 DP 184578
12	*Metrosideros excelsa*	Pōhutukawa	4	Mahuhu Crescent 13-19	City Centre	Lot 27 DP 189212
11	*Metrosideros excelsa*	Pōhutukawa	5	Mahuhu Crescent 42-80,	City Centre	Lot 46 DP 189214
13	*Liriodendron tulipifera*	Tulip Tree	170	Mayoral Drive (road reserve – whole street)	City Centre	
14	*Metrosideros excelsa*	Pōhutukawa	2	Nelson Street (road reserve on corner with Union Street)	City Centre	
40	*Platanus acerifolia*	London Plane	8	Parliament Street (road reserve – whole street)	City Centre	
15	*Dacrydium cupressinum, Erythrina caffra, Araucaria heterophylla, Quercus rubra, Sequoiadendron giganteum, Agathis australis, Quercus sp.*	Rimu, Coral Tree, Norfolk Island Pine, Red Oak, Giant Redwood/ Wellingtonia, NZ Kauri, Oaks (5)	11	Princes Street 16-24, (Old Government House - Auckland University)	City Centre	Pt Allotment 1 SECT 6 Auckland City
16	*Ulmus procera, Washingtonia filifera, Agathis australis, Ficus superba, Ficus superba*	English Elm, California Fan Palm, NZ Kauri, Deciduous Fig, Saw Tooth Oak, Common Oak	11	Princes Street 33-43, (Albert Park)	City Centre	Section 1 SO 374931
17	*Tilia europaea*	Lime Tree	9	Princes Street, (road reserve along south-eastern corner of Albert Park)	City Centre	
19	*Ficus macrophylla*	Moreton Bay Fig	1	Queen Street 381 (reserve – Myers Park)	City Centre	Pt Lot 15 DP 2816
20	*Pinus parviflora, Toona australis, Taxodium distichum*	Japanese White Pine, Australian Red Cedar, Swamp Cypress	3	Queen Street 381 (reserve – Myers Park)	City Centre	Pt Allotments 14, 43 & 46 SECT 29 Auckland City
18	*Populus nigra 'italica'*	Lombardy Poplar	1	Queen Street (road reserve outside #360)	City Centre	
32	*Metrosideros excelsa, Vitex lucens, Knightia excelsa, Metrosideros robusta, Metrosideros excelsa, Podocarpus totara*	Pōhutukawa (2), Puriri (2), Rewarewa, Northern Rata, Totara	7	Ronayne Street 8-10	City Centre	Lot 10 DP 182061
41	*Platanus acerifolia*	London Plane	1	Short Street 1-11 I	City Centre	Lot 1 DP 209839

City Centre

ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
23	*Eucalyptus nichollii*	Peppermint Gum	1	Swanson Street 38 (reserve – Federal Street Park)	City Centre	Lot 3 DP 19325
24	*Quercus palustris, Metrosideros excelsa*	Pin Oak (6), Pōhutukawa	7	Symonds Street 51A (reserve – Wakefield Street Reserve))	City Centre	Lot 2 DP 86367
25	*Quercus robur*	English Oak	1	Symonds Street 82	City Centre	Lot 1 DP 95319
26	*Quercus robur, Quercus ilex, Metrosideros excelsa, Tilia x europaea*	English Oak, Holm Oak, Pōhutukawa , Lime	4	Symonds Street 105 – 107 (cemetery - west side)	City Centre	Pt Lot 1 DP 18958
27	*Quercus robur, Zelkova serrata, Araucaria heterophylla, Vitex lucens*	English Oak, Keyaki, Norfolk Island Pine, Puriri	6	Symonds Street 120 (cemetery – east side)	City Centre	Pt Lot 2 DP 18958
28	*Platanus x acerifolia, Quercu robur, Ulmus procera*	London Plane, English Oak, English Elm	25	Symonds Street (road reserve between Alfred & Wellesley Streets)	City Centre	
29	*Platanus x acerifolia*	London Plane	15	Symonds Street (road reserve between Alten & Grafton Roads)	City Centre	
31	*Knightia excelsa, Metrosideros robusta*	Rewarewa, Northern rata	2	Te Taou Crescent 26-46	City Centre	Lot 50 DP 189217
30	*Phoenix canariensis*	Phoenix Palm	6	Te Taou Crescent 5-15	City Centre	Lot 28 DP 177231
33	*Metrosideros excelsa*	Pōhutukawa	1	The Strand (road reserve on corner with Sudbury Terrace)	City Centre	
34	*Taxodium distichum, Platanus x acerifolia*	Swamp Cypress, London Plane (65)	66	Victoria Street 203 – 271 (reserve – Victoria Park)	City Centre	Pt Freemans Bay Reclamation Deeds Plan City 37
35	*Platanus x acerifolia*	London Plane	37	Vincent Street (road reserve – whole street)	City Centre	
36	*Metrosideros excelsa, Quercus robur*	Pōhutukawa, English Oak	2	Wakefield Street 87 (reserve – Wakefield Reserve)	City Centre	Lot 1 DP 86367
38	*Quercus palustris*	Pin Oak	1	Wellesley Street East (road reserve on corner with Kitchener Street)	City Centre	
37	*Ulmus procera*	English Elm	1	Wellesley Street East (road reserve outside Art Gallery)	City Centre	
39	*Araucaria heterophylla, Quercus robur, Metrosideros excelsa*	Norfolk Island Pine (2), English Oak, Pōhutukawa	4	Whitaker Place 20	City Centre	Pt Allotment 18 SECT 15 SBRS OF Auckland

Franklin

ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
2185	*Vitex lucens, Hymenospermum flavum*	Puriri, Australian Frangipani	2	Adams Road South 56	Pukekohe	Allotment 109 SBSC 2 PSH OF Pukekohe
2758	*Metrosideros excelsa*	Pōhutukawa	1	Albert Street 17	Pukekohe	LOT 1 DP199086
2767	*Fagus sylvatica*	Common Beech	1	Anzac Road 5	Pukekohe	LOT 3 DP45175 and LOT 5 DP42905
2653	*Liquidambar stryraciflua*	Liquidambar	1	Anzac Road 104	Pukekohe	LOT 1 DP52145
2768	*Metrosideros excelsa*	Pōhutukawa	1	Azalea Place 5	Waiuku	LOT 3 DP56889
2184	*Liriodendron tulipifera, Podocarpus totara 'aurea,' Corynocarpus laevigatus, Camellia sp.,*	Tulip Tree, Golden Totara, Karaka Tree, Camellia		Belmont Road 73	Pukekohe	Lot 1 DP 205465
2749	*Podocarpus totara*	Totara	4	Birch Road 40	Pukekohe	LOT 2 DP97690
2665	*Araucaria heterophylla*	Norfolk Island Pine	2	Blackbridge Road 12	Whangapouri Creek	PT ALLT 232 PARO, PT LOT 1 DP7692, PT LOT 1 DP18670 and PT LOT 1 DP7692
2729	*Araucaria bidwillii*	Bunya Bunya Pine	1	Bombay Road 3	Bombay	ALLT 382 PARO
2779	*Quercus robur*	English Oak	3	Bombay Road 117	Bombay	LOT 1 DP 475165
2742	*Quercus robur*	English Oak	Group	Bombay Road 128	Bombay	LOT 3 DP 482122
2673	*Vitex lucens*	Puriri		Bombay Road 131	Bombay	Lot 600 DP 475165
2801	*Pseudotsuga menziesii, Liquidambar styraciflua*	Douglas Fir, Liquidambar	2	Buckland Road (road reserve outside #519)	Buckland	
2786	*Quercus robur*	English Oak	1	Buckland Road 602	Buckland	PT ALLT 9 PARO
2690	*Podocarpus totara*	Totara	1	Buckland Road 1750	Buckland	LOT 2 DP13540
2791	*Arbutus unedo*	Irish Strawberry	6	Cardiff Street (road reserve)	Pukekohe	
2682	*Quercus robur*	English Oak	1	Carlton Road 15	Pukekohe	LOT 5 DP18979
2691	*Podocarpus totara, Metrosideros excelsa*	Totara,Pōhutukawa	Group	Carlton Road 18	Pukekohe	PT LOT 1 DP36578
2715	*Dacrydium cupressinum*	Rimu	1	Carlton Road 25	Pukekohe	LOT 5 DEED497
2757	*Fraxinus angustifolia subsp/ oxycarpa 'Raywoodii'*	Claret Ash		Charles Road 45	Kingseat	LOT 19 DP153384
2169	*Vitex lucens, Agathis australis*	Puriri, Kauri	2	Collingwood Road 131	Waiuku	Pt Allotment 47 PSH OF Waiuku East
2149	*Podocarpus totara*	Totara		Constable Road (reserve)	Waiuku	Allotment 487 PSH OF Waipipi
2167	*Podocarpus totara ('aurea')*	Golden Totara	1	Cornwall Road 30	Waiuku	Pt Allotment 62 PSH OF WAIUKU EAST
2168	*Beilschmiedia tarairi, Podocarpus totara*	Taraire, Totara	2	Cornwall Road 56	Waiuku	Lot 2 DP 209525

Franklin

ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
2155	*Araucaria heterophylla*	Norfolk Pine	1	Cornwall Road (reserve – Cornwall Reserve)	Waiuku	Lot 23 DP 119275
2730	*Podocarpus totara*	Totara	1	Cromwell Place 3	Pukekohe	LOT 8 DP79109
2783	*Podocarpus totara*	Totara		Cromwell Place 6	Pukekohe	LOT 7 DP77620
2794	*Podocarpus totara*	Totara		Cromwell Place 7	Pukekohe	LOT 6 DP77620
2672	*Agathis australis*	Kauri	1	Domain Street 27	Waiuku	Lot 2 DP 500680
2700	*Sequoia sempervirens*	Coastal Redwood	1	Dublin Street 2	Pukekohe	LOT 3 DP50499
2716	*Metrosideros excelsa, Corynocarpus laevigatus, Podocarpus totara*	Pōhutukawa (3), Karaka (2),Totara	6	East Street 25	Pukekohe	PT ALLT 12 PARO
2720	*Podocarpus totara, Dysoxylum spectabile*	Totara (2),Kohekohe	3	East Street 27	Pukekohe	LOT 1 DP181058
2721	*Podocarpus totara, Alextryon excelsa, Metrosideros excelsa*	Totara, Titoki, Pōhutukawa	3	East Street 27	Pukekohe	LOT 2 DP181058
2726	*Dacrydium cupressinum*	Rimu	1	East Street 29	Pukekohe	LOT 1 DP57547
2750	*Podocarpus totara, Populus sp.*	Group of Totara and a Poplar	Group, 1	East Street 42	Pukekohe	PT LOT 7 DEED26, PT LOT 27 DP35298 and PT LOT 8 DEED26
2771	*Podocarpus totara*	Totara	1	East Street 50	Pukekohe	LOT 1 DP35298
2781	*Eucalyptus nicholii, Podocarpus totara*	Narrow-leaved Black Peppermint Gum, Totara	2	East Street 59	Pukekohe	LOT 3 DP73058
2784	*Podocarpus totara*	Totara	3	East Street 60 and 62	Pukekohe	LOT 6 DP35298, LOT 6 DP35298 and LOT 1 DP409341
2788	*Podocarpus totara*	Totara	1	East Street 63	Pukekohe	LOT 5 DP73058
2797	*Podocarpus totara*	Totara	1	East Street 70	Pukekohe	LOT 1 DP198139
2807	*Agathis australis*	Kauri	6	East Street 85 (and road reserve outside #85)	Pukekohe	LOT 1 DP182904
2174	*Alectryon excelsa*	Titoki	1	Edinburgh Street 22	Pukekohe	Lot 1 DP 154963
2654	*Quercus palustris*	Pin Oak	4	Edinburgh Street 81	Pukekohe	LOT 21 DP92153 and LOT 13 DP85808
2170	*Quercus sp*	Oak tree	1	Edinburgh Street 124	Pukekohe	Lot 33 DP 61855
2679	*Quercus palustris*	Pin Oak	1	Edinburgh Street 146	Pukekohe	LOT 1 DP65435, LOT 1 DP76181 and LOT 2 DP65435
2769	*Podocarpus totara*	Totara trees	Group	Edwards Court 5 (reserve)	Pukekohe	LOT 78 DP101533

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2183	*Podocarpus totara*	Totara	6	Victoria Street West 259	Pukekohe	Lot 12 DP 605803
2739	*Platanus spp.*	Planes	Group	Franklin Road (road reserve on west side)	Pukekohe	
2664	*Ginkgo biloba, Metasequoia glyptostrobodies, Fraxinus angustifolia subsp. Oxycarpa 'Raywoodii', Cupressus macrocarpa, Dacrycarpus dacrydioides, Ulmus glabra 'Lutescens', Acer negundo, Podocarpus totara, Liquidambar straciflua, Juglans sp, Alnus sp, Populus sp, Betula pendula, Taxodium distichum, Idesia, polycarpa, Michelia doltsopa, Agathis australis, Eucalyptus sp.*	Group of native and exotic trees	Group	Franklin Road (Recreation Centre Fitness Trail)	Pukekohe	PT LOT 14 DEED592, PT LOT 15 DEED592, LOT 1 DP86506, LOT 79 DP101533, LOT 82 DP101533, LOT 85 DP101532 and LOT 81 DP101533
2722	*Quercus canariensis*	Algerian Oak	1	George Crescent Road (road reserve outside #26A)	Buckland	
2738	*All native species*	Native Bush Block	Group	George Crescent 31-43, 45, 47 and 49	Buckland	LOT 1 DP18757, LOT 1 DP185238, LOT 2 DP185238 and LOT 3 DP185238
2772	*Vitex lucens*	Puriri	1	George Crescent 56	Buckland	LOT 2 DP368488
2798	*Liriodendron tulipifera, Pseudotsuga menziesii, Picea Sp.,*	Tulip tree, Douglas Fir, Spruce	Group	George Crescent 72	Buckland	PT ALLT 9 PARO and PT ALLT 9 PARO
2736	*Quercus robur*	English Oak	1	George Crescent Road (road reserve on corner with Buckland Road)	Buckland	
2778	*Beilschmiedia tarairi*	Taraire	1	George Street 58	Buckland	LOT 3 DP42427
2676	*Podocarpus totara*	Totara	3	Glasgow Road (road reserve outside #14)	Pukekohe	
2777	*Eucalyptus nicholii*	Narrow-leaved Black Peppermint Gum	1	Glasgow Road (road reserve outside #57-61)	Pukekohe	
2667	*Quercus robur*	English Oak	1	Glenbrook Road 12	Kingseat	ALLT 300 PARO, LOT 3 DP133797, PT ALLT 58 PARO and LOT 4 DP133797
2745	*Populus spp.*	Poplar	1	Glenbrook Road 383	Kingseat	LOT 1 DP31745
2163	*Quercus sp., Populus spp*	Oak, Poplar		Glenbrook Station Road 369	Glenbrook	Lot 3 DP 368210
2161	*Quercus sp, Vitex lucens, Dacrydium cupressinum, Beilschmiedia tarairi, Podocarpus totara*	Oak Tree, Puriri (13), Rimu (1), Taraire (10), Totara (8)	33	Glenbrook-Waiuku and Cornwall Road (corner)	Waiuku	Lot 2 DP 328757
2734	*Platanus sp. Dacrycarpus dacrydioides*	Plane, Kahikatea		Glencairn Place 9	Buckland	LOT 15 DP318727
2649	*Platanus sp*	Planes		Glencairn Place 10	Buckland	LOT 4 DP318727
2655	*Platanus sp*	Plane		Glencairn Place 11	Buckland	LOT 14 DP318727
2799	*Platanus sp.*	Planes		Glencairn Place 18	Buckland	LOT 8 DP318727
2713	*Platanus sp.*	Planes		Glencairn Place 24	Buckland	LOT 11 DP318727

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2718	*Platanus sp*	Planes		Glencairn Place 26	Buckland	LOT 12 DP318727
2717	*Dacrycarpus dacrydioides*	Kahikatea		Glencairn Place 26 and 28	Buckland	LOT 12 DP318727 and LOT 13 DP318727
2678	*Podocarpus totara*	Totara		Great South Road 1449	Ramarama	LOT 1 DP99214
2681	*Quercus robur, Podocarpus totara*	English Oak (2), Totara	3	Great South Road 1482	Bombay	Lot 3 DP 469838
2152	*Vitex lucens, Platanus x acerifolia*	Puriri, London Plane	Group	Great South Road 1832	Bombay	Pt Lot B DP 6559
2695	*Araucaria heterophylla*	Norfolk Island Pine	2	Great South Road 1850	Bombay	SECT 4 SO69909, PT LOT B DP6559, PT LOT B DP6559 and SECT 3 SO69909
2179	*Quercus robur, Populus spp, Metrosideros excelsa, Liquidambar stryraciflua, Corymbia ficifolia*	Common Oak (3), Poplar, Pōhutukawa, Liquidambar (2), Red Flowering Gum		Harris Street 14	Pukekohe	Pt Allotment 19 SBSC 2 PSH OF Pukekohe
2677	*Quercus robur, Populus sp, Metrosideros excelsa, Liquidambar styraciflua, Corymbia ficifolia*	English Oak, group of native trees, Poplar, Pōhutukawa (Historic), American Sweetgum and Red Flowering Gum	2, 1, 2, 1	Harris Street 14	Pukekohe	LOT 2 DP32364, PT LOT 4 DP32364, LOT 1 DP15787, PT ALLT 27 2 PARO, LOT 3 DP32364, LOT 1 DP58643
2780	*Podocarpus totara*	Totara	4	Harris Street (road reserve on corner with John Street)	Pukekohe	
2175	*Metrosideros excelsa*	Pōhutukawa	Group	Harris Street (road reserve opposite Bledisloe Park)	Pukekohe	
2687	*Podocarpus totara*	Totara		Heights Road 166	Pukekohe	ALLT 151 2 PARO
2701	*Quercus spp*	Oak	1	Helland Drive 2	Drury	LOT 2 DP156251
2731	*Araucaria heterophylla, Dacrydium cupressinum, Quercus spp, Podocarpus totara*	Norfolk Island Pine, Rimu, Oaks, Totara	Group	Helland Drive 3	Drury	LOT 3 DP156251
2747	*Quercus spp, Podocarpus totara*	Oaks, Totara	Group	Helland Drive 4	Drury	LOT 4 DP156251
2770	*Cedrus deodara, Metrosideros excelsa*	Himalayan Cedar, Pōhutukawa	1, 3	Helland Drive 5	Drury	LOT 5 DP156251
2800	*Vitex lucens, Cedrus deodara, Podocarpus totara Quercus spp*	Puriri, Himalayan Cedar, Totara, Oaks	Group	Helland Drive 8	Drury	LOT 8 DP156251
2809	*Cedrus deodara*	Himalayan Cedar	1	Helland Drive 9	Drury	LOT 9 DP156251
2703	*Vitex lucens, Quercus spp, Podocarpus totara*	Puriri, Oaks,Totara	Group	Helland Drive 20	Drury	LOT 20 DP156251
2699	*Taxodium distichum, Quercus spp, Podocarpus totara*	Swamp Cypress, Oaks, Totara		Helland Drive (Martyn Farm Estate)	Drury	LOT 2 DP163157, SECT 5 SO69908, SECT 2 SO69908, SECT 1 SO69908, PT LOT 6 DP152752, LOT 12 DP156251
2752	*Cedrus atlantica 'Glauca'*	Atlas Cedar	1	Hogan Street (road reserve outside #2)	Pukekohe	
2727	*Quercus robur*	English Oak	1	Hogan Street (road reserve outside #18)	Pukekohe	
2719	*Podocarpus totara*	Totara	Group	John Street (road reserve)	Pukekohe	

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2181	*Quercus rubra, Quercus robur,Gingko biloba, Metrosideros excelsa*	Red Oak, English Oak, Maidenhair Tree, Pōhutukawa	1	Jutland Road 16	Pukekohe	Lot 2 DP 311994
2180	*Quercus rubra*	Red Oak	2	Jutland Road 183 (road reserve)	Pukekohe	Lot 1 DP 329621
2790	*Quercus ilex, Cryptomeria japonica, Sequoia sempervirens, Taxodium distichum, Quercus robur*	Holm Oak, Japanese Cedar, Redwood, Cypress, English Oak		Karaka Road 654	Kingseat	LOT 1 DP334433
2795	*Acer pseudoplatanus, Quercus robur,*	Sycamore, English Oak		Kent Street 7	Waiuku	LOT 1 DP149644
2712	*Podocarpus totara*	Totara trees	Group	Kern Road (road reserve between Great South Road and Cooper Road)	Ramarama	
2154	*Quercus sp*	Oak Trees	2	Kidd Road 11	Te Hihi	Pt Allotment 17 PSH OF Karaka
2172	*Fraxinus sp., Ulmus sp., Quercus sp.*	Ash, Golden Elm, Oak		King Street 10	Waiuku	Lot 2 DP 95859
2683	*Platanus sp*	Plane	1	King Street 15 (reserve – Tamakae Reserve)	Waiuku	LOT 2 DP24653 and PT LOT 1 DP24653
2756	*Agathis australis*	Kauri	1	King Street 44	Waiuku	LOT 3 DP24487
2670	*Ulmus glabra 'Lutescens'*	Golden Elms	5	King Street 163, Roulston Road and Massey Avenue 7 (Pukekohe Town Square)	Pukekohe	ALLT 327 2 PARO, LOT 1 DP80851, LOT 1 DP51778, PT LOT 2 DP32793, PT LOT 2 DP32793, PT LOT 2 DP32793, PT LOT 2 DP6976 and Road
2805	*Salix sp*	Willow	1	King St (reserve – Tamakae Reserve)	Waiuku	DP 21325
2147	*Quercus sp, Fagus sylvatica, Platanus sp, Parrotia persica, Quercus robur, Liriodendron tulipifera*	Oak Trees, Common Beech, Plane, Persian Ironwood, English Oak, Tulip		Kitchener Road 32A and 34-38	Waiuku	LOT 10 DP28275, Lot 9 DP 28275
2773	*Quercus robur*	English Oak	1	Kitchener Road 56	Waiuku	ALLT SW164 PARO, PT ALLT 161 PARO, PT LOT 1 DP60293, ALLT NE162 PARO, PT LOT 1 DP60293, ALLT SW162 PARO...
2150	*Platanus sp*	London Plane	1	Kitchener Road 56	Waiuku	Pt Lot 1 DP 60293
2156	*Metrosideros excelsa, Ilex aquifolium*	Pōhutukawa (2) & Holly Trees		Kitchener Road 72	Waiuku	Pt Allotment 161 PSH OF Waiuku East
2697	*Alectryon excelsus, Metrosideros excelsa, Podocarpus totara, Vitex lucens*	Titoki, Pōhutukawa, Totara, Puriri	Group	Kitchener Road 191 and 193	Pukekohe	LOT 7 DP39569 and LOT 1 DP49002
2725	*Araucaria heterophylla*	Norfolk Island Pine	3	Kitchener Road 288	Pukekohe	LOT 1 DP112964
2748	*Podocarpus totara*	Totara		Len Brown Place 4	Pukekohe	LOT 10 DP77620
2160	*Magnolia sp.*	Magnolia Tree	1	Magnolia Drive 8	Waiuku	Lot 1 DP 190074
2171	*Metrosideros excelsa, Podocarpus totara, Liriodendron tulipifera, Liquidambar styraciflua*	Pōhutukawa.Totara, Tulip Trees, Liquidambars	Groups	Manukau Road 82	Pukekohe	Lot 1 DP 99706

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2661	*Podocarpus totara*	Totara	1	Manukau Road 112	Pukekohe	LOT 4 DP180822
2684	*Ulmus sp, Platanus acerifolia, Vitex lucens, Quercus robur, Fagus sylvatica*	Elm, Plane, Puriri, English Oak, Common Beech	Group	Manukau Road 222	Pukekohe	LOT 2 DP 337473 and LOT 2 DP 100207
2647	*Quercus robur*	English Oak	1	Manukau Road (road reserve near corner with Kitchener Road)	Pukekohe	
2173	*Metrosideros excelsa*	Pōhutukawa	2	Massey Avenue 14	Pukekohe	Lot 47 DP 7997
2668	*Quercus robur*	English Oak	1	McNally Road 12	Pukekohe	LOT 1 DP45002
2689	*Metrosideros excelsa*	Pōhutukawa	1	McNally Road 17	Pukekohe	LOT 1 DP126654
2686	*Sequoia sempervirens*	Redwood	1	Mill Road 165C	Bombay	Lot 1 DP 466689
2705	*Vitex lucens*	Puriri	1	Mill Road 203	Bombay	LOT 1 DP 62312
2746	*Agathis australis, Quercus robur, Vitex lucens, Metrosideros excelsa, Podocarpus totara*	Kauri, Oak, Puriri, Pōhutukawa, Totara	Group	Mill Road (reserve – Proude Reserve)	Bombay	LOT 1 DP172745
2785	*Quercus robur , Araucaria heterophylla*	English Oak, Norfolk Island Pine	2	Morgan Road 60	Pukekohe	PT ALLT 26 PARO
2660	*Liquidamber styraciflua, Dacrydium cupressinum, Dacrycarpus dacrydioides*	American Sweetgum, Rimu, Kahikatea	2, Group	Nelson Street 5-15	Pukekohe	LOT 1 DP53987
2754	*Liriodendron tulipifera*	Tulip tree	2	Nelson Street 42-54	Pukekohe	PT ALLT 5A 2 PARO
2146	*Araucaria heterophylla*	Norfolk Pine	1	Norfolk Rise 6	Waiuku	Lot 7 DP 52715
2698	*Liquidambar stryaciflua*	Liquidambar	Group	Old Coach Way 24	Bombay	Lot 1 DP 504624
2774	*Podocarpus totara*	Totara	Group	Old Coach Way (road reserve outside 15, 20, 24, 38 & 41)	Bombay	
2162	*Metrosideros excelsa, Corynocarpus laevigatus*	Pōhutukawa, Karaka	2	Orua Bay Beach Road 25D	Orua Bay	Lot 1 DP 68384
2153	*Eucalyptus sp.*	Gum	1	Orua Bay Beach Road 25K	Orua Bay	Lot 2 DP 208437
2804	*Araucaria bidwillii, Vitex lucens, Podocarpus totara, Liriodendron tulipifera, Quercus palustris, Quercus robur*	Bunya Bunya Pine, Puriri, Totara, Tulip Tree, Pin Oak, Oak	Group	Paerata Road 801	Paerata	LOT 1 DP 72819
2652	*Sequoia sempervirens, Araucaria heterophylla*	Coastal Redwood, Norfolk Island Pine	2	Paerata Road 1030	Paerata	Lot 1 DP 503509
2803	*Quercus robur*	English Oak	2	Paerata Road (road reserve outside #994b)	Pukekohe	
2762	*Vitex lucens, Podocarpus totara, Alectryon excelsus, Dacrydium cupressinum,*	Puriri, Totara, Titoki, Rimu	6	Paparata Road 47	Bombay	LOT 6 DP7, PT LOT 1 DP 35179, PT ALLT 13 PARO and LOT 5 DP7

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2789	*Vitex lucens*	Puriri	1	Paparata Road 63	Bombay	LOT 1 DP 209296
2743	*Agathis australis, Vitex lucens Podocarpus totara, Quercus sp, Alectryon excelsus,*	Kauri, Puriri, Totara, Oak,Titoki		Patumahoe Road 38	Patumahoe	ALLT 31A PARO and ALLT 32 1 PARO
2659	*Quercus robur*	English Oak	1	Patumahoe Road 111	Patumahoe	PT ALLT 26A PARO, PT ALLT 38 PARO and PT ALLT 26 PARO
2674	*Quercus robur*	English Oak	1	Portsmouth Road 136	Bombay	Lot 1 DP 435804
2187	*Cryptomeria japonica 'elegans' Araucaria heterophylla, Knightia excelsa, Beilschmiedia taraire, Corynocarpus laevigatus, Quercus robur, Populus sp., Salix sp., Acer sp., Betula sp., Ginkgo biloba*	Japanese Cedar, Norfolk Pine, Rewarewa, Taraire, Karaka, English Oak, Poplar, Willow, Norway Maple, Birch, Maidenhair Tree		Princes Street West 180	Pukekohe	Allotment 99 SBSC 2 PSH OF Pukekohe
2782	*Quercus robur*	English Oak	1	Prospect Terrace 59A	Pukekohe	LOT 2 DP64897
2732	*Pinus radiata*	Monterey Pine	1	Pukekohe East Road 3	Paerata	LOT 3 DP208353
2704	*Quercus palustris*	Pin Oak	1	Pukekohe East Road 200	Pukekohe	LOT 3 DP105276
2737	*Aesculus hippocastanum, Quercus robur, Fagus sylvatica*	Horse Chestnut, Oak, Beech	3	Queen Street 31-37	Pukekohe	LOT 2 DP86991
2802	*Quercus robur, Podocarpus totara, Cryptomeria japonica, Quercus palustris, Ginkgo biloba, Metrosideros excelsa, Platanus sp*	English Oak, Totara, Japanese Cedar, Pin Oak, Ginkgo, Pōhutukawa, London Plane	Groups	Queen Street 86 (reserve – Bledisloe Park)	Pukekohe	PT LOT 1 DP27648, PT LOT 1 DP4626, PT LOT 3 DP4626, LOT 17 DP40139, PT LOT 1 DP43449, PT LOT 1 DP27648...
2680	*Araucaria heterophylla*	Norfolk Island Pine	1	Queen Street 147	Pukekohe	LOT 3 DP 17473 and LOT 2 DP 17473
2663	*Quercus robur*	English oak	1	Queen Street 115-117	Pukekohe	Lot 2 DP 49238
2751	*Podocarpus totara, Pseudopanax crassifolius*	Totara, Lancewood	2	Racecourse Road 40	Waiuku	LOT 1 DP 90298
2650	*Quercus ilex, Liquidambar stryraciflua, Cryptomeria japonica*	Holm Oak, Liquidambar, Japanese Cedar	Group	Rangiwhea Road 10 (reserve – Nga Waka Park)	Waiuku	LOT 1 DP 47716
2666	*Metrosideros excelsa, Cupressus macrocarpa*	Pōhutukawa,Macrocarpa		Rangiwhea Road (reserve – Sandspit Reserve)	Waiuku	LOT 15 DP15187, LOT 6 DP38918 and LOT 12 DP15187
2651	*Araucaria heterophylla*	Norfolk Island Pine	1	Razorback Road 10	Bombay	LOT 1 DP 189295
2709	*Salix sp., Liquidambar styraciflua, Liriodendron tulipifera, Populus sp., Quercus palustris, Prunus sp. Pinus radiata, Platanus sp., Taxodium distichum*	Group of exotic trees	Group	Reynolds Road 22 (reserve – Ernie's Reserve)	Pukekohe	LOT 21 DP344916
2763	*Populus sp. Melia azedarach, Liriodendron tulipifera, Quercus palustris, Taxodium distichum, Ulmus sp., Magnolia sp., Salix sp., Ginkgo biloba, Acer negundo*	Group of exotic trees	Group	Reynolds Road 47 (reserve – Colin Lawrie Fields)	Pukekohe	LOT 100 DP186403, LOT 18 DP177655, LOT 1 DP87259 and LOT 1 DP163078
2662	*Populus sp. Melia azedarach, Liriodendron tulipifera, Quercus palustris, Taxodium distichum, Ulmus sp, Magnolia sp, Salix sp,*	Group of exotic trees	Group	Reynolds Road (reserve) – Reynolds Road Reserve)	Pukekohe	LOT 89 DP101535

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	Ginkgo biloba, Acer negundo					
2696	*Podocarpus totara*	Totara	1	Ridgeway Road 19	Pukekohe	LOT 1 DP73391
2776	*Podocarpus totara*	Totara	1	Ridgeway Road 57	Pukekohe	LOT 16 DP184310
2796	*Quercus robur*	English Oak	1	Roose Avenue 7	Pukekohe	LOT 11 DP16013
2164	*Corynocarpus laevigatus, Alectryon excelsa, Cyathea sp.*	Mixed Native Trees	Group	Roulston Street 25	Pukekohe	Lot 29 DP 7997
2177	*Dacrydium cupressinum*	Rimu	1	Runciman Road 128	Pukekohe	Lot 1 DP 80342
2176	*Cercis siliquastrum*	Judas Tree	1	Seddon Street 8-10 (reserve – Seddon park Reserve)	Pukekohe	Lot 1 DP 69854
2806	*Podocarpus totara*	Totara	1	Seddon Street 83	Pukekohe	LOT 9 DP4688
2693	*Podocarpus totara*	Totara	1	Seddon Street (road reserve opposite #16-18)	Pukekohe	
2656	*Podocarpus totara*	Totara	2	Seddon Street (road reserve outside #57)	Pukekoke	
2761	*Liquidambar styraciflua*	Liquidambar	1	Seddon Street (road reserve on corner with Tobin Street)	Pukekohe	
2753	*Populus nigra 'Italica'*	Lombardy Poplar	3	Sim Road 412	Paerata	PT LOT 58 DEED and LOT 1 DP193202
2657	*Ulmus sp, Dacrydium cupressinum, Magnolia grandiflora*	Elm, Rimu Southern Magnolia	3	Stadium Drive 9 (reserve – Roulston Park & Pioneer Cottage)	Pukekohe	PT ALLT 12 PARO
2706	*Quercus palustris, Liquidambar styraciflua, Fraxinus sp., Sequoia sempervirens, Metrosideros excelsa, Quercus robur, Podocarpus totara, Cedrus sp., Araucaria heterophylla, Dacrycapus dacrydioides, Platanus sp.*	Pin Oak, Liquidambar, Ash, Redwood, Pohutukawa, Oak, Totara, Cedar, Kauri, Kahikatea, London Plane	Group	Stadium Drive 21	Pukekohe	LOT 29 DP17504, LOT 27 DP17504, LOT 1 DP56340, LOT 1 DP59127, PT ALLT 12 PARO, LOT 28 DP17504
2669	*Araucaria heterophylla*	Norfolk Island Pine	Group	Stadium Drive (railway land behind #24)	Pukekohe	Lot 2 DP 204869
2808	*Quercus robur*	Oak	1	Station Road 1	Pukekohe	PT ALLT 12 PARO
2707	*Podacarpus totara*	Totara	1	The Glade North 21	Pukekohe	LOT 6 DP177655
2658	*Beilschmiedia tarairi, Podocarpus totara,*	Taraire, Totara	2	The Glade South 11	Pukekohe	LOT 6 DP82517
2675	*Podocarpus totara*	Totara		The Glade South 14 and 16	Pukekohe	LOT 1 DP185817 and LOT 2 DP185817
2735	*Podocarpus totara*	Totara	1	The Glade South 31	Pukekohe	LOT 3 DP187699

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2728	*Podocarpus totara*	Totara		The Glade South 29A	Pukekohe	LOT 2 DP187699
2648	*Podocarpus totara*	Totara	Group	The Glade South (road reserve outside #22)	Pukekohe	
2158	*Araucaria heterophylla*	Norfolk Pine	1	Titi Hill Battle Site, Pukekohe to Waiuku	Pukekohe	Pt Lot B DP 6559
2645	*Platanus x acerifolia*	London Plane	5	Tobin Street (road reserve opposite #14)	Pukekohe	
2740	*Podocarpus totara*	Totara		Tom Keven Way 3	Pukekohe	LOT 5 DP187699
2741	*Podocarpus totara*	Totara		Tom Keven Way 3B	Pukekohe	LOT 6 DP187699
2764	*Podocarpus totara, Dacrycarpus dacrydioides*	Totara, Kahikatea		Tom Keven Way 8	Pukekohe	LOT 31 DP185882
2759	*Podocarpus totara*	Totara		Tom Keven Way 10	Pukekohe	LOT 32 DP185882
2755	*Podocarpus totara*	Totara		Tom Keven Way 12	Pukekohe	LOT 1 DP331162
2643	*Picea sp.*	Spruce	1	Tonkin Place 22	Buckland	LOT 10 DP169270
2644	*Vitex lucens*	Puriri	1	Totara Avenue 1	Pukekohe	LOT 2 DP198972
2810	*Araucaria heterophylla*	Norfolk Island Pine	1	Totara Avenue 9	Pukekohe	LOT 1 DP16013
2714	*Dacrydium cupressinum, Podocarpus totara, Prumnopitys taxifolia*	Rimu, Totara, Matai	Group	Totara Avenue 24A	Pukekohe	PT ALLT 12 PARO
2744	*Metrosideros excelsa*	Pōhutukawa	1	Totara Place 38	Pukekohe	LOT 2 DP211125
2646	*Metrosideros excelsa*	Pōhutukawa	2	Tuakau Road 1	Pukekohe	LOT 2 DP42134 and PT LOT 1 DP32925
2792	*Vitex lucens*	Puriri	1	Tuakau Road 66	Pukekohe	LOT 3 DP13829
2702	*Populus sp*	Poplar	1	Victoria Avenue 2	Waiuku	LOT 6 DP44615, LOT 7 DP44615 and LOT 1 DP112712
2671	*Platanus sp*	London Plane	Group	Victoria Street West 128 - 144	Pukekohe	PT LOT 1 DP16186
2148	*Podocarpus totara*	Totara	Group	View Road 16	Waiuku	PT ALLOT 312 Parish WAIUKU EAST, PT ALLOT 312 Parish WAIUKU EAST, Pt Lot 3 DP 29591, Lot 1 DP 208507, PT ALLOT 312 Parish WAIUKU EAST, PT ALLOT 312 Parish WAIUKU EAST, Pt Lot 3 DP 29591, Lot 6 DP 395885
2157	*Quercus sp*	Oak Trees	5	Waiau Pa Road 571	Bombay	PT ALLOT 50 PARISH WAIAU DISTRICT
2159	*Quercus spp*	Oak Trees		Waiuku Road 871	Pukekohe	Lot 3 DP 23041, Lot 4 DP 23041

Franklin

ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
2165	*Elaeocarpus dentatus, Dacrycarpus dacrydioides, Corynocarpus laevigatus, Dysoxylum spectabile, Beilschmiedia tarairi, Vitex lucens, Knightia excelsa, Dacrydium cupressinum, Beilschmiedia tarairi, Podocarpus totara, Quercus sp*	Hinau, Kahikatea, Karaka, Kohekohe, Maire, Nikau, Pepper, Ponga, Puriri, Red Matipo, Rewarewa, Rimu, Taraire, Totara, Oak	Group	Waiuku Road 1510	Waiuku	Pt Allotment 64 PSH OF Waiuku East
2166	*Podocarpus totara, Vitex lucens, Alectryon excelsa, Cordyline australis, Corynocarpus laevigatus, Quercus sp., Sophora sp., Citrus sp., Metrosideros excelsa, Agathis australis*	Totara, Puriri, Titoki, Cabbage tree, Totara, Karaka, Oak, Kowhai, Citrus, Pōhutukawa, Kauri	Group	Waiuku Road 1550	Waiuku	Allotment 63 PSH OF Waiuku East
2685	*Metrosideros excelsa, Dacrydium cupressinum, Stenocarpus sp.,Jacaranda mimosifolia*	Pōhutukawa, Rimu, Firewheel,Jacaranda	4	Wellington Street 153	Pukekohe	LOT 24 DP185076
2710	*Agathis australis, Metrosideros excelsa*	Kauri, Pōhutukawa	2	Wesley Street 22	Pukekohe	LOT 1 DP314613

Isthmus

ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
205	*Vitex lucens*	Puriri		Akiraho Street 32	Mt Eden	Lot 22 DP 1252
967	*Quercus robur*	English Oak	1	Aldred Road 38	Remuera	Lot 6 DP 18117
915	*Metrosideros excelsa*	Pōhutukawa	4	Alexis Avenue 13	Mt Albert	Lot 1 DP 363566
916	*Dacrydium cupressinum*	Rimu	1	Alexis Avenue 13A	Mt Albert	Lot 2 DP 363566
831	*Metrosideros excelsa*	Pōhutukawa		Alford Street 76	Waterview	Lot 49 DP 18011
626	*Phoenix canariensis*	Phoenix Palm	2	Alfred Street 9,	Onehunga	Lot 2 DP 197172
978	*Metrosideros excelsa*	Pōhutukawa	1	Allendale Road 13	Mt Albert	Lot 1 DP 12629
919	*Metrosideros excelsa*	Pōhutukawa	1	Allendale Road 26	Mt Albert	Lot 2 DP 3280
920	*Dacrydium cupressinum*	Rimu	1	Allendale Road 38	Mount Albert	Lot 2 DP 18511
921	*Metrosideros excelsa*	Pōhutukawa	1	Allendale Road 42	Mount Albert	Lot 4 DP 18511
256	*Metrosideros excelsa*	Pōhutukawa	1	Allendale Road 44	Mount Albert	Lot 7 DP 144577
258	*Phoenix canariensis*	Phoenix Palm	2	Allendale Road 1/44	Mount Albert	
259	*Phoenix canariensis*	Phoenix Palm	2	Allendale Road 2/44	Mount Albert	Lot 2 DP 144577
979	*Vitex lucens*	Puriri	1	Allendale Road 69	Mount Albert	Lot 9 DP 13255
221	*Metrosideros excelsa*	Pōhutukawa	1	Almorah Place 16 (overhangs 10 Almorah Place and right of way access to 12 Almorah Place)	Epsom	Lot 1 DP 327766
876	*Metrosideros excels, Quercus robur*	Pōhutukawa, English Oak	2	Almorah Place 20	Newmarket	Lot 5 DP 23313
207	*Podocarpus totara*	Totara	1	Almorah Place 22	Epsom	Lot 4 DP 211537
807	*Metrosideros excelsa*	Pōhutukawa	1	Almorah Road 21	Epsom	Pt Allotment 33 SECT 6 SBRS OF Auckland
875	*Dacrydium cupressinum*	Rimu	1	Almorah Road 33	Epsom	Lot 1 DP 16707
805	*Corynocarpus laevigatus*	Karaka		Alpers Avenue 27A	Epsom	Lot 1 DP 209544
713	*Dacrydium cupressinum*	Rimu	1	Alverston Street 31	Waterview	Lot 22 SECT 5 DEEDS 7
832	*Metrosideros excelsa*	Pōhutukawa	1	Alverston Street 63	Waterview	Lot 4 DP 5072
455	*Podocarpus totara*	Totara	1	Amy Street 9	Ellerslie	Lot 1 DP 49369
454	*Metrosideros excelsa*	Pōhutukawa	1	Amy Street 12	Ellerslie	Lot 1 DP 164358
449	*Metrosideros excelsa*	Pōhutukawa	1	Amy Street 17 & 17A (between)	Ellerslie	Lot 2 DP 46476
447	*Podocarpus totara*	Totara	1	Amy Street 19	Ellerslie	Lot 1 DP 71266
446	*Podocarpus totara*	Totara	2	Amy Street 21	Ellerslie	Pt Lot 118 DEEDS
445	*Podocarpus totara*	Totara	2	Amy Street 23	Ellerslie	Lot 1 DP 164996
456	*Quercus robur*	English Oak	1	Amy Street 17/50	Ellerslie	Lot 1 DP 83339
3003	*Metrosideros excelsa*	Pōhutukawa	1	Angle Street 27-29	Te Papapa	Lot 1 DP 19312, Lot 2 DP 19930, Lot 3 DP 19930
708	*Metrosideros excelsa*	Pōhutukawa	1	Apihai Street 5	Orakei	Lot 2 DP 59108
309	*Agathis australis, Metrosideros excelsa*	Kauri,Pōhutukawa	Group	Aratonga Avenue (road reserve, whole street)	One Tree Hill	

Isthmus

ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
46	*Quercus robur*	English Oak	1	Ardmore Road 79 & Wanganui Avenue 82	Ponsonby	Lot 61 Blk 2 DP 3661
47	*Liquidambar orientalis*	Liquidambar	1	Argyle Street 73	Herne Bay	Pt Lot 3 DP 36494
725	*Agathis australis, Rhopalostylis sapida*	Kauri, Nikau Palm (3)	4	Arney Crescent 4	Remuera	Lot 1 DP 61166
939	*Metrosideros excelsa*	Pōhutukawa	2	Arney Road 1	Remuera	Lot 1 DP 49896
778	*Ulmus glabra 'horizontalis'*	Weeping Wych elm	1	Arney Road 9	Remuera	Lot 2 DP 49896
878	*Quercus robur*	English Oak	1	Arney Road 16	Remuera	Lot 1 DP 43486
880	*Agathis australis*	Kauri	1	Arney Road 50	Remuera	Pt Allotment 8 SBRS OF Auckland
225	*Metrosideros excelsa*	Pōhutukawa	1	Arney Road 92	Remuera	Lot 1 DP 48878
833	*Araucaria heterophylla (2), Podocarpus totara*	Norfolk Island Pine (2), Totara	3	Arney Road 139	Remuera	Lot 1 DP 48287
450	*Metrosideros excelsa*	Pōhutukawa	1	Arron Street 15	Ellerslie	Lot 1 DP 44557
448	*Quercus robur*	English Oak	1	Arthur Street 21B	Ellerslie	Lot 3 DP 211288
779	*Metrosideros excelsa*	Pōhutukawa	1	Arthur Street 43	Freemans Bay	Pt Allotment 19 SECT 8 SBRS OF Auckland
605	*Metrosideros excelsa*	Pōhutukawa	1	Arthur Street 75	Onehunga	Lot 2 DP 32277
610	*Metrosideros excelsa*	Pōhutukawa	1	Arthur Street 93	Onehunga	Lot 11 SECT 5 DEEDS 1387
627	*Metrosideros excelsa, Meryta sinclairii, Corynocarpus laevigatus*	Pōhutukawa, Puka, Karaka (8)	10	Arthur Street 122	Onehunga	Pt Allotment 7 SECT 19 VILL OF Onehunga
929	*Metrosideros robust, Quercus robur*	Northern Rata, English Oak	2	Ascot Avenue 3-9	Remuera	Lot 13 DP 279
819	*Vitex lucens*	Puriri	1	Ascot Avenue 10	Remuera	Lot 1 DP 63737
820	*Sequoia sempervirens, Cedrus atlantica*	Coast Redwood, Atlas Cedar	2	Ascot Avenue 24	Remuera	Lot 1 DP 33608
821	*Metrosideros excelsa*	Pōhutukawa	1	Ascot Avenue 34	Remuera	Lot 1 DP 82368
340	*Phoenix canariensis, \ Metrosideros excelsa, Araucaria heterophylla,Quercus robur*	Phoenix Palm (63), Pohutukawa (1), Norfolk Island Pine (2), Oaks (20)	86	Ascot Avenue 80-100	Greenlane	, Lot 2 DP 406738, Lot 8 DP 515118, Lot 1 DP 195894
272	*Quercus ilex*	Holm Oak	1	Ashton Road 22	Mt Eden	Pt Lot 59 DP 1648
273	*Metrosideros excelsa*	Pōhutukawa	1	Ashton Road 24	Mt Eden	Pt Lot 58 DP 1648
409	*Nothofagus menziesii*	Silver Beech	1	Atarangi Road 23	Greenlane	Lot 2 DP 452893
550	*Metrosideros excelsa*	Pōhutukawa	1	Athens Road 4	Onehunga	Lot 1 DP 332193
545	*Vitex lucens*	Puriri	1	Athens Road 66-68	Onehunga	Pt Lot 27 DP 4720
143	*Pinus radiata Sequoiadendron giganteum, Araucaria heterophylla, Ulmus americana, Agathis robusta*	Radiata Pine (3), Giant Redwood/ Wellingtonia, Norfolk Island Pine, American or White Elm, Queensland Kauri	7	Auckland Domain	Parnell	Pt Auckland Domain Survey Office Plan 13
654	*Ficus macrophylla*	Moreton Bay Fig	2	Avenue Road 70	Otahuhu	Lot 1 DP 38107
660	*Metrosideros excelsa*	Pōhutukawa	2	Avenue Road East 169	Otahuhu	Lot 7 DP 54684
242	*Quercus robur, Liquidambar styriciflua*	English Oak, Liquidambar	2	Avondale Road 103	Avondale	Lot 2 DP 122114

Isthmus

ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
676	*Carya illinoinensis*	Pecan	2	Avondale Road 117	Avondale	Lot 16 DP 499026
114	*Sophora microphylla*	Kowhai	1	Baildon Road 39	Grey Lynn	Lot 6 Blk 51 DP 1720
457	*Metrosideros excelsa*	Pōhutukawa	1	Ballin Street 7	Ellerslie	Lot 5 DP 30960
895	*Metrosideros excelsa*	Pōhutukawa	1	Balmoral Road 46-48	Balmoral	Pt Lot 2 DP 43585
268	*Vitex lucens*	Puriri	1	Balmoral Road 148	Mt Eden	Lot 1 DP 169129
262	*Arecastrum romanzoffianum, Phoenix canariensis*	Queen Palm (2), Phoenix Palm (2)	4	Balmoral Road 173 (reserve – Potters Park)	Balmoral	Pt Allotment 107 SECT 10 SBRS OF Auckland
741	*Metrosideros excelsa*	Pōhutukawa	1	Balmoral Road 257	Sandringham	Lot 1 DP 80281
267	*Platanus acerifolia*	Plane Tree	1	Balmer Lane 5A (reserve – Paddington Green)	Balmoral	Lot 58 DP 95600
379	*Washingtonia filifera Phoenix canariensis Corynocarpus laevigatus*	Washington Palm (2), Phoenix Palm, Karaka	4	Banff Avenue 3	Epsom	Lot 3 DP 8506
749	*Metrosideros excelsa*	Pōhutukawa	2	Bank Street 8	Mount Eden	Lot 41 DP 4583
462	*Metrosideros excelsa*	Pōhutukawa	1	Barrack Road 128	Mt Wellington	Lot 25 DP 71671
812	*Araucaria heterophylla*	Norfolk Island Pine	1	Bassett Road 2	Remuera	Lot 3 DP 23743
811	*Metrosideros excelsa*	Pōhutukawa	1	Bassett Road 14	Remuera	Lot 1 DP 23743
893	*Magnolia grandiflora*	Southern Magnolia	1	Bassett Road 42	Remuera	Lot 1 DP 50702
227	*Podocarpus totara*	Totara	2	Bassett Road 133A	Remuera	Lot 2 DP 452524
900	*Podocarpus totara, Dacrydium Cupressinum*	Totara , Rimu	14	Batkin Road 1/26	New Windsor	Lot 4 DP 65815
355	*Podocarpus totara*	Totara	17	Batkin Road 28A	New Windsor	Lot 2 DP 470165
609	*Metrosideros excelsa*	Pōhutukawa	2	Beachcroft Avenue 96	Onehunga	Pt Allotment 2 SECT 20 VILL OF Onehunga
501	*Metrosideros excelsa*	Pōhutukawa	1	Beckenham Avenue 4a	Royal Oak	Lot 2 DP 180980
881	*Podocarpus totara*	Totara	1	Bell Road 83	Remuera	Lot 1 DP 17355
882	*Podocarpus totara*	Totara	1	Bell Road 85	Remuera	Lot 2 DP 17355
719	*Metrosideros excelsa*	Pōhutukawa	1	Bellevue Road 69A	Mount Eden	Lot 1 DP 186116
863	*Metrosideros excelsa*	Pōhutukawa	2	Benson Road 49	Remuera	Lot 1 DP 161789
236	*Rhus succedanea*	Wax Tree	1	Benson Road 79,	Remuera	Lot 1 DP 188826
894	*Vitex lucens*	Puriri	1	Benson Road 93	Remuera	Lot 2 DP 64010
366	*Prunus serrulata*	Japanese Cherry	Group	Bingley Avenue (road reserve)	Epsom	
144	*Vitex lucens*	Puriri	1	Birdwood Crescent 21	Parnell	Lot 2 DP 399655
354	*Metrosideros excelsa*	Pōhutukawa	1	Blockhouse Bay Road 186	Blockhouse Bay	Lot 3 DP 37992
603	*Pinus radiata*	Pine	8	Blockhouse Bay Road 572-578 (reserve – Avondale South Domain)	Blockhouse Bay	Pt Allotment 361 PSH OF Waikomiti
604	*Vitex lucens*	Puriri	1	Blockhouse Bay Road 615	Blockhouse Bay	Lot 3 DP 73347
764	*Metrosideros excelsa*	Pōhutukawa	1	Bollard Avenue 55	New Windsor	Lot 7 DP 15922

Isthmus

ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
353	*Quercus robur*	English Oak	1	Bollard Avenue 56	New Windsor	Pt Section 30 Methuen HAM
200	*Metrosideros excelsa, Vitex lucens, Alectryon excelsus, Rhopalostylis sapida*	Pōhutukawa (4), Puriri (3), Titoki (2), Nikau Palm	10	Bourne Street 9	Mt Eden	Lot 1 DP 27230
901	*Metrosideros robusta*	Northern Rata, Pōhutukawa, Kahikatea, Totara		Bowling Avenue 17	Epsom	Lot 2 DP 41998
362	*Araucaria heterophylla*	Norfolk Island Pine	1	Bowling Avenue 18	Epsom	Lot 2 DP 18239
521	*Podocarpus totara*	Totara	1	Boyd Avenue 1	Royal Oak	Lot 1 DP 199575
1005	*Metrosideros excelsa*	Pōhutukawa	1	Bracken Avenue 28	Epsom	Lot 1 DP 112155
798	*Metrosideros excelsa*	Pōhutukawa	2	Bridgewater Road 23	Parnell	Lot 1 DP 58422
213	*Metrosideros excelsa, Hymenosporum flavum*	Pōhutukawa, Australian Frangipani	2	Brightside Road 3	Epsom	Lot 1 DP 188920
898	*Vitex lucens*	Puriri	1	Brightside Road 6	Epsom	Lot 5 DP 3541
363	*Araucaria heterophylla, Metrosideros excelsa*	Norfolk Island Pine, Pōhutukawa	2	Buckley Road 17	Epsom	Lot 11 DP 4533
48	*Metrosideros excelsa*	Pōhutukawa	1	Buller Street 1/2A	Freemans Bay	Lot 2 DP 60348
248	*Quercus robur*	English Oak	1	Burch Street 10	Mt Albert	Lot 5 DP 114455
139	*Metrosideros excelsa*	Pōhutukawa	1	Burleigh Street 2-10	Grafton	Part Allot 2 Sec 6 SBRSOF Auckland
874	*Quercus robur*	English Oak		Burwood Crescent 5	Parnell	Lot 1 DP 48686
504	*Dacrydium cupressinum*	Rimu	1	Campbell Road 30	One Tree Hill	Lot 21 DEEDS 142
522	*Metrosideros excelsa*	Pōhutukawa	1	Campbell Road 36	One Tree Hill	Lot 1 DP 386535
503	*Agathis australis*	Kauri	2	Campbell Road 38	One Tree Hill	Lot 4 DP 4949
502	*Metrosideros excelsa*	Pōhutukawa	2	Campbell Road 61	One Tree Hill	Lot 1 DP 37574
551	*Dacrydium cupressinum*	Rimu	1	Campbell Road 72	One Tree Hill	Lot 87 DP 15669
537	*Podocarpus totara*	Totara	1	Campbell Road 103	One Tree Hill	Lot 1 DP 43152
552	*Vitex lucens, Lagunaria patersonii*	Puriri, Norfolk Island Hibiscus	2	Campbell Road 113	One Tree Hill	Pt Lot 14 DP 3646
413	*Metrosideros excelsa*	Pōhutukawa	2	Campbell Road 116	One Tree Hill	Lot 65 DP 15669
411	*Fagus sylvatica ‘pupurea’*	Copper Beech	1	Campbell Road 162	Greenlane	Lot 42 DP 16295
410	*Ulmus glabra ‘camper-down’*	Weeping Elm	1	Campbell Road 164	Greenlane	Lot 41 DP 16295
407	*Cupressus macrocarpa horizontalis aurea, Quercus robur, Araucaria bidwillii, Araucaria heterophylla*	Golden Macrocarpa, English Oak, Bunya Bunya Pine, Norfolk Island Pine	4	Campbell Road 187	Greenlane	Lot 1 DP 59046
404	*Agathis australis*	Kauri	1	Campbell Road 194F	One Tree Hill	Lot 6 DP 434590
408	*Vitex lucens*	Puriri	1	Campbell Road 193-195	Greenlane	Pt Lot 2 DP 19430
412	*Liquidambar styraciflua*	Liquidambar	1	Campbell Road 196	Greenlane	Lot 6 DP 18843
426	*Vitex lucens*	Puriri	1	Campbell Road 214	Greenlane	Lot 1 DP 48848
441	*Metrosideros excelsa*	Pōhutukawa	1	Campbell Road 257A	Greenlane	Lot 2 DP 328424
763	*Metrosideros excelsa*	Pōhutukawa	1	Canal Road 54	Avondale	Lot 2 DP 49577
631	*Metrosideros excelsa*	Pōhutukawa	1	Captain Springs Road 130	Te Papapa	Lot 1 DP 65373
180	*Metrosideros excelsa*	Pōhutukawa	1	Cardigan Street 42	Morningside	Lot 1 DP 148357

Isthmus

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789	*Vitex lucens*	Puriri	1	Cardwell Street 61	Onehunga	Lot 51 Deeds Reg 011, Lot 50 Deeds Reg O11
801	*Metrosideros excelsa*	Pōhutukawa	1	Carlton Gore Road 27	Newmarket	Lot 1 DP 91349
142	*Celtis australis, Quercus robur, Cedrus deodara*	Nettle Tree, English Oak (4), Himalayan Cedar	6	Carlton Gore Road 53 (reserve)	Newmarket	Lot 9 DP 19010
715	*Vitex lucens*	Puriri	1	Carrick Place 12	Mt Eden	Lot 9 DP 182
173	*Alectryon excelsus, Erythrina crista- galli, Jacaranda mimosifolia, Ginkgo biloba*	Titoki, Brazilian Coral (3), Jacaranda, Maidenhair Tree	6	Carrington Road 1	Point Chevalier	Lot 4 DP 314949
724	*Metrosideros excelsa*	Pōhutukawa	1	Castle Drive 2	Epsom	Lot 1 DP 60772
452	*Araucaria heterophylla*	Norfolk Island Pine	1	Cawley Street 20	Ellerslie	Lot 1 DP 56730
886	*Dacrydium cupressinum; Corynocarpus laevigatus; Podocarpus totara; Agathis australis; Vitex lucens*	Rimu, Karaka, Totara, Kauri, Puriri (2)	6	Cedar Road 16	Epsom	Lot 4 DP 17763
930	*Agathis australis*	Kauri	1	Cedar Road 23	Mount Eden	Lot 2 DP 52183
834	*Araucaria araucana*	Monkey Puzzle	1	Charlton Avenue 4	Mount Eden	Lot 22 DP 7130
656	*Podocarpus totara*	Totara	1	Church Street 118	Otahuhu	Allotment 9 SECT 7 VILL OF Otahuhu
655	*Metrosideros excelsa*	Pōhutukawa	2	Church Street 123-141	Otahuhu	Lot 1 DP 187921
628	*Metrosideros excelsa*	Pōhutukawa	1	Church Street 125	Onehunga	Lot 1 DP 89948
618	*Quercus robur*	English Oak	2	Church Street 130	Onehunga	Lot 1 DP 321652
620	*Metrosideros excelsa*	Pōhutukawa	3	Church Street 208A	Onehunga	Lot 2 DP 44961
872	*Metrosideros excelsa,*	Pōhutukawa	1	Clarendon Road 43 & 47	St Heliers	Lot 2 DP 79406
392	*Metrosideros excelsa*	Pōhutukawa	1	Claude Road 1-3	Epsom	Lot 2 DP 3293
380	*Vitex lucens*	Puriri	1	Claude Road 6	Epsom	Lot 2 DP 40909
382	*Metrosideros excelsa*	Pōhutukawa	1	Claude Road 17	Epsom	Lot 3 DP 12435
383	*Metrosideros robusta, Dacrydium cupressinum*	Rata,Rimu	2	Claude Road 23A	Epsom	Lot 1 DP 184261
402	*Metrosideros excelsa*	Pōhutukawa	1	Claude Road 23B	Epsom	Lot 2 DP 184261
384	*Vitex lucens*	Puriri	1	Claude Road 26	Epsom	Lot 1 DP 430211
385	*Phoenix canariensis*	Phoenix Palm	2	Claude Road 37	Epsom	Lot 2 DP 9494
54	*Cupressus macrocarpa, Metrosideros excelsa*	Macrocarpa (2), Pōhutukawa	3	Clifton Road 2-12	Herne Bay	Lot 32 ALLT 4 Section 8 SBRS OF Auckland
50	*Metrosideros excelsa*	Pōhutukawa	1	Clifton Road 22	Herne Bay	Section 3 SO 63118
49	*Metrosideros excelsa*	Pōhutukawa	4	Clifton Road 28A	Herne Bay	Lot 2 DP 190939
191	*Vitex lucens*	Puriri	1	Clive Road 24	Mount Eden	Lot 3 DP 18407
189	*Vitex lucens, Ficus macrophylla Platanus acerifolia Vitex lucens*	Puriri Grove, Moreton Bay Fig, Plane Tree, Puriri	4	Clive Road, (reserve - Puriri Grove; Mt Eden Domain, Memorial to Norman Kirk)	Mount Eden	Pt Allotment 1A SECT 6 SBRS OF Auckland
315	*Metrosideros excelsa*	Pōhutukawa	1	Clonbern Road 51A	Remuera	Lot 1 DP 609095

Isthmus

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487	*Quercus robur*	English Oak	1	Coates Crescent 32	Panmure	Lot 226 DP 46408
711	*Vitex lucens*	Puriri	1	Colchester Avenue 24	Glendowie	Lot 284 DP 20612
992	*Quercus falcata*	Southern Red Oak	1	Connaught Street 90	Green Bay	Lot 1 DP 45710
755	*Agathis australis*	Kauri	1	Corbett-Scott Avenue 3	Epsom	Lot 1 DP 99132
835	*Metrosideros excelsa*	Pōhutukawa	1	Corbett Scott Avenue 4	Epsom	Lot 1 DP 32581
406	*Sequoia sempervirens*	Redwood	6	Cornwall Park (near kiosk)	Epsom	Pt Allotment 11 SECT 12 SBRS OF Auckland
403	*Beilschmiedia tarairi*	Taraire	23	Cornwall Park (Park boundary, southern side Greenlane Road West)	Greenlane	Pt Allotment 10 SECT 12 SBRS OF Auckland
367	*Olea europaea*	Olive Grove (approx 200)	Group	Cornwall Park (adjacent to Claude & Crescent Roads)	Greenlane	Pt Allotment 9 SECT 12 SBRS OF Auckland
824	*Liriodendron tulipifera*	Tulip tree	1	Coronation Road 9	Epsom	Lot 1 DP 53493
887	*Metrosideros excelsa*	Pōhutukawa		Coronation Road 31	Epsom	Lot 2 DP 46076
476	*Metrosideros excelsa, Vitex lucens*	Pōhutukawa, Puriri	2	Court Crescent 30	Panmure	Lot 153 DP 21465
488	*Metrosideros excelsa*	Pōhutukawa	1	Court Crescent 39	Panmure	Lot 76 DP 21465
601	*Quercus robur, Vitex lucens*	English Oak, Puriri	2	Cove Lane 3	Mt Wellington	Lot 23 DP 150834
386	*Metrosideros excelsa*	Pōhutukawa	1	Crescent Road 18	Epsom	Lot 3 DP 18376
825	*Dacrydium cupressinum*	Rimu	1	Crescent Road, 29	Epsom	Lot 1 DP 147518
973	*Vitex lucens*	Puriri	1	Cromwell Street 1	Mount Eden	Lot 49 DP 1927
106	*Agathis australis*	Kauri	1	Cumberland Avenue 8	Westmere	Lot 166 DP 17365
71	*Metrosideros excelsa*	Pōhutukawa	1	Curran Street 9	Herne Bay	Lot 1 DP 36627
72	*Quercus robur*	English Oak	1	Curran Street 50	Herne Bay	Pt Allotment 9 SECT 8 SBRS OF Auckland
940	*Araucaria heterophylla*	Norfolk Island Pine	1	Denbigh Avenue 56 Mount Roskill	Mount Roskill	Lot 2 DP 196013
335	*Metrosideros excelsa*	Pōhutukawa	3	Derry Street 1	Greenlane	Lot 1 DP 128278
743	*Metrosideros excelsa*	Pōhutukawa	1	Dexter Avenue 27	Mount Eden	Lot 47 DP 4665
744	*Dacrydium cupressinum*	Rimu	1	Dexter Avenue 42	Mount Eden	Lot 31 DP 4665
687	*Araucaria heterophylla*	Norfolk Island Pine	1	2-8 Dilworth Terrace	Parnell	Lot 1 DP 97009
746	*Dacrydium cupressinum*	Rimu	1	Disraeli Street 1	Mount Eden	Pt Lot 1 DP 4311
926	*Dacrydium cupressinum*	Rimu	1	Disraeli Street 18	Mount Eden	Lot 5 DP 4763
972	*Metrosideros excelsa*	Pōhutukawa	1	Domain Drive 12A	Parnell	Lot 1 DP 201994
478	*Metrosideros excelsa*	Pōhutukawa	8	Domain Road 44	Panmure	Pt Allotments 63, 77, 78 & 79 SECT 2 VILL OF Panmure
490	*Metrosideros excelsa*	Pōhutukawa	8	Domain Road 44	Panmure	Allotments 45 & 64 SECT 2 VILL OF Panmure
186	*Quercus suber*	Cork Oak	2	Dominion Road 114	Mt Eden	Lot 1 DP 121009
185	*Metrosideros excelsa*	Pōhutukawa	2	Dominion Road 136	Mt Eden	Pt Allotment 9 SECT 10 SBRS OF Auckland
948	*Araucaria heterophylla*	Norfolk Island Pine	1	Dominion Road 242a	Mount Eden	Lot 2 DP 19805
261	*Metrosideros excelsa*	Pōhutukawa	2	Dominion Road 443	Mt Eden	Lot 2 DP 555
269	*Cedrus deodara*	Cedar	2	Dominion Road 488	Mt Eden	Section 16 SO

Isthmus

ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
767	*Alectryon excelsus*	Titoki	1	Dominion Road 968	Mount Roskill	Section 4 SO 447335
944	*Quercus spp*	Oak	1	Dominion Road 1356-1358	Mount Roskill	Pt Lot 340 DP 19327
917	*Araucaria heterophylla*	Norfolk Island Pine	1	Douglas Avenue 20	Mt Albert	Lot 49 DP 18011
918	*Podocarpus totara*	Totara	4	Douglas Road 24	Mount Eden	Lot 15 DP 8789
780	*Metrosideros excelsa*	Pōhutukawa	1	Douglas Street 39	Ponsonby	Lot 1 DP 137330
736	*Podocarpus totara*	Totara	1	Duart Avenue 24	Mt Albert	Lot 4 DP 20125
483	*Quercus robur*	English Oak	1	Dunkirk Road 14- 50 (reserve - Mt Wellington War Memorial Reserve)	Panmure	Pt Lot 286 DP 39428
444	*Araucaria heterophylla*	Norfolk Island Pine	1	Eaglehurst Road 30-34	Ellerslie	Lot 2 DP 153772
453	*Syzygium floribundum, Metrosideros excelsa*	Weeping Lilly Pilly, Pōhutukawa	2	Eaglehurst Road 36	Ellerslie	Lot 1 DP 167980
862	*Cedrus deodara,Cupressus cashmeriana*	Himalayan Cypress, Bhutan Cedar	2	Edgerley Avenue 18	Epsom	Lot 1 DP 108492
2980	*Metrosideros excelsa*	Pōhutukawa	1	Eglinton Avenue 8	Mt Eden	Pt Lot 9 DP 6701
458	*Metrosideros excelsa*	Pōhutukawa	1	Ellerslie Park Road 12	Ellerslie	Lot 9 DP 6989
265	*Metrosideros excelsa, Vitex lucens, Knightia excelsa, Podocarpus totara*	Pōhutukawa, Puriri, Rewarewa, Totara (2)	5	Ellerton Road 43	Mt Eden	Pt Lot 97 DP 4583
903	*Vitex lucens, Metrosideros excelsa*	Puriri (2), Pōhutukawa	3	Empire Road 60	Epsom	Pt Lot 24 DP 2722
864	*Dacrydium cupressinum*	Rimu	1	Epsom Avenue 17	Epsom	Lot 97 DP 4065
817	*Dacrydium cupressinum*	Rimu	1	Epsom Avenue 28	Epsom	Lot 4 DP 5072
284	*Metrosideros excelsa, Vitex lucens, Podocarpus totara, Corynocarpus laevigatus, Fagus sylvatica, Juglans ailantifolia, Quercus rubra, Ficus macrophylla, Vitex lucens*	Group A, Pōhutukawa (Avenue of 31). Group B, Pōhutukawa (4), Puriri (3), Totara (3), Group C, Pōhutukawa (4). Group D, Totara (2), Karaka. Group E, Copper Beech, Japanese Walnut, Red Oak, Moreton Bay Fig, Group F, Puriri, (located on road reserve)	53	Epsom Avenue 74	Epsom	Section 2 SO 67900
293	*Agathis robusta, Araucaria bidwillii, Platanus acerifolia*	South Queensland Kauri, Bunya Bunya Pine, London Plane (2)	4	Erin Street 2	Epsom	Lot 1 DP 156942
974	*Metrosideros excelsa*	Pōhutukawa	3	Esplanade Road 50	Mount Eden	Pt Lot 15 DEEDS
194	*Jacaranda mimosifolia*	Jacaranda	1	Esplanade Road 64	Mt Eden	Pt Lot 36 DP 1903
734	*Podocarpus totara*	Totara	1	Fairlands Avenue 12	Waterview	Lot 110 DP 17586
280	*Vitex lucens*	Puriri	1	Fairview Road 10	Mt Eden	Lot 1 DP 46047
906	*Vitex lucens, Podocarpus totara, Metrosideros excelsa, Corynocarpus laevigatus*	Puriri (2), Totara, Pōhutukawa, Karaka	5	Felix Street 7	Te Papapa	Lot 1 DP 79610
571	*Metrosideros excelsa, Vitex lucens*	Pōhutukawa, Puriri	2	Felix Street 37 (corner May Road)	Te Papapa	Lot 1 DP 56118
570	*Vitex lucens*	Puriri	1	Felix Street 39-41	Te Papapa	Lot 2 DP 56118

Isthmus

ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
934	*Podocarpus totara*	Totara	1	Fergusson Avenue 9	Sandringham	Lot 8 DP 18996
923	*Metrosideros excelsa*	Pōhutukawa	1	Fergusson Avenue 33	Sandringham	Lot 20 DP 18996
399	*Metrosideros excelsa*	Pōhutukawa	1	Fern Ave 7	Epsom	Lot 3 DP 44512
902	*Dacrydium cupressinum*	Rimu	1	Ferryhill Road 28	Mount Eden	Lot 68 DP 16969
714	*Quercus robur*	English Oak	1	Finch Street 48	Western Springs	Lot 1 DP 52992
607	*Araucaria heterophylla*	Norfolk Island Pine	1	Forbes Street 1	Onehunga	Lot 2 DP 17594
520	*Phoenix canariensis*	Phoenix Palm	1	Forbes Street 30A	Onehunga	Lot 13 DP 18272
69	*Platanus acerifolia*	London Plane (approx. 112)	Group	Franklin Road (road reserve – whole street)	Ponsonby	
617	*Quercus robur, Castanea sativa*	English Oak, Sweet Chestnut	2	Galway Street 89-97	Onehunga	Lot 2 DP 321652
553	*Ginkgo biloba*	Ginkgo	1	Galway Street 118	Onehunga	IOT 3 pt Lot 4 SEC 5 ONEHUNGA VILLAGE L62068
629	*Platanus acerifolia*	London Plane	3	Galway Street (road reserve outside #43)	Onehunga	
387	*Fagus sylvatica ‘pupurea’*	Copper Beech	1	Gardner Road 3	Epsom	Lot 2 DP 65728
105	*Quercus robur*	English Oak	1	Garnet Road 81	Westmere	Pt Allotment 5 SECT 9 SBRS OF Auckland
42	*Metrosideros excelsa*	Pōhutukawa	1	Garnet Road (road reserve outside #224)	Grey Lynn	LOT 18 DP 14279
630	*Quercus robur*	English Oak	1	Gerrard Beeson Place (road reserve at end of street)	Onehunga	
146	*Quercus robur*	English Oak	1	Gibraltar Crescent 5	Parnell	
686	*Sequoia sempervirens*	Coast Redwood	3	Gibraltar Crescent 55-77	Parnell	Lot 13 DP 338490
861	*Metrosideros excelsa*	Pōhutukawa	1	Gilgit Road 8	Epsom	Lot 2 DP 13616
892	*Metrosideros excelsa*	Pōhutukawa	1	Gillies Avenue 66-68	Epsom	Pt Allotment 22 SECT 6 SBRS OF Auckland
1002	*Vitex lucens, Podocarpus totara, Taxodium distichum*	Puriri (4), Totara, Swamp Cypress	6	Gillies Avenue 74	Epsom	Lot 1 DP 313509
998	*Camellia; Phoenix canariensis; Vitex lucens; Coprosma; Knightia excelsa; Corynocarpus laevigatus; Creepers sp.; Banana Palm; Avocado; Celery creeper; Quercus ilex, Vitex lucens; Macropiper; Howea forsteriana; Ponga Fern sp.; Livingstonia Palm; Corynocarpus laevigatus; Melicytus ramiflorus; Bleeding heart tree; Agathis australis; Podocarpus totara; Phoenix canariensis; Rhopalostylis sapida; Ironleaf; Ferns sp.; Agapanthus; Flax sp.; Coprosma, cupressus torulosa, Fagus sylvatica "Atropurpurea", Libocedrus plumosa, Corynocarpus laevigatus, Phoenix canariensis, Drimys winteri, Cordyline australis*	Camellia, Phoenix palm,Puriri, Coprosma, Rewarewa, Karaka, Creepers sp., Banana Palm, Avocado,Celery creeper, Holm Oak, Puriri, Macropiper, Kentia Palm, Ponga Fern, Livingstonia Palm, Karaka, Mahoe, Bleeding heart tree, Kauri, Totara, Phoenix palm, Nikau Palm, Ironleaf, Ferns, Agapanthus, Flax sp., Coprosma, Himalayan Cypress, Copper Beech, Kawaka, Phoenix Palm, Winter's Bark, Cabbage tree		Gillies Avenue 76	Epsom	Lot 2 DP 313509
214	*Stenocarpus sinuatus*	Australian Firewheel Tree	1	Gillies Avenue 147	Epsom	Lot 3 DP 52878

Isthmus

ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
289	*Podocarpus totara, Quercus robur, Photinia serrulata*	Totara, English Oak, Chinese Hawthorn	3	Gillies Avenue 161	Epsom	Lot 2 DP 31498
2962	*Crytocarya obovate*	Australian Laurel	1	Gillies Avenue, 183	Epsom	Lot 10 DP 14375
291	*Jacaranda mimosifolia*	Jacaranda	1	Gillies Avenue 187, Epsom (Rocklands Hall)	Epsom	Lot 11 DP 14375
682	*Araucaria heterophylla*	Norfolk Island Pine	1	Gladstone Road 12-20	Parnell	Lot 1 DP 67880
147	*Metrosideros excelsa*	Pōhutukawa	1	Gladstone Road 53	Parnell	Lot 2 DP 30461
89	*Metrosideros excelsa*	Pōhutukawa	2	Gladstone Road 112	Parnell	Lot 1 DP 181652
87	*Metrosideros excelsa, Kunzea ericoides*	Pōhutukawa, Kanuka	2	Gladstone Road (reserve - Sir Dove Myer Robinson Park)	Parnell	Pt Allotment 5 SECT 2 SBRS OF Auckland
908	*Podocarpus totara*	Totara	1	Glanville Terrace 22	Parnell	Lot 1 DP 65583
663	*Quercus robur*	English Oak (Avenue of 27)	Group	Golf Avenue 41	Otahuhu	Pt Land Claim 269A Fairburns Grant
932	*Agathis australis*	Kauri	1	Golf Road 4	Epsom	Lot 5 DP 38768
904	*Vitex lucens*	Puriri	1	Golf Road 19	Epsom	Lot 21 DP 4200
388	*Metrosideros excelsa*	Pōhutukawa	1	Golf Road 20	Epsom	Lot 3 DP 31418
368	*Metrosideros excelsa*	Pōhutukawa	1	Golf Road 24	Epsom	Pt DP 9571
369	*Metrosideros excelsa*	Pōhutukawa	5	Golf Road 28	Epsom	Lots 2 & 3 DP 33921
389	*Agathis australis*	Kauri	1	Golf Road (road reserve next to #31)	Epsom	
469	*Metrosideros excelsa*	Pōhutukawa	1	Gollan Road 6	Mt Wellington	Lot 187 DP 19355
140	*Metrosideros excelsa*	Pōhutukawa	2	Grafton Road 110	Grafton	Lot 1 DP 143678
884	*Podocarpus totara*	Totara	1	Grand View Drive 21a	Remuera	Lot 1 DP 197598
737	*Araucaria heterophylla*	Norfolk Island Pine	1	Grande Avenue 22 Mt Albert	Mt Albert	Lot 42 DP 17682
957	*Rhopalostylis sapida*	Nikau	1	Grange Road 5	Mount Eden	Lot 31 DP 1985
946	*Metrosideros excelsa*	Pōhutukawa		Grange Road 17	Mt Eden	Pt Lot 3 DP 30497
982	*Metrosideros excelsa*	Pōhutukawa	4	Grange Road 28	Mt Eden	Lot 3 DP 10586
126	*Metrosideros excelsa, Quercus robur, Quercus palustris*	Pōhutukawa (2), English Oak (3), Pin Oak	6	Great North Road 64-68	Newton	Lot 1 DP 201282
730	*Cupressus macrocarpa, Populus spp*	Macrocarpa, Poplar (3)	4	Great North Road, 1817	Avondale	Lot 1 DP 514556
351	*Sophora microphylla, Quercus robur, Metrosideros excelsa, Vitex lucens, Alectryon excesus, Podocarpus totara*	Kowhai, English Oak Pōhutukawa (3), Puriri (4), Titoki, Totara (2)	Group	Great North Road 1910-1940	Avondale	Pt Allotment 64 PSH OF Titirangi
316	*Podocarpus totara*	Totara	2	Great South Road 171D and 171E	Greenlane	Lot 9 DP 404208, Lot 4 DP 432064
317	*Agathis australis*	Kauri	1	Great South Road 211	Greenlane	Pt Lot 1 DP 3855
421	*Podocarpus totara, Alectryon excelsus, Phoenix canariensis*	Totara, Titoki, Phoenix Palm (2)	4	Great South Road 337	Ellerslie	Pt Lot 18 DP 16452
427	*Eucalyptus ficifolia*	Red Flowering Gum	1	Great South Road 417- 419	Ellerslie	Lot 1 DP 170991
428	*Podocarpus totara, Litsea calicaris, Ilex aquifolium, Alectryon excelsus, Metrosideros excelsa, Populus nigra 'italica'*	Totara (3), Mangeao, Holly, Titoki, Pōhutukawa (2), Lombardy Poplar	9	Great South Road 421-455A,	Penrose	Pt Lot 2 DP 15722
425	*Quercus robur*	English Oak	1	Great South Road 473	Penrose	Pt Lot 9 DP 2317

Isthmus

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665	*Metrosideros excelsa*	Pōhutukawa	1	Great South Road 560	Otahuhu	Lot 1 DP 74303
442	*Agathis australis*	Kauri	2	Great South Road 620	Greenlane	Pt Lot 6 DP 8117
669	*Araucaria heterophylla*	Norfolk Island Pine	2	Great South Road 623	Otahuhu	Lot 1 DP 172615
634	*Phoenix canariensis, Metrosideros excelsa*	Phoenix Palm, Pōhutukawa (2)	3	Great South Road 1048-1050	Mt Wellington	Lot 12 DP 168505
638	*Platanus acerifolia*	London Plane	4	Great South Road 1066	Mount Wellington	Lot 1 DP 168170
337	*Podocarpus totara*	Totara	1	Green Lane East 64	Remuera	Lot 3 DP 13322
339	*Podocarpus totara*	Totara	1	Green Lane East 66	Greenlane	Lot 2 DP 13322
338	*Metrosideros excelsa*	Pōhutukawa	1	Green Lane East 68	Greenlane	Lot 1 DP 186577
688	*Quercus robur*	Common Oak	3	Green Lane East 90	Greenlane	Lot 1 DP 192625
333	*Metrosideros excelsa Quercus robur Phoenix canariensis Agathis australis*	Pōhutukawa (2), English Oak, Phoenix Palm, Kauri	5	Green Lane West 193	Greenlane	Pt Allotment 10 SECT 12 SBRS OF Auckland
390	*Quercus ilex, Metrosideros excelsa*	Holm Oak, Pōhutukawa	2	Green Lane West 216	Greenlane	Lot 1 DP 372468
518	*Araucaria heterophylla*	Norfolk Island Pine	1	Grey Street 43	Onehunga	Pt Lot 9 DP 14032
540	*Vitex lucens*	Puriri	1	Grey Street 77-83	Onehunga	Allotment 2 SECT 5 VILL OF Onehunga
304	*Quercus robur*	English Oak	1	Griffin Avenue 13 (reserve)	Epsom	Lot 1 DP 66311
70	*Sequoia sempervirens*	Redwood	1	Gwilliam Place (road reserve at end of cul-de-sac)	Freemans Bay	
74	*Dacrydium cupressinum, Vitex lucens*	Rimu Puriri	2	Hackett Street 38	St Marys Bay	Lot 1 DP 373646
73	*Phoenix canariensis*	Phoenix Palm	1	Hackett Street 51	St Marys Bay	Lot 1 DEEDS Blue E
299	*Araucaria heterophylla*	Norfolk Island Pine	2	Halifax Avenue 28B	Epsom	Lot 2 DP 413830
692	*Platanus acerifolia*	London Plane	53	Hakanoa Street (road reserve – whole street)	Grey Lynn	
52	*Phoenix canariensis*	Phoenix Palm	4	Hamilton Road 3	Herne Bay	Pt Lot 2 DP 1364
693	*Magnolia grandiflora, Podocarpus totara*	Southern Magnolia (2), Totara	3	Hamilton Road 17	Herne Bay	Lot 2 DP 95603
51	*Metrosideros excelsa*	Pōhutukawa	1	Hamilton Road 61	Herne Bay	Lot 1 DEEDS 1228
913	*Podocarpus totara*	Totara	1	Hapua Street 21	Remuera	Lot 12 DP 37678
810	*Podocarpus totara; Kunzea ericoides*	Kanuka, Totara		Hapua Street 25A	Remuera	Lot 2 DP 190332
836	*Vitex lucens*	Puriri	1	Harcourt Street 4	Grey Lynn	Lot 9 Blk 12 DP 329
873	*Metrosideros excelsa*	Pōhutukawa	1	Harcourt Street 15	Grey Lynn	Lot 22 Blk 11 DP 329
468	*Vitex lucens*	Puriri	1	Harding Avenue 27	Mt Wellington	Lot 1 DP 311779
463	*Ulmus procera*	Elm	1	Harris Road 5	Mt Wellington	Lot 33 DP 19356
927	*Agathis australis*	Kauri	1	Henley Road 53	Mount Eden	Lot 34 DP 8591
128	*Platanus acerifolia*	Plane Tree	4	Hepburn Street (road reserve outside #3-9)	Freemans Bay	

Isthmus

ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
925	*Agathis Aaustralis*	Kauri	1	Herbert Road 12	Mt Eden	Lot 2 DP 53673
781	*Metrosideros excelsa*	Pōhutukawa	1	Hillsborough Road 40	Hillsborough	Lot 2 DP 187772
496	*Araucaria heterophylla*	Norfolk Island Pine	1	Hillsborough Road 50	Three Kings	Lot 1 DP 210872
774	*Metrosideros excelsa*	Pōhutukawa	1	Hillsborough Road 67	Hillsborough	Pt Lot 1 DP 27166
497	*Quercus ilex, Araucaria cunninghamii, Ficus macrophylla, Lagunaria patersonia, Cedrus atlantica, Araucaria bidwillii, Liriodendron tulipifera, Araucaria heterophylla, Agathis robusta*	Holm Oak(2), Hoop Pine, Moreton Bay Fig, Norfolk Is. Hibiscus, Atlas Cedar, Bunya Bunya Pine, Tulip Tree, Norfolk Island Pine, Queensland Kauri	10	Hillsborough Road 72A	Mt Roskill	Pt Lot 2 DP 380498
612	*Metrosideros excelsa*	Pōhutukawa	2	Hill Street 46,	Onehunga	Pt Lot 7 DEEDS O 20
613	*Metrosideros excelsa*	Pōhutukawa	1	Hill Street 52	Onehunga	Lot 2 DEEDS O 20
544	*Agathis australis*	Kauri	1	Hoheria Road 5	Onehunga	Lot 1 DP 390834
813	*Agathis australis*	Kauri	1	Homai Street 3	Remuera	Lot 1 DP 41639
1010	*Phoenix canariensis*	Phoenix Palm	1	Hopetoun Street 3	Freemans Bay	Lot 40 DEEDS City 44
206	*Quercus robur*	English Oak	1	Horoeka Avenue 1, Mount Eden	Mount Eden	Lot 1 DP 463513
202	*Metrosideros excelsa*	Pōhutukawa	2	Horoeka Avenue 14	Mt Eden	Lot 1 DP 373540
137	*Araucaria heterophylla, Quercus robur, Metrosideros excelsa*	Norfolk Island Pine, English Oaks, Pōhutukawa		Howe Street 14-16	Freemans Bay	Pt Section 55 Auckland CITY
138	*Platanus acerifolia*	London Planes (approx. 80)	Group	Howe Street (road reserve – whole street), Freemans Bay (avenue of trees, whole street)	Freemans Bay	
633	*Populus nigra 'italica,' Platanus acerifolia*	Poplar (22), London Planes (7)	31	Hugo Johnston Drive (road reserve - O'Rorke Road Ext.)	Penrose	
174	*Metrosideros excelsa*	Pōhutukawa	1	Huia Road 9D	Pt Chevalier	Lot 11 DP 608748 1/11 SH Lot 100 DP 608748
141	*Vitex lucens*	Puriri	1	Huntly Avenue 24	Grafton	Lot 21 DP 2098
513	*Quercus cerris*	Turkey Oak	1	Inkerman Street 16A-24	Onehunga	Lot 1 DP 94577
512	*Vitex lucens*	Puriri	1	Inkerman Street 20	Onehunga	Lot 2 DP 29607
524	*Metrosideros excelsa*	Pōhutukawa	1	Inkerman Street 30A	Onehunga	Lot 1 DP 38685
525	*Juglans regia*	Walnut	2	Inkerman Street 33	Onehunga	Lot 10 DEEDS 676
509	*Agathis australis*	Kauri	2	Inkerman Street 39	Onehunga	Lot 3 DEEDS 676
465	*Metrosideros excelsa*	Pōhutukawa	4	Ireland Road 28A	Panmure	Lot 2 DP 61417
466	*Araucaria heterophylla*	Norfolk Island Pine	1	Ireland Road 38	Panmure	Lot 2 DP 43084
470	*Agathis australis*	Kauri	1	Ireland Road 2/115	Panmure	Lot 1 DP 116257
471	*Metrosideros excelsa*	Pōhutukawa	1	Ireland Road (road reserve outside #37)	Panmure	
495	*Platanus acerifolia*	London Plane	1	James Preston Avenue 1	Mt Roskill	Lot 1481 DP 18564
472	*Metrosideros excelsa*	Pōhutukawa	1	Jellicoe Road 7-9	Mt Wellington	Section 1 SO 458625

Isthmus

ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
464	*Metrosideros excelsa*	Pōhutukawa	1	Jellicoe Road (road reserve outside #60)	Mt Wellington	
733	*Taxus baccata fastigiata, Podocarpus totara*	Irish Yew		Jerram Street 3	Mount Albert	Lot 180 DP 18860
694	*Vitex lucens*	Puriri	1	Jervois Road 141	Herne Bay	Lot 4 DP 44370
55	*Metrosideros excelsa*	Pōhutukawa	1	Jervois Road 272	Herne Bay	Lot 2 DP 201632
782	*Vitex lucens*	Puriri	1	John Street 120	Ponsonby	Lot 31 DEEDS P 17
244	*Quercus robur, Metrosideros excelsa*	English Oak, Pōhutukawa	2	Jomac Place 1	Avondale	Lot 25 DP 437082
555	*Liriodendron tulipifera*	Tulip Tree	1	Jordan Avenue 3	Onehunga	Lot 5 DP 48904
554	*Quercus palustris, Populus nigra 'italica'*	Pin Oak (2), Lombardy Poplar (2)	4	Jordan Avenue 9	Onehunga	Lot 2 DP 190524
88	*Metrosideros excelsa Cupressus macrocarpa Quercus robur*	Pōhutukawa, Macrocarpa, English Oak	3	Judge Street 12	Parnell	Pt Allotment 3 SECT 2 SBRS OF Auckland
871	*Sequoiadendron giganteum*	Giant Redwood/ Wellingtonia	1	Judges Bay Road 11	Parnell	Lot 1 DP 50033
691	*Araucaria bidwillii, Cinnamomum camphora*	Bunya Bunya Pine, Camphor Laurel	2	Judges Bay Road 7,	Parnell	Lot 2 DP 50033
928	*Vitex lucens*	Puriri	1	Kakariki Avenue 9	Mount Eden	Lot 4 DP 53122
423	*Quercus robur, Metrosideros excelsa*	English Oak, Pōhutukawa	2	Kalmia Street 12	Ellerslie	Lot 24 DP 11823
429	*Metrosideros excelsa*	Pōhutukawa	2	Kalmia Street 22	Ellerslie	Lot 2 DP 74166
237	*Quercus robur*	English Oak	4	Kelvin Road 17A	Remuera	Pt Lot 6 DP 43876
430	*Metrosideros excelsa*	Pōhutukawa	1	Kentucky Street 8	Ellerslie	Lot 18 DP 7074
723	*Metrosideros excelsa*	Pōhutukawa	1	Khyber Pass Road 373	Newmarket	Lot 1 DP 69520
2959	*Quercus robur*	English oak	1	Kimberley Road, 9B	Epsom	Lot 4 DP 494092
303	*Vitex lucens*	Puriri	1	Kimberley Road 11A	Epsom	Lot 2 DP 494092
984	*Dacrycarpus dacrydioides*	Kahikatea	1	Kimberley Road 26	Epsom	Pt Lot 8 DP 2332
484	*Vitex lucens*	Puriri	1	Kings Road 65	Panmure	Lot 1 DP 61805
485	*Ficus macrophylla*	Moreton Bay Fig	1	Kings Road 85	Panmure	Lot 1 DP 595108
489	*Platanus acerifolia, Quercus rubra*	London Plane Tree, Red Oak	2	Kings Road 87	Panmure	Lot 2 DP 392912
486	*Podocarpus totara Metrosideros excelsa*	Totara, Pōhutukawa	2	Kings Road 89	Panmure	Lot 1 DP 392912
766	*Metrosideros excelsa*	Pōhutukawa	1	Kingsford Road 14	Balmoral	Lot 7 DP 22984
116	*Corymbia ficifolia*	Red Flowering Gum	1	Kingsley Street 2	Grey Lynn	Lot 1 A 938
750	*Vitex lucens*	Puriri	1	Kingsview Road 6A	Mount Eden	Lot 2 DP 367922
969	*Metrosideros excelsa*	Pōhutukawa		Kingsview Road 27	Mount Eden	Lot 6 DP 37471
924	*Dacrycarpus dacrydioides*	Kahikatea		Kingsway Avenue 55	Sandringham	Lot 104 DP 5019
837	*Metrosideros excelsa*	Pōhutukawa	1	Kirk Street 21	Arch Hill	Pt Allotment 14 SECT 7 SBRS OF Auckland
738	*Agathis australis*	Kauri	1	Kitenui Avenue 56	Mount Albert	Lot 74 DP 11225
838	*Metrosideros excelsa*	Pōhutukawa	1	Kitenui Avenue 84	Mount Albert	Lot 8 DP 19399
981	*Podocarpus totara*	Totara	1	Kiwitea Street 1-5	Sandringham	Lot 1 DP 85017

Isthmus

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166	*Quercus robur*	English Oak	1	Kohimarama Road 65 (reserve)	Kohimarama	Lot 1 DP 28945
165	*Araucaria heterophylla*	Norfolk Island Pine	2	Kohimarama Road 177	Kohimarama	Lot 27 DP 27807
318	*Quercus canariensis, Agathis australis*	Algerian Oak, Kauri	2	Korau Road 7	Greenlane	Lot 16 DP 25557
312	*Ulmus glabra*	Elm	1	Korau Road 14	Greenlane	Lot 23 DP 25557
311	*Ulmus glabra*	Elm	1	Korau Road 16	Greenlane	Lot 22 DP 25557
498	*Cinnamomum camphora, Quercus cerris*	Camphor Laurel, Turkey Oak (2)	3	Korma Road 30	Royal Oak	Lot 3 DP 327333
43	*Vitex lucens*	Puriri	1	Kotare Avenue 3A	Westmere	Lot 1 DP 120050
709	*Metrosideros excelsa*	Pōhutukawa	1	Kurahaupo Street 45	Orakei	Lot 296 DP 58659
670	*Vitex lucens*	Puriri	2	Kuranui Place 5B	Otahuhu	Pt Section 2 Blk VI Otahuhu SD
3009	*Metrosideros excelsa*	Pōhutukawa	1	Ladies Mile 79	Remuera	Lot 1 DP 585358
342	*Metrosideros excelsa*	Pōhutukawa	1	Ladies Mile 112	Ellerslie	Lot 28 DP 7838
341	*Metrosideros excelsa, Ulmus glabra*	Pōhutukawa, (2) Wych Elm	3	Ladies Mile 118	Ellerslie	Part Lot 30 DP 7838, Lot 31 DP 7838
431	*Metrosideros excelsa*	Pōhutukawa	1	Ladies Mile 170	Ellerslie	Lot 1 DP 324725
432	*Metrosideros excelsa*	Pōhutukawa	1	Ladies Mile 170D	Ellerslie	Lot 1 DP 140735
989	*Metrosideros excelsa*	Pōhutukawa	1	Landscape Road 5	Mount Eden	Eden
961	*Metrosideros excelsa*	Pōhutukawa	1	Landscape Road 7	Epsom	Lot 19 DP 6826
962	*Metrosideros excelsa*	Pōhutukawa	1	Landscape Road 8	Epsom	Lot 3 DP 19644
783	*Metrosideros excelsa*	Pōhutukawa	1	Landscape Road 9	Mount Eden	Lot 2 DP 53440
987	*Metrosideros excelsa*	Pōhutukawa	1	Landscape Road 11	Epsom	Lot 1 DP 53440
943	*Agathis australis*	Kauri	1	Landscape Road 13	Mount Eden	Lot 1 DP 99091
988	*Araucaria cunninghamii*	Hoop Pine	1	Landscape Road 14	Mount Eden	Pt Lot 1 DP 7015
839	*Quercus robur*	English Oak	1	Levonia Street 23	Western Springs	Allotment 52 SECT 5 SBRS OF Auckland
391	*Metrosideros excelsa*	Pōhutukawa	1	Lewin Road 1A	Epsom	Lot 37 DP 4280
378	*Vitex lucens*	Puriri	1	Lewin Road 6	Epsom	Lot 3 DP 17113
931	*Agathis australis*	Kauri	1	Lewin Road 16	Epsom	Pt Lot 23 DP 7434
377	*Vitex lucens, Phoenix canariensis*	Puriri, Phoenix Palm (3)	4	Lewin Road 19	Epsom	Lot 2 DP 33754
241	*Fraxinus excelsior 'aurea'*	Golden Ash	1	Line Road 50	Glen Innes	Lot 39 DP 42355
365	*Metrosideros excelsa*	Pōhutukawa	1	Liverpool Street 27	Epsom	Lot 3 DP 42495
364	*Vitex lucens, Podocarpus totara, Picea abies, Ilex aquifolium, Quercus robur, Cedrus deodara*	Puriri (3), Avenue of trees including: Puriri (5), Totara (3), Spruce, Holly, English Oak (2), Cedar	16	Liverpool Street 40	Royal Oak	Lot 1 DP 8648
257	*Vitex lucens, Phoenix canariensis*	Puriri, Phoenix Palm (2)	3	Lloyd Avenue 39	Mt Albert	Lot 1 DP 44143
170	*Metrosideros excelsa*	Pōhutukawa	2	Long Drive 106	St Heliers	Lot 2 DP 46553
91	*Phoenix canariensis*	Phoenix Palm	3	Long Drive (road reserve on intersection with Tamaki Drive)	St Heliers	

Isthmus

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910	*Vitex lucens*	Puriri	1	Lovelock Avenue 16	Mt Eden	Lot 3 DP 34578
815	*Dacrycarpus dacrydioides*	Kahikatea	1	Lucerne Road 16	Remuera	Pt Lot 13 DP 7525
659	*Livistona australis*	Australian Fan Palm	1	Luke Street East 101	Otahuhu	Lot 2 DP 46434
434	*Metrosideros excelsa, Cephalotaxus fortunei*	Pōhutukawa, Prince Albert's Yew	2	Main Highway 58-66	Ellerslie	Lot 2 DP 89318
433	*Metrosideros excelsa*	Pōhutukawa	1	Main Highway 80	Ellerslie	Lot 5 DP 28602
422	*Metrosideros excelsa Podocarpus totara*	Pōhutukawa, Totara (2)	2	Main Highway 88	Ellerslie	Lot 1 DP 28602
451	*Alectryon excelsus, Metrosideros excelsa*	Titoki, Pōhutukawa	2	Main Highway 217	Ellerslie	Pt Lot 33 DEEDS 870
460	*Quercus palustris*	Pin Oak	2	Malabar Drive 22	Ellerslie	Lot 9 DP 70028
549	*Metrosideros excelsa, Vitex lucens, Dacrydium cupressinum*	Pōhutukawa, Puriri (2), Rimu	4	Onehunga Mall 71-73	Onehunga	Lot 1 DP 131091
619	*Quercus robur, Podocarpus totara, Vitex lucens, Cupressus sempervirens, Metrosideros excelsa*	English Oaks (3), Totara (2), Puriri (2), Cypress (3), Pōhutukawa	14	Onehunga Mall 184	Onehunga	Allotment 9 SECT 18 VILL OF Onehunga
536	*Metrosideros excelsa, Podocarpus totara*	Pōhutukawa, Totara	2	Onehunga Mall 424	Onehunga	Lot 2 DP 30696
541	*Podocarpus totara*	Totara	1	Onehunga Mall 472	Onehunga	Lot 5 DP 18742
667	*Abies koreana, Araucaria bidwillii, Phoenix canariensis*	Korean Fir, Bunya-Bunya Pine, Phoenix Palm	3	Mangere Road 28	Otahuhu	Lot 2 DP 172615
668	*Ficus macrophylla*	Moreton Bay Fig	1	Mangere Road 74	Otahuhu	Pt Lot 3 DP 2854
662	*Phoenix canariensis*	Phoenix Palm	1	Mangere Road 141	Otahuhu	Lot 1 DP 115649
897	*Fagus sylvatica "Atropurpurea"*	Copper Beech	1	Manukau Road 218	Epsom	Lot 1 DP 17756
297	*Araucaria heterophylla*	Norfolk Island Pine	1	Manukau Road 219,	Epsom	Lot 2 DP 16336
302	*Quercus robur, Quercus canariensis*	English Oak (6), Algerian Oak	7	Manukau Road 243-257 (reserve)	Epsom	Lot 2 DP 12978
865	*Magnolia grandiflora*	Southern Magnolia	2	Manukau Road 244	Epsom	Lot 2 DP 31391
818	*Washingtonia sp*	Palm	1	Manukau Road 311	Epsom	Pt Lot 17 DP 2332
866	*Metrosideros excelsa*	Pōhutukawa	2	Manukau Road 317	Epsom	Lot 2 DP 2332
393	*Metrosideros excelsa*	Pōhutukawa	2	Manukau Road 495	Epsom	Lot 4 DP 15437
394	*Metrosideros excelsa*	Pōhutukawa	1	Manukau Road 524-528	Epsom	Lot 1 DP 122273
395	*Metrosideros excelsa*	Pōhutukawa	1	Manukau Road 533	Epsom	Lot 1 DP 70216
371	*Vitex lucens*	Puriri	4	Manukau Road 574	Onehunga	Lot 7 DP 4200
397	*Metrosideros excelsa*	Pōhutukawa	1	Manukau Road 621	Royal Oak	Lot 1 DP 115337
523	*Metrosideros excelsa, Vitex lucens*	Pōhutukawa, Puriri	2	Manukau Road 663	Royal Oak	Pt Lot 24 DP 15460
511	*Alectryon excelsus*	Titoki	1	Manukau Road 834-836	Onehunga	Lot 5 DP 4120
527	*Vitex lucens*	Puriri	1	Manukau Road 835	Onehunga	Lot 1 DP 52871
514	*Populus nigra 'italica'*	Lombardy Poplar	1	Manukau Road 1/861	Onehunga	Lot 1 DP 152598
319	*Metrosideros excelsa*	Pōhutukawa	2	Marewa Road 11-15A	Greenlane	Lots 1, 2 & 3DP 211353
290	*Agathis robusta*	South Queensland Kauri	1	Margot Street 44	Epsom	Lot 1 DP 393716

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305	*Metrosideros excelsa*	Pōhutukawa	1	Margot Street 70	Epsom	Lot 9 DP 6930
306	*Dacrydium cupressinum*	Rimu	1	Margot Street 76	Epsom	Lot 5 DP 190272
1008	*Metrosideros excelsa*	Pōhutukawa	1	Marine Parade 56	Herne Bay	Lot 1 DP 143720
784	*Metrosideros excelsa*	Pōhutukawa	1	Marine Parade 71	Herne Bay	Lot 1 DP 40738
785	*Vitex lucens*	Puriri	1	Mariri Road 11	Onehunga	Lot 2 DP 86786
556	*Metrosideros excelsa*	Pōhutukawa	1	Mariri Road 65	Onehunga	Lot 1 DP 52668
294	*Araucaria heterophylla, Metrosideros excelsa*	Norfolk Island Pine, Pōhutukawa	2	Market Road 130	Epsom	Pt Allotment 19 SECT 11 SBRS OF Auckland
963	*Dacrydium cupressinum*	Rimu	1	Marsden Avenue 8	Balmoral	Lot 15 DEEDS 252
361	*Metrosideros excelsa*	Pōhutukawa	1	Marsden Avenue 26	Balmoral	Lot 33 DEEDS 252
359	*Corynocarpus laevigatus, Vitex lucens, Quercus robur, Metrosideros excelsa*	Karaka (2), Puriri (3), English Oak, Pōhutukawa	7	Marsden Avenue 92	Balmoral	Lot 4 DP 176682
343	*Metrosideros excelsa*	Pōhutukawa	1	Marua Road 93	Ellerslie	Lot 1 DP 442020
868	*Vitex lucens*	Puriri	1	Masons Avenue 1	Herne Bay	Lot 63 DP 2477
786	*Quercus coccinea*	Scarlet Oak	1	Masons Avenue 13	Herne Bay	Lot 57 DP 2477
657	*Quercus robur*	English Oak	1	Mason Avenue 18	Otahuhu	Lot 4 DP 506432
658	*Quercus frainetto*	Hungarian Oak	1	Mason Avenue 45	Otahuhu	Pt Lot 28 DP 19736
440	*Cedrus deodara*	Himalayan Cedar	1	Matai Road 2	Greenlane	Pt Lot 13 DP 3855
644	*Metrosideros excelsa*	Pōhutukawa	1	Mataroa Road 4	Mt Wellington	Lot 1 DP 45593
970	*Metrosideros excelsa*	Pōhutukawa	1	Matipo Street 11	Balmoral	Lot 6 DP 9091
264	*Agathis australis, Podocarpus elatus*	Kauri, Brown Pine	2	Matipo Street 27	Balmoral	PT LOTS 24 25 DP 6793
416	*Fagus sylvatica purpurea*	Copper Beech	1	Maungakiekie Avenue 1	One Tree Hill	Lot 178 DP 18124
933	*Vitex lucens, Metrosideros excelsa*	Puriri (2); Pōhutukawa	3	Maungakiekie Avenue 2A One Tree Hill	One Tree Hill	Lot 175 DP 18124
414	*Fagus sylvatica*	Beech	1	Maungakiekie Avenue 20	One Tree Hill	Lot 164 DP 18124
415	*Podocarpus totara*	Totara	1	Maungakiekie Avenue 64	One Tree Hill	Lot 142 DP 18124
860	*Metrosideros excelsa*	Pōhutukawa	5	Maungawhau Road 31	Newmarket	Pt Lot 7 DP 10962
808	*Vitex lucens, Alectryon excelsus*	Puriri, Titoki	2	Maungawhau Road 32	Newmarket	Pt Lot 15 DP 10962
572	*Vitex lucens, Metrosideros excelsa, Cedrus deodara, Ficus macrophylla*	Puriri (3), Pōhutukawa, Cedar, Moreton Bay Fig	6	Maurice Road 17	Penrose	Lot 1 DP 342337
360	*Quercus ilex, Quercus robur*	Holm Oak (5), English Oak (3)	8	McCullough Avenue (road reserve between #73 & 89)	Mt Roskill	
247	*Metrosideros excelsa, Vitex lucens, Magnolia grandiflora, Washingtonia filifera*	Pōhutukawa, Puriri, Magnolia (2), Washington Palm (2)	6	McLean Street 1-3	Mount Albert	Lot 1 DP 95136
914	*Liriodendron tulipifera*	Tulip Tree	1	Mead Street 18	Avondale	
243	*Ulmus x hollandica, Fraxinus ornus*	Dutch Elm, Flowering Ash	2	Mead Street (road reserve outside #34 & 33)	Avondale	
235	*Alnus cordata*	Italian Alder	1	Meadowbank Road 93	Meadowbank	Lot 40 DP 20034
941	*Vitex lucens*	Puriri	1	Merivale Ave 12	Epsom	LOT 1 DP 553499
990	*Vitex lucens*	Puriri	1	Merivale Avenue 14 &16 & 18	Epsom	Lot 2 DP 138966
956	*Vitex lucens*	Puriri	1	Merivale Avenue 38	Epsom	Lot 2 DEEDS 257
175	*Metrosideros excelsa*	Pōhutukawa	1	Miller Street 45	Pt Chevalier	Lot 19 DP 15610
278	*Liquidambar styraciflua*	Liquidambar	4	Milton Road 59a	Mt Eden	Lot 2 DP 52422

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777	*Dacrydium cupressinum, Podocarpus totara*	Rimu, Totara	2	Mitchell Street 8	Blockhouse Bay	Lot 1 DP 54442
776	*Vitex lucens, Quercus robur*	Puriri (2), English Oak	3	Mitchell Street 14	Blockhouse Bay	Lot 3 DP 54442
542	*Metrosideros excelsa*	Pōhutukawa	1	Moana Avenue 51	Onehunga	Lot 1 DP 207357
546	*Metrosideros excelsa*	Pōhutukawa	1	Moana Avenue 71	Onehunga	Lot 3 DP 13653
538	*Phoenix canariensis*	Phoenix Palm	1	Moana Avenue 78	Onehunga	Lot 2 DP 31207
57	*Metrosideros excelsa*	Pōhutukawa	1	Moira Street 2	Ponsonby	Lot 52A DP 47434
130	*Metrosideros excelsa, Metrosideros robusta*	Pōhutukawa (4), Rata	5	Monmouth Street 15-19	Grey Lynn	Pt Lot 17 DP 14426
436	*Araucaria heterophylla*	Norfolk Island Pine	1	Morrin Street 10	Ellerslie	Lot 1 DP 439810
435	*Metrosideros excelsa*	Pōhutukawa	1	Morrin Street 38-40	Ellerslie	Lot 1 DP 171910
896	*Metrosideros excelsa*	Pōhutukawa	2	Morvern Road 8	Epsom	Lot 57 DP 19597
942	*Dacrydium cupressinum*	Rimu	1	Morvern Road 12	Epsom	Lot 55 DP 19597
806	*Vitex lucens*	Puriri	1	Mountain Road 24	Epsom	Lot 101 DP 588571
467	*Cupressus macrocarpa*	Macrocarpa	1	Mountain Road 32-66 (reserve)	Mount Wellington	Pt Allotment 56 SECT 12 SBRS OF Auckland
474	*Metrosideros excelsa*	Pōhutukawa	2	Mountain Road 36	Mt Wellington	Allotment 201 SECT 12 SBRS OF Auckland
911	*Metrosideros excelsa*	Pōhutukawa	1	Mountain Road 40	Epsom	Pt Lot 1 DP 30367
215	*Vitex lucens, Quercus robur*	Puriri, English Oak	2	Mountain Road 55-85	Epsom	Pt Allotment 106 SECT 6 SBRS OF Auckland
952	*Podocarpus totara*	Totara	1	Mountain Road 84	Epsom	Lot 1 DP 55587
209	*Davidia involuctrata, Agathis palmerstonii, Juglans regia, Sequoiadendron giganteum, Podocarpus hallii*	Chinese Dove Tree, North Queensland Kauri, Walnut Tree (3), Giant Redwood/ Wellingtonia, Halls Totara	8	Mountain Road 119 & Glenfell Place 14	Epsom	Allotment 195 SECT 6 SBRS OF Auckland, Pt Lot 1 DP 4122
216	*Araucaria heterophylla*	Norfolk Island Pine	1	Mountain Road (road reserve outside #51A Owens Road)	Epsom	
842	*Vitex lucens*	Puriri	1	Mountain View Road 4	Western Springs	Lot 4 DP 43058
841	*Metrosideros excelsa*	Pōhutukawa	1	Mountain View Road 9	Western Springs	Lot 1 DP 203958
980	*Ulmus procera*	English Elm	1	Mt Albert Road 36	Mount Albert	Lot 2 DP 34873
253	*Sequoia sempervirens, Cryptomeria japonica, Ilex aquifolium*	California Redwood (2), Japanese Cedar (2), Holly	5	Mt Albert Road 100	Mount Albert	Lot 3 DP 51530
986	*Vitex lucens*	Puriri	1	Mt Albert Road 182	Sandringham	Lot 17 DP 10465
964	*Metrosideros excelsa*	Pōhutukawa	1	Mt Albert Road 469	Three Kings	Lot 1 DP 13706
965	*Vitex lucens*	Puriri	1	Mt Albert Road 477	Mount Roskill	Lot 1 DP 20459
905	*Metrosideros excelsa*	Pōhutukawa	1	Mt Albert Road 518	Mount Roskill	Lot 7 DP 19634
966	*Metrosideros excelsa*	Pōhutukawa	1	Mt Albert Road 520	Mount Roskill	Lot 1 DP 29111
775	*Metrosideros excelsa*	Pōhutukawa	1	Mt Albert Road 525A	Three Kings	Lot 1 DP 51017

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3001	*Metrosideros excelsa, Metrosideros kermadecensis*	Pōhutukawa and kermadec Pōhutukawa	Group	Mount Albert Road 560; Mount Eden Road 1011	Three Kings	SECT 4 SO 531896; SECT 3 SO 531896
499	*Ficus obliqua, Vitex lucens, Platanus x acerifolia*	Queensland Small - leaved Fig (3), Puriri, London Plane	5	Mt Albert Road 593	Royal Oak	Lot 2 DP 399421
787	*Vitex lucens*	Puriri	1	Mt Albert Road 600	Royal Oak	Lot 3 DP 188342
528	*Platanus acerifolia*	Karaka	1	Mt Albert Road 663	Royal Oak	Lot 4 DP 17915
788	*Dacrydium cupressinum*	Rimu	1	Mt Albert Road 674	Mount Albert	Lot 3 DP 8185
192	*Corynocarpus laevigatus, Vitex lucens, Cedrus deodara*	Karaka (3), Puriri (2), Atlas Cedar	6	Mt Eden Road 223-227	Mt Eden	Lot 4 DP 51425
193	*Araucaria heterophylla, Ailanthus altissima, Quercus ilex*	Norfolk Island Pine, Tree of Heaven (2), Holm Oak	4	Mt Eden Road 283	Mt Eden	Lot 3 DEEDS Blue 9
949	*Taxus baccata*	Yew	6	Mt Eden Road 307A	Mount Eden	Lot 1 DP 47770
203	*Vitex lucens, Platanus acerifolia, Metrosideros excelsa*	Puriri, London Plane Tree, Pōhutukawa	3	Mt Eden Rd 310 (reserve)	Mt Eden	Lot 1 DP 131932
201	*Araucaria heterophylla, Vitex lucens*	Norfolk Island Pine, Puriri (2)	3	Mt Eden Road 333	Mt Eden	Lot 1 DP 40757
285	*Podocarpus totara*	Totara	1	Mt Eden Road 461	Mt Eden	Lot 2 DP 16659
276	*Metrosideros excelsa*	Pōhutukawa	1	Mt Eden Road 465	Mt Eden	Lot 1 DP 27635
275	*Metrosideros excelsa*	Pōhutukawa	1	Mt Eden Road 465A	Mt Eden	Lot 2 DP 27635
958	*Metrosideros excelsa*	Pōhutukawa	2	Mt Eden Road 625	Mount Eden	Lot 2 DP 418166
959	*Vitex lucens*	Puriri	1	Mt Eden Road 666	Mount Eden	Lot 3 DP 19745
983	*Dacrycarpus dacrydioides*	Kahikatea	2	Mt Eden Road 679	Mount Eden	Lot 22 DP 4583
283	*Metrosideros excelsa, Metrosideros kermadecensis*	Pōhutukawa (4), Kermadec Island Pōhutukawa (2)	7	Mt Eden Road/Balmoral Road (reserve on corner)	Mt Eden	Lot 2 DP 25163
277	*Grevillea robusta, Vitex lucens*	Silky Oak, Puriri	2	Mt Eden Road/Disraeli Street (road reserve on corner)	Mt Eden	
735	*Araucaria heterophylla*	Norfolk Island Pine	1	Mt Royal Avenue 2	Mount Albert	Lot 48 DP 16603
840	*Dacrydium cupressinum*	Rimu	1	Mt Royal Avenue 33	Mount Albert	Lot 1 DP 16603
529	*Metrosideros excelsa*	Pōhutukawa	3	Mt Smart Road 42	Royal Oak	Lot 1 DP 312455
510	*Podocarpus totara*	Totara	2	Mt Smart Road 66-68	Onehunga	Lot 1 DP 188113
557	*Podocarpus totara*	Totara	2	Mt Smart Road 97	Onehunga	Lot 1 DP 47382
558	*Juglans regia, Podocarpus totara*	Walnut, Totara (4)	5	Mt Smart Road 109s	Onehunga	Lot 2 DP 47382
560	*Quercus robur, Alectryon excelsus, Juglans regia, Podocarpus totara, Vitex lucens*	English Oak (6), Titoki, Walnut, Totara, Puriri (3)	12	Mt Smart Road 117	Te Papapa	Lot 3 DP 47382
547	*Podocarpus totara*	Totara	1	Mt Smart Road 120	Onehunga	Lot 1 DP 114405
559	*Podocarpus totara*	Totara	1	Mt Smart Road 124	Onehunga	Lot 21 DEEDS O 8
574	*Metrosideros excelsa*	Pōhutukawa	4	Mt Smart Road 219	Onehunga	Pt Lot 1 DP 4113
292	*Cinnamomum camphora*	Camphor Laurel	2	Mt St John Avenue 17	Epsom	Lot 1 DP 17185
307	*Liquidambar styraciflua, Phoenix canariensis, Cedrus deodara*	Liquidambar, Phoenix Palm (2), Himalayan Cedar	4	Mt St John Avenue 27	Epsom	Lot 7 DP 17185
296	*Podocarpus totara*	Totara	1	Mt St John Avenue 47	Epsom	Lot 1 DEEDS S 117

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320	*Podocarpus totara*	Totara	1	Mt St John Avenue 61	Epsom	Lot 8 DP 2976
321	*Agathis australis*	Kauri	1	Mt St John Avenue 63	Epsom	Lot 9 DP 2976
475	*Metrosideros excelsa, Podocarpus totara, Tilia x europaea*	Pōhutukawa, Totara, Linden	3	Mt Wellington Highway 87	Mt Wellington	Allotment 13 SECT 1 SM LOTS NEAR VILL OF Panmure
592	*Metrosideros excelsa, Ficus macrophylla*	Pōhutukawa, Moreton Bay Fig	2	Mt Wellington Highway 200 (road reserve outside #200)	Mt Wellington	
590	*Araucaria heterophylla*	Norfolk Island Pine	1	Mt Wellington Highway 218-220	Mt Wellington	Pt Lot 67 DP 20427
641	*Platanus acerifolia*	London Plane (10)	Group	Mt Wellington Highway 517B	Mount Wellington	Lot 3 DP 171269
642	*Ficus macrophylla, Metrosideros excelsa, Vitex lucens*	Moreton Bay Fig (3), Pōhutukawa (3), Puriri	7	Mt Wellington Highway 523	Mount Wellington	Lot 2 DP 168442
646	*Platanus acerifolia*	London Plane	2	Mt Wellington Highway 525	Mount Wellington	Lot 1 DP 168442
649	*Metrosideros excelsa, Vitex lucens*	Pōhutukawa	2	Mt Wellington Highway 658	Mt Wellington	Lot 11 DP 7580
650	*Metrosideros excelsa*	Puriri, Pōhutukawa	2	Mt Wellington Highway 662	Mt Wellington	Lot 13 DP 7580
96	*Metrosideros excelsa*	Pōhutukawa	1	Muripara Avenue 18	Pt Chevalier	Lot 135 DP 20514
697	*Metrosideros excelsa*	Pōhutukawa	1	Nehu Street 2A	Orakei	Lot 2 DP 193891
632	*Cupressus sempervirens*	Italian Cypress	1	Neilson Street 270	Onehunga	Lot 1 DP 37733
184	*Metrosideros excelsa*	Pōhutukawa	1	New North Road 379	Kingsland	Pt Lot 17 DP 2916
179	*Quercus robur*	English Oak	5	New North Road 704	Mt Albert	Pt Allotment 170 SECT 10 SBRS OF Auckland
249	*Quercus robur, Magnolia grandiflora, Metrosideros excelsa, Podocarpus totara*	English Oak (12), Magnolia, Pōhutukawa, Totara (2)	16	New North Road 807 (reserve)	Mt Albert	Pt Allotment 189 PSH OF Titirangi
250	*Araucaria heterophylla, Taxus baccata, Metrosideros excelsa, Stenocarpus sinuatus*	Norfolk Island Pine (7), English Yew, Pōhutukawa, Australian Firewheel Tree	11	New North Road 830	Mt Albert	Pt Allotment 40 PSH OF Titirangi
976	*Araucaria heterophylla*	Norfolk Island Pine	1	New North Road 1062	Mt Albert	Lot 12 DP 21991
977	*Fagus sylvatica*	Red Beech	1	New North Road 1137	Mount Albert	Lot 1 DP 35472
677	*Quercus robur*	Oak	1	New North Road 1256	Avondale	Lot 2 DP 45694
75	*Phoenix canariensis*	Phoenix Palm	3	New Street 3-9	Ponsonby	Pt Allotment 14 SECT 8 SBRS OF Auckland
357	*Metrosideros robusta*	Northern Rata	1	New Windsor Road 113A	New Windsor	Lot 1 DP 598495
799	*Metrosideros excelsa*	Pōhutukawa	1	Newton Road 122	Newton	Lot 2 DP 196272
698	*Metrosideros excelsa*	Pōhutukawa	1	Ngaio Street 9	Orakei	Lot 77 DP 38388
699	*Metrosideros excelsa*	Pōhutukawa	1	Ngaiwi Street 12	Orakei	Lot 9 DP 21287
826	*Agathis australis*	Kauri	1	Ngaroma Road 3	Epsom	Lot 2 DP 340162
579	*Metrosideros excelsa*	Pōhutukawa	1	Ngatiawa Road 37	Onehunga	Lot 174 DP 20802
443	*Agathis australis*	Kauri	1	Ngatiawa Road 52	Onehunga	Lot 49 DP 20802
637	*Metrosideros excelsa, Populus yunnanensis*	Pōhutukawa, Chinese Poplar (2)	3	Niall Burgess Drive 1	Mount Wellington	Lot 2 DP 188715
635	*Platanus acerifolia, Populus deltoides*	London Plane (32), Cottonwood	33	Niall Burgess Drive 8 (reserve)	Mount Wellington	Lot 18 DP 168442, Lot 17 DP 169144
648	*Vitex lucens*	Puriri	2	Nikau Road 13	Otahuhu	Lot 2 DP 35948
790	*Eucalyptus nicholii*	Peppermint Gum	1	Norfolk Street 45	Ponsonby	Lot 60 DEEDS Blue V

Isthmus

ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
791	*Metrosideros excelsa*	Pōhutukawa	1	Norfolk Street 82	Grey Lynn	Lot 110 DP 3311
204	*Erythrina crista-galli*	Flame Tree	1	Normanby Road/Boston Road	Mt Eden	
616	*Eucalyptus ficifolia*	Red Flowering Gum	1	Normans Hill Road 12	Onehunga	Lot 1 DP 20853
615	*Metrosideros excelsa*	Pōhutukawa	1	Normans Hill Road 26	Onehunga	Lot 2 DP 38539
614	*Vitex lucens, Corynocarpus laevigatus*	Puriri, Karaka	2	Normans Hill Road 26A	Onehunga	Lot 1 DP 58167
530	*Vitex lucens*	Puriri	1	Normans Hill Road 67	Onehunga	Pt Lot E DP 2010
517	*Agathis australis, Pseudopanax crassifolium, Dacrycarpus dacrydioides, Metrosideros excelsa*	Kauri, Lancewood, Kahikatea, Pōhutukawa	4	Normans Hills Road 54	Onehunga	Lot 1 DP 48640
625	*Metrosideros excelsa*	Pōhutukawa	1	O'Rorke Street 9	Onehunga	Lot 2 DP 69685
506	*Metrosideros excelsa*	Pōhutukawa	1	Oak Street 1B	Royal Oak	Lot 29 DP 8185
938	*Metrosideros excelsa*	Pōhutukawa		Oakley Avenue 76-78	Waterview	Lot 2 DP 58588
117	*Vitex lucens*	Puriri	2	Old Mill Road 55	Grey Lynn	Lot 2 DP 60168
97	*Podocarpus totara*	Totara	1	Oliver Street 37	Pt Chevalier	Lot 21 DP 7636
322	*Metrosideros excelsa*	Pōhutukawa	1	Omahu Road 53	Remuera	Lot 2 DP 53665
376	*Metrosideros excelsa, Lithocarpus edulis*	Pōhutukawa (26), Tanbark Oak	27	One Tree Hill Domain (western boundary, and corner of Haydn Ave & Manukau Rd))	One Tree Hill	Pt Allotment 54 SECT 12 SBRS OF Auckland, Pt Allotment 11 SECT 12 SBRS OF Auckland
681	*Quercus robur*	Common Oak	1	Onslow Road 26	Kingsland	Pt Allotment 11 SECT 10 SBRS OF Auckland
401	*Eucalyptus ficifolia*	Red Flowering Gum	1	Orakau Avenue 16	Epsom	Lot 19 DP 7443
374	*Dacrydium cupressinum*	Rimu	1	Orakau Avenue 27	Epsom	Lot 15 DP 8179
947	*Podocarpus totara*	Totara	1	Orakei Road 24	Remuera	Lot 1 DP 84270
793	*Alectryon excelsus, Podocarpus totara*	Titoki; Totara (2)	3	Orakei Road 92	Remuera	Lot 8 DP 62539
232	*Agathis robusta*	South Queensland Kauri	2	Orakei Road 94	Remuera	Lot 7 DP 62539
996	*Agathis robusta*	Queensland Kauri	1	Orakei Road 100	Remuera	Lot 4 DP 62539
792	*Vitex lucens*	Puriri	1	Orakei Road 107	Remuera	Lot 1 DP 20393
228	*Ulmus parvifolia*	Chinese Elm	1	Orakei Road 184	Orakei	Lot 3 DP 45292
345	*Vitex lucens, Corynocarpus laevigatus*	Puriri, Karaka	2	Oran Road 9A	Panmure	Lot 2 DP 460890
575	*Metrosideros excelsa*	Pōhutukawa	1	Oranga Avenue 11/42	Onehunga	Lot 2 DP 188221
576	*Metrosideros excelsa*	Pōhutukawa	1	Oranga Avenue 67	Onehunga	Lot 1 DP 43265
843	*Metrosideros excelsa*	Pōhutukawa	1	Owairaka Avenue 133	Mt Albert	Lot 7 DP 16488
274	*Cupressus macrocarpa, Vitex lucens*	Macrocarpa, Puriri	2	Owens Road 129	Epsom	Pt Lot 3 DP 579
809	*Litsea calicaris*	Mangeao	1	Owens Road 30	Epsom	Lot 2 DP 52878
212	*Agathis robusta*	South Queensland Kauri	1	Owens Road 34	Epsom	Lot 1 DP 64390
219	*Castanospermum australe*	Moreton Bay Chestnut	1	Owens Road 37	Epsom	Pt Lot 32 DP 6924
220	*Nothofagus solandri*	Black Beech	1	Owens Road 39	Epsom	Lot 38 DP 6924
217	*Metrosideros excelsa, Jacaranda mimosifolia, Laurus canariensis*	Pōhutukawa, Jacaranda (2), Canary Island Laurel	4	Owens Road 42	Epsom	Lot 1 DP 161728

Isthmus

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210	*Syzygium ventenatti, Syncarpia glomulifera, Agathis robusta, Platanus acerifolia, Cupressus macrocarpa*	Weeping Lilly Pilly, Red Turpentine Tree (2), South Queensland Kauri, London Plane Tree, Macrocarpa		Owens Road 75	Epsom	Pt Allotment 37 SECT 6 SBRS OF Auckland
288	*Taxus baccata 'fastigiata'*	Irish Yew	1	Owens Road 82	Epsom	Lot 9 DP 7287
700	*Araucaria bidwillii*	Bunya Bunya Pine	1	Paerimu Street 15	Orakei	Lot 469 DP 38384
396	*Podocarpus totara*	Totara	1	Pah Road 12	Epsom	Lot 4 DP 4828
516	*Ginkgo biloba*	Ginkgo	5	Pah Road 100	Royal Oak	Lot 1 DP 441241
679	*Cedrus deodara*	Himalayan Cedar	5	Pah Road 108-124	Royal Oak	Lot 1 DP 90089
716	*Podocarpus totara*	Totara	1	Paice Avenue 73	Sandringham	Lot 23 DP 3671
437	*Quercus canariensis*	Algerian Oak	1	Paihia Road 139A	Onehunga	Lot 2 DP 510919
639	*Metrosideros excelsa*	Pōhutukawa	1	Panama Road 9	Mt Wellington	Lot 5 DP 23160
58	*Metrosideros excelsa*	Pōhutukawa	1	Parawai Crescent 21	Ponsonby	Lot 27 DP 38075
2988	*Metrosideros excelsa*	Pōhutukawa	1	Paritai Drive 90	Orakei	SEC 1 Town ORAKEI
800	*Metrosideros excelsa*	Pōhutukawa	1	Park Avenue 22-30	Grafton	Lot 1 DP 198589
997	*Dacrycarpus dacrydioides, Dacrydium cupressinum, Metrosideros excelsa, Quercus robur*	Kahikatea (2), Rimu, Pōhutukawa (3), Rimu (3), English Oak	9	Parkside Street 27A, B, C	St Heliers	Lot 3 DP 412715
148	*Araucaria heterophylla*	Norfolk Island Pine	1	Parnell Road 324	Parnell	Lot 1 DP 49779
154	*Quercus robur*	English Oak	5	Parnell Road 437	Parnell	Lot 3 DP 103838
152	*Dracaena draco, Quercus robur, Ficus macrophylla*	Dragon Tree, English Oak (15), Moreton Bay Fig	17	Parnell Road 446	Parnell	Lot 1 DP 93398
145	*Metrosideros excelsa*	Pōhutukawa	1	Parnell Road 539-541	Parnell	Lot 4 DP 362696
86	*Agathis robusta*	South Queensland Kauri	1	Parnell Road 1 (reserve)	Parnell	Allotment 95 SECT 1 SBRS OF Auckland
172	*Metrosideros excelsa*	Pōhutukawa	1	Peacock Street 17	Glendowie	Pt Lot 7 DP 34047
93	*Metrosideros excelsa*	Pōhutukawa	10	Peacock Street (road reserve at end in Karaka Bay)	Glendowie	
751	*Quercus robur*	English Oak	1	Pencarrow Avenue 15	Mount Eden	Pt Lot 6 DEEDS 522
844	*Metrosideros excelsa*	Pōhutukawa	2	Penrhyn Road 14	Mt Eden	Pt Lot 54 DEEDS S 22
585	*Metrosideros excelsa*	Pōhutukawa	1	Penrose Road 155	Mt Wellington	Lot 89 DP 34252
586	*Quercus robur*	English Oak	2	Penrose Road 165	Penrose	Lot 84 DP 34252
587	*Metrosideros excelsa*	Pōhutukawa	1	Penrose Road 171	Penrose	Lot 2 DP 53148
581	*Eucalyptus maidenii*	Maiden's Gum	6	Penrose Road (road reserve outside #116-120)	Penrose	Lot 1 DP 202809
718	*Vitex lucens*	Puriri	1	Pentland Avenue 16	Mt Eden	Lot 1 DP 130889
198	*Vitex lucens*	Puriri	1	Pentland Avenue 22	Mt Eden	Lot 30 DP 3705
596	*Platanus acerifolia, Populus deltoides*	Plane (4), Cottonwood (3)	7	Peterson Road (reserve)	Mt Wellington	Lot 4 DP 38031
132	*Vitex lucens*	Puriri	1	Picton Street 32A	Freemans Bay	Lot 1 DP 199504
131	*Vitex lucens*	Puriri	2	Picton Street 32B	Freemans Bay	Lot 2 DP 199504
133	*Platanus acerifolia*	London Planes	33	Picton Street (road reserve – whole street)	Freemans Bay	
666	*Metrosideros excelsa*	Pōhutukawa	1	Piki Thompson Way 2	Otahuhu	Lot 10 DP 19310

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477	*Metrosideros excelsa*	Pōhutukawa	2	Pilkington Road 52 (and road reserve)	Mt Wellington	
266	*Metrosideros excelsa*	Pōhutukawa	1	Pine Street 65	Balmoral	Lot 12 DP 6943
535	*Metrosideros kermadecensis*	Kermadec Pōhutukawa	5	Pleasant Street 24	Onehunga	Pt Allotment 2 SECT 13 SBRS OF Auckland
531	*Podocarpus totara, Ilex aquifolium, Metrosideros excelsa*	Totara, Holly, Pōhutukawa	3	Pleasant Street 56	Onehunga	Lot 1 DP 158845
124	*Magnolia grandiflora Metrosideros excelsa*	Magnolia, Pōhutukawa (2)	3	Ponsonby Road 50	Ponsonby	Lot 1 Blk 27 DP 242
122	*Platanus acerifolia*	London Plane Tree	1	Ponsonby Road 95(road reserve, cnr Picton Street)	Ponsonby	Lot 1 DP 33964
123	*Araucaria columnaris, Cupressus torulosa, Pinus canariensis*	Cooks Pine, Bhutan Cypress, Canary Island Pine (2)	4	Ponsonby Road (reserve)	Ponsonby	Allotment 3 SECT 52 Auckland CITY
134	*Populus yunnanensis*	Chinese Poplar	3	Ponsonby Road (near corner with Karangahape Road)	Ponsonby	Lot 2 DP 81579
78	*Vitex lucens, Metrosideros excelsa*	Puriri, Pōhutukawa	2	Ponsonby Terrace 1A	Ponsonby	Pt Allotment 21 SECT 8 SBRS OF Auckland
845	*Vitex lucens*	Puriri	1	Poronui Street 2A, 4 & 6	Mount Eden	Lot 3 DP 143612
945	*Metrosideros excelsa, Vitex lucens*	Pōhutukawa x 2; Puriri	3	Portland Road 14	Remuera	Lot 6 DP 19569
226	*Quercus robur*	English Oak	1	Portland Road 50,	Remuera	Lot 1 DP 172552
953	*Cupressus torulosa*	Himalayan Cypress	1	Portland Road 57A	Remuera	Lot 1 DP 70643
994	*Quercus robur*	English Oak	1	Portland Road 63	Remuera	Lot 1 DP 59710
954	*Araucaria heterophylla, Metrosideros excelsa*	Norfolk Island Pine, Pōhutukawa	2	Portland Road 65A	Remuera	Lot 2 DP 58654
955	*Quercus palustris*	Pin Oak	1	Portland Road 67	Remuera	Lot 7 DP 16333
975	*Podocarpus totara*	Totara	1	Portland Road 69	Remuera	Pt Lot 6 DP 16333
151	*Taxodium distichum*	Swamp Cypress	1	Portland Road 73A	Remuera	Lot 1 DP 464018
1006	*Taxodium distichum*	Sydney Peppermint	2	Portland Road 73D	Remuera	Lot 11 DP 16333
993	*Quercus palustris*	Pin Oak	1	Portland Road 77	Remuera	Lot 4 DP 16333
129	*Metrosideros excelsa*	Pōhutukawa	2	Potatau St 30	Grey Lynn	Pt Lot 97 DEEDS 1370, Pt Lot 96 Deeds 1370
846	*Dacrydium cupressinum*	Rimu	1	Prime Road 14	Grey Lynn	Lot 2 Blk 42 DP 1720
653	*Metrosideros excelsa, Vitex lucens*	Pōhutukawa, Puriri	2	Princes Street 100	Otahuhu	Lot 2 DP 37153
652	*Phoenix canariensis*	Phoenix Palm	2	Princes Street 120	Otahuhu	Lots 1, 2 & 3 DP 79989
753	*Agathis australis*	Kauri	1	Prospect Terrace 5	Mount Eden	Lot 13 DEEDS S 25
739	*Agathis australis*	Kauri	1	Prospero Terrace 15	Mount Albert	Lot 1 DP 144311
270	*Dacrycarpus dacrydiodes, Agathis australis*	Kahikatea (2), Kauri	3	Prospect Terrace 40A	Mt Eden	Lot 32 DP 1665
176	*Magnolia grandiflora*	Magnolia	2	Pt Chevalier Road 92	Pt Chevalier	Lots 2 & 3 DP 348
98	*Podocarpus totara*	Totara	1	Pt. Chevalier Road 436	Pt Chevalier	Lot 4 DP 19779
99	*Araucaria heterophylla*	Norfolk Island Pine	1	Pt Chevalier Road 471	Pt Chevalier	Lot 44 DP 7354
346	*Celtis australis, Pinus pinea*	Southern NettleTree, Stone Pine	2	Point England Road 35-37 and 35A	Point England	Lots 1 & 2 DP 23937; Lot 9 DP 18727, Lot 10 DP 20185
772	*Podocarpus totara*	Totara	1	Pukehana Avenue 10	Epsom	Lot 12 DP 17898
828	*Fagus sylvatica 'Atropurpurea'*	Copper Beech	1	Pukehana Avenue 26	Epsom	Lot 12 DP 13303
827	*Vitex lucens*	Puriri	1	Pukehana Avenue 27	Epsom	Lot 7 DP 13303

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771	*Dacrydium cupressinum*	Rimu	1	Pukenui Road 12	Epsom	Pt Lot 10 DP 4912
398	*Podocarpus totara*	Totara	1	Pukenui Road 24,	Epsom	Lot 2 DP 71037
461	*Ficus macrophylla*	Moreton Bay Fig	1	Pukerangi Crescent 1	Ellerslie	Lot 5 DP 70028
493	*Metrosideros excelsa*	Pōhutukawa	2	Puketea Street 43	Blockhouse Bay	Lot 1 DP 46589
405	*Vitex lucens*	Avenue of Puriri	30	Puriri Avenue (road reserve – whole street) (	Greenlane	
491	*Abies sp.*	Fir	1	Queens Road 221	Panmure	Lot 1 DP 18885
597	*Metrosideros excelsa*	Pōhutukawa	1	Queens Road 241	Panmure	Lot 5 DP 20544
177	*Vitex lucens*	Puriri	1	Rama Road 22	Pt Chevalier	Lot 1 DP 169684
300	*Metrosideros excelsa*	Pōhutukawa	1	Ranfurly Road 1A	Epsom	Lot 2 DP 51957
308	*Libocedrus plumosa*	Kawaka	1	Ranfurly Road 3	Epsom	Lot 1 DP 20119
756	*Sequoiadendron giganteum*	Giant Redwood/ Wellingtonia	1	Ranfurly Road 55A	Epsom	Lot 2 DP 49089
995	*Agathis australis*	Kauri	1	Ranfurly Road 64	Epsom	Lot 1 DP 44631
758	*Rhopalostylis sapida*	Nikau		Ranfurly Road 66	Epsom	Lot 1 DP 15078
757	*Rhopalostylis sapida*	Nikau		Ranfurly Road 67	Epsom	Lot 1 DP 34126
760	*Quercus robur, Rhopalostylis sapida*	English Oak, Nikau	2	Ranfurly Road 74	Epsom	Pt Lot 11B DP 3069
759	*Rhopalostylis sapida*	Nikau		Ranfurly Road 86	Epsom	Lot 1 DP 168400
816	*Podocarpus totara*	Totara	1	Ranfurly Road West 104	Epsom	Pt Allotment 45 SECT 6 SBRS OF Auckland
400	*Agathis australis*	Kauri	1	Rangiatea Road 12	Epsom	Lot 2 DP 27969
573	*Vitex lucens*	Puriri	1	Rangipawa Road 21	Onehunga	Allotment 89 SECT 12 SBRS OF Auckland
577	*Vitex lucens*	Puriri	1	Rangipawa Road 26	Onehunga	Lot 234 DP 18799
578	*Metrosideros excelsa*	Pōhutukawa	2	Rangipawa Road 30	Onehunga	Lot 232 DP 21433
1003	*Vitex lucens*	Puriri	1	Rangitoto Avenue 26	Remuera	Pt Lot 6 DP 22166
814	*Rhopalostylis sapida*	Nikau	1	Rangitoto Avenue 37	Remuera	Lot 25 DP 18223
899	*Podocarpus totara*	Totara	1	Ranui Road 9	Remuera	Pt Lot 16 DP 21482
44	*Metrosideros excelsa*	Pōhutukawa	2	Rawene Avenue 14/16/18	Westmere	Lot 67 DP 10231
45	*Metrosideros excelsa, Vitex lucens*	Pōhutukawa (4), Puriri	5	Rawene Avenue 38	Westmere	Lot 55 DP 10231
702	*Metrosideros excelsa*	Pōhutukawa	1	Reihana Street 42A	Orakei	Lot 1 DP 508366
701	*Araucaria heterophylla*	Norfolk Island Pine	1	Reihana Street 106	Orakei	Lot 27 DP 46795
971	*Metrosideros excelsa*	Pōhutukawa	2	Remuera Road 273	Remuera	Lot 1 DP 65576
847	*Agathis robusta*	Queensland Kauri	1	Remuera Road 276	Remuera	Lot 2 DP 149567
334	*Alectryon excelsus*	Titoki	1	Remuera Road 450	Remuera	Lot 4 DP 32518
794	*Metrosideros excelsa*	Pōhutukawa (3), English Oak	4	Remuera Road 519	Remuera	Lot 1 DP 364537
822	*Metrosideros robusta*	Northern Rata	1	Remuera Road 690	Remuera	Lot 5 DP 20952
960	*Metrosideros excelsa*	Pōhutukawa	1	Remuera Road 708	Remuera	Lot 5 DP 32385
762	*Metrosideros excelsa*	Pōhutukawa	1	Remuera Road 712	Remuera	Lot 2 DP 31975
985	*Cordyline australis, Vitex lucens*	Cabbage Tree, Puriri	2	Remuera Road 728	Remuera	Pt Lot 3 DP 19028

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135	*Metrosideros excelsa, Liquidambar styraciflua*	Pōhutukawa (2), Liquidambar	3	Richmond Road 113-127	Ponsonby	Lots 55 & 56, & Lot 77 DEEDS Blue W
115	*Cupressus goveniana*	Gowan Cypress	Group	Richmond Road 244	Grey Lynn	Lot 1 DP 155631
1011	*Metrosideros excelsa*	Pōhutukawa	2	Richardson Road 285A	Mount Roskill	Pt Lot 2 DP 72522
112	*Metrosideros excelsa*	Pōhutukawa	1	Richmond Road 334-336	Grey Lynn	Pt Lot 1A A 938
712	*Vitex lucens*	Puriri	2	Riddell Road 138	Glendowie	Lot 168 DP 18160
171	*Metrosideros excelsa, Quercus robur, Quercus cerris*	Pōhutukawa (2), English Oak (4), Turkey Oak	7	Riddell Road 510	Glendowie	Lot 1 DP 157604
79	*Phoenix canariensis*	Phoenix Palm	2	Ring Terrace 1/17	Ponsonby	Lot 3 DP 110257
728	*Araucaria heterophylla*	Norfolk Island Pine	1	Riversdale Road 63	Avondale	Lot 1 DP 50188
350	*Carya illinoinensis*	Pecan Tree	2	Riversdale Road 177	Avondale	Lot 3 DP 22401
348	*Metrosideros excelsa*	Pōhutukawa	2	Riverside Avenue 194	Pt England	Lot 363 DP 19406
482	*Metrosideros excelsa ‘variegata’*	Variegated Pōhutukawa	1	Riverview Road 18	Panmure	Allotment 65 SECT 3 VILL OF Panmure
912	*Liriodendron tulipifera*	Tulip tree	1	Rockwood Place 6	Epsom	Lot 3 DP 46839
732	*Agathis australis*	Kauri	1	Rosebank Road 159	Avondale	Lot 1 DP 46716
729	*Prunus spp*	Cherry Tree	1	Rosebank Road 278	Avondale	Lot 1 DP 151906
674	*Araucaria heterophylla*	Norfolk Island Pine	1	Rosebank Road 448	Avondale	Lot 2 DP 100061
673	*Podocarpus totara, Vitex lucens, Quercus robur*	Totara, Puriri,Common Oak	3	Rosebank Road 489	Avondale	Lot 1 DP 118450
672	*Araucaria heterophylla*	Norfolk Island Pine	23	Rosebank Road 489-493	Avondale	Lot 1 DP 314867
675	*Podocarpus totara, Metrosideros excelsa*	Totara, Pōhutukawa	6	Rosebank Road 494	Avondale	Lot 1 DP 463284
595	*Metrosideros excelsa*	Pōhutukawa	1	Roslyn Road 15	Mt Wellington	Lot 49 DP 21547
830	*Vitex lucens*	Puriri	1	Rowan Road 20B	Epsom	Lot 3 DP 332108
867	*Quercus ilex, Corynocarpus laevigatus, Vitex lucens*	Holm Oak. Karaka. Puriri	3	Rowan Road 24A	Royal Oak	Lot 7 DP 335718
935	*Vitex lucens*	Puriri	1	Rowan Road 26A	Royal Oak	Lot 9 DP 335718
999	*Metrosideros excelsa*	Pōhutukawa	1	Royal Terrace (road reserve outside #35)	Sandringham	
922	*Dacrycarpus dacrydioides*	Kahikatea	1	Ruarangi Road 4A	Mount Albert	Lot 2 DP 190557
583	*Vitex lucens*	Puriri	1	Ruawai Road 1-3	Mt Wellington	Lot 1 DP 140144
582	*Metrosideros excelsa*	Pōhutukawa	1	Ruawai Road 2	Mt Wellington	Lot 5 DP 36260
588	*Metrosideros excelsa*	Pōhutukawa	3	Ruawai Road 27A	Mt Wellington	Lot 2 DP 331464
589	*Metrosideros excelsa*	Pōhutukawa	1	Ruawai Road 78	Mt Wellington	Lot 1 DP 40914
645	*Populus x canadensis*	Golden Poplar	1	Ryburn Road 11	Mt Wellington	Lot 4 DP 39188
640	*Metrosideros excelsa*	Pōhutukawa	1	The shared land portion of 1/17 Panama Road	Mount Wellington	Lot 31 DP 559539
580	*Agathis australis*	Kauri	3	Rydal Drive 8 & 11	Mt Wellington	Lot 4 DP 57668
584	*Agathis australis*	Kauri	10	Rydal Drive 8	Mt Wellington	Lot 7 DP 57668

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59	*Metrosideros kermadecensis*	Kermadec Pōhutukawa	2	Salisbury Street 3	Herne Bay	Lot 4 DP 23323
60	*Fraxinus americana*	American Ash	1	Salisbury Street 11	Herne Bay	Lot 7 DP 1877
795	*Metrosideros excelsa*	Pōhutukawa	1	Salisbury Street 22	Herne Bay	Lot 1 DP 114359
678	*Quercus robur*	Common Oak	3	Sandringham Road 419	Sandringham	Pt Lots 3 & 4 ALLT 159 Section 10 SBRS OF Auckland
796	*Metrosideros excelsa*	Pōhutukawa	1	Sarsfield Street 10	Herne Bay	Lot 1 DP 155997
61	*Podocarpus totara*	Totara	1	Sarsfield Street 80	Herne Bay	Lot 1 DP 176793
710	*Dacrycarpus dacrydioides*	Kahikatea	1	Sayegh Street 31	St Heliers	Lot 5 DP 40694
181	*Metrosideros excelsa*	Pōhutukawa	1	School Road 1A	Kingsland	Allotment 45 SECT 5 SBRS OF Auckland
889	*Metrosideros excelsa, Calocedrus decurrens*	Pōhutukawa, Incense Cedar	2	Seafield View Road 40	Grafton	Part Lot 2 DP 23630, Part Lot 22 DP 15537
848	*Metrosideros excelsa 'Variegata'*	Variegated Pōhutukawa	1	Seaside Avenue 27	Waterview	Lot 86 DP 18786
222	*Sequoia sempervirens*	Redwood	19	Seaview Road 64, 66, 68	Remuera	Lot 3 DP 68934, Lot 1 DP 68934, Pt Lot 2 DP 9192
223	*Araucaria bidwillii, Podocarpus totara, Metrosideros excelsa, Quercus canariensis, Ficus rubiginosa*	Bunya Bunya Pine, Totara (2), Pōhutukawa (5), Canary Oak, Port Jackson Fig	10	Seaview Road 72	Remuera	Lot 1 DP 97142
178	*Araucaria heterophylla*	Norfolk Island Pine	1	Seaview Terrace 66	Mt Albert	Lot 3 DP 191172
208	*Podocarpus totara*	Totara	1	Seccombes Road 12C	Epsom	Lot 3 DP 211537
877	*Podocarpus totara*	Totara		Seccombes Road 30	Newmarket	Lot 3 DP 10962
3006	*Vitex lucens*	Puriri	1	Seccombes Road 36	Epsom	Lot 100 DP 588571
187	*Metrosideros excelsa*	Pōhutukawa	1	Second Avenue 35	Kingsland	Lot 121 Blk 1 DP 171
696	*Metrosideros excelsa*	Pōhutukawa	1	Selwyn Avenue 31	Mission Bay	Pt Lot 2 DP 9001
621	*Metrosideros excelsa*	Pōhutukawa	1	Selwyn Street 37-39	Onehunga	Lot 6 DEEDS 566
606	*Metrosideros excelsa*	Pōhutukawa	1	Selwyn Street 52	Onehunga	Lot 4 DP 27565
519	*Vitex lucens*	Puriri	1	Selwyn Street 119	Onehunga	Lot 1 DP 176408
80	*Metrosideros excelsa*	Pōhutukawa	1	Seymour Street 3/5	Ponsonby	Lot 1 DP 26368
65	*Metrosideros excelsa*	Pōhutukawa	1	Shelly Beach Road 17	Ponsonby	Pt Lot 8 DP 29740
83	*Araucaria heterophylla*	Norfolk Island Pine	1	Shelly Beach Road 42	Ponsonby	Lot 1 DP 348908
68	*Quercus robur, Phoenix canariensis*	English Oak, Phoenix Palm (7)	8	Shelly Beach Road 55A	Herne Bay	Lot 1 DP 328893
869	*Vitex lucens*	Puriri	2	Shelly Beach Road 91	Ponsonby	Pt Lot 1 DP 37078
64	*Metrosideros excelsa*	Pōhutukawa	1	Shelly Beach Road 109	Herne Bay	Pt Lot 5 DP 14312
870	*Metrosideros excelsa*	Pōhutukawa		Shelly Beach Road 117	Herne Bay	Lot 1 DP 196962
156	*Carya illinoinensis*	Pecan Tree	1	Shore Road 7	Remuera	Lot 4 DP 52454
224	*Platanus acerifolia*	Plane Tree	2	Shore Road 17-17A (reserve)	Remuera	Part Allot 1 Sec 16 SBRS OF Auckland Section 1 SO 69009
163	*Podcarpus elatus, Quercus anariensis*	Brown Pine (2), Spanish Oak	3	Shore Road 74-84	Remuera	Allotment 92 SECT 16 SBRS OF Auckland
218	*Elaeocarpus dentatus, Quercus robur*	Hinau, English Oak	2	Silver Road 14	Epsom	Pt Allotment 149 SECT 6 SBRS OF Auckland

Isthmus

ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
622	*Quercus robur, Metrosideros excelsa, Alectryon excelsus*	English Oak (2), Pōhutukawa, Titoki	4	Spring Street 19	Onehunga	Lot 3 DEEDS 659
92	*Washingtonia filifera*	Washington Palm	1	Springcombe Road 9	St Heliers	Lot 1 DP 26904
2956	*Cypress sp*	Cypress	1	Springleigh Avenue 2-6	Mt Albert	Lot 11 DP 39610
271	*Araucaria heterophylla*	Norfolk Island Pine	1	St Andrews Road 15	Epsom	Lot 1 DP 192839
747	*Washingtonia robusta,*	Cotton Palm	2	St Andrews Road 75	Epsom	Lot 71 DP 19332
850	*Podocarpus totara*	Totara	2	St Andrews Road 82	Epsom	Pt Lot 1 DP 49439
851	*Metrosideros excelsa*	Pōhutukawa	2	St Andrews Road 176	Epsom	Lot 1 DP 30056
768	*Metrosideros excelsa, Araucaria heterophylla, Ficus macrophylla, Podocarpus elatus, Podocarpus totara, Vitex lucens, Aesculus hippocastanum, Araucaria cunninghamii, Liquidambar styraciflua, Quercus ilex, Cordyline australis, Corynocarpus laevigatus, Quercus canariensis, Dysoxylum spectabile*	Pōhutukawa (13), Norfolk Island Pine (2), Moreton Bay Fig, Plum Pine, Totara (2), Puriri (3), Horse Chestnut, Hoop Pine, Red Gum, Holm Oak (3), Cabbage Tree (6), Karaka(2), Algerian Oak, Kohekohe		St Andrews Road 183	Epsom	Pt Lot 7 DP 3468
991	*Vitex lucens*	Puriri	1	St Andrews Road 194	Epsom	Lot 3 DP 21988
849	*Metrosideros excelsa*	Pōhutukawa	1	St Andrews Road 198	Epsom	Pt Lot 1 DP 21988
891	*Araucaria heterophylla*	Norfolk Island Pine	1	St Georges Bay Road 3- 3A	Parnell	Lot 4 DP 93399
803	*Metrosideros excelsa*	Pōhutukawa	1	St Georges Bay Road 25	Parnell	Lot 1 DP 31042
239	*Quercus robur*	English Oak	3	St Heliers Bay Road 349	St Heliers	Lot 4 DP 205773
238	*Podocarpus totara, Agathis australis, Quercus robur, Cupressus macrocarpa, Pinus pinaster*	Totara, Kauri, English Oak, Macrocarpa (3), Maritime Pines (12)	18	St Johns Road 188-280	Meadowbank	Lot 1 DP 205773
352	*Ficus rubiginosa*	Port Jackson Fig	1	St Jude Street 25-27	Avondale	Pt Allotment 164 PSH OF Titirangi
67	*Alectryon excelsus*	Titoki	1	St Marys Road 20	Ponsonby	Pt Allotment 13 SECT 8 SBRS OF Auckland
76	*Quercus canariensis, Quercus robur, Agathis australis*	Spanish Oak, English Oak (13), Kauri	15	St Marys Road 43-59	Ponsonby	Lot 1 DP 20314
100	*Metrosideros excelsa*	Pōhutukawa	1	St Michaels Avenue 10	Point Chevalier	Lot 77 DP 7475
150	*Araucaria heterophylla*	Norfolk Island Pine	1	St Stephens Avenue 12	Parnell	Lot 2 DP 36022
149	*Quercus palustris*	Pin Oak	1	St Stephens Avenue 36	Parnell	Lot 1 DP 23603
159	*Quercus nigra, Metrosideros excelsa, Quercus robur*	Water Oak, Pōhutukawa, English Oak (2)	4	St Stephens Avenue 48- 82	Parnell	Pt Lot 9 DP 22798
157	*Metrosideros excelsa*	Pōhutukawa	1	St Stephens Avenue 95	Parnell	Lot 1 DP 45795
685	*Metrosideros excelsa*	Pōhutukawa	4	St Stephens Avenue 119	Parnell	Lot 3 DP 36018
62	*Metrosideros excelsa*	Pōhutukawa	2	Stack Street 1	Herne Bay	Pt Lot 5 DP 2335
852	*Araucaria heterophylla*	Norfolk Island Pine	1	Station Road 50	Otahuhu	Lot 1 DP 38318
647	*Quercus frainetto*	Hungarian Oak	1	Station Road 101	Otahuhu	Lot 5 DP 25538
254	*Metrosideros excelsa*	Pōhutukawa	1	Stilwell Road (road reserve outside #29)	Mt Albert	
671	*Metrosideros excelsa*	Pōhutukawa	1	Sturges Avenue 9	Otahuhu	Lot 6 DP 16451

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703	*Metrosideros excelsa*	Pōhutukawa	2	Sudeley Street 34	Orakei	Lot 2 DP 188152
853	*Podocarpus totara*	Totara		Summit Drive 7	Mt Albert	Lot 31 DP 3280
740	*Metrosideros excelsa*	Pōhutukawa	1	Summit Drive 36-38	Mt Albert	Lot 1 DP 72298
323	*Quercus robur*	English Oak	1	Sunnyvale Road 14	Greenlane	Lot 16 DP 7432
480	*Metrosideros excelsa*	Pōhutukawa	2	Sunset View Road 4	Panmure	Lot 6 DP 18395
481	*Metrosideros excelsa, Fagus sylvatica 'purpurea'*	Pōhutukawa, Copper Beech	2	Sunset View Road 16	Panmure	Lot 1 DP 60514
111	*Vitex lucens, Metrosideros excelsa, Pinus radiata, Cupressus macrocarpa, Vitex lucens*	Puriri, Pōhutukawa, Radiata Pine, Macrocarpa, Puriri	5	Surrey Crescent 44	Grey Lynn	Lot 12 ALLT 16 Section 9 SBRS OF Auckland
113	*Vitex lucens Metrosideros excelsa Phoenix canariensis*	English Oak, Pōhutukawa (2), Phoenix Palm, (2), English Oak	6	Surrey Crescent 92-96	Grey Lynn	Lot 7 DP 20423
937	*Metrosideros kermadecensis, Meryta sinclairii, Cordyline australis, Agathis australis*	Kermadec Island Pōhutukawa, Puka, Cabbage Tree (2), Kauri		Sussex Street 9-11	Grey Lynn	Lot 32 Blk 5 DP 282
608	*Araucaria heterophylla, Ficus macrophylla, Phoenix canariensis, Metrosideros excelsa*	Norfolk Island Pine (2), Moreton Bay Fig, Phoenix Palm, Pōhutukawa (3)	7	Symonds Street 7	Onehunga	Lot 1 DP 320447
515	*Castanea sativa, Metrosideros excelsa, Podocarpus totara, Liquidambar styraciflua*	Sweet Chestnut, Pōhutukawa (3), Totara (2), Liquidambar	7	Symonds Street 74	Onehunga	Pt Allotment 1 SECT 38 VILL OF Onehunga, Allotment 33 SECT 38 VILL OF Onehunga
562	*Metrosideros excelsa, Agathis australis*	Pōhutukawa, Kauri	2	Taiere Terrace 8	Onehunga	Lot 1 DP 364108
561	*Agathis australis*	Kauri	1	Taiere Terrace 9A	Onehunga	Lot 2 DP 210892
548	*Aloe bainesii*	Tree Aloe	1	Taiere Terrace 15A	Onehunga	Lot 1 DP 369038
704	*Agathis australis*	Kauri	1	Takitimu Street 50A	Orakei	Lot 83 DP 37694
160	*Quercus robur*	English Oak	1	Takutai Street 13	Parnell	Lot 1 DP 165168
90	*Araucaria heterophylla*	Norfolk Island Pine	2	Tamaki Drive 40-44	Mission Bay	Lot 2 DP 22640
167	*Metrosideros excelsa, Ficus macrophylla*	Pōhutukawa (3), Moreton Bay Fig	4	Tamaki Drive 301	Kohimarama	Lot 1 DP 192860
168	*Ficus macrophylla*	Moreton Bay Fig	2	Tamaki Drive 353-359 (reserve)	St Heliers	Pt Allotment 25 DIST OF Tamaki
169	*Metrosideros excelsa*	Pōhutukawa	1	Tamaki Drive (road reserve outside # 347)	St Heliers	
101	*Phoenix canariensis*	Phoenix Palm	15	Target Street 43	Point Chevalier	Lot 1 DP 194801
765	*Metrosideros excelsa*	Pōhutukawa	1	Taumata Road 20	Sandringham	Lot 187 DP 5007
1000	*Kunzea ericoides*	Kanuka		Taumata Road 56	Sandringham	Lot 37 DP 10465
1001	*Kunzea ericoides, Podocarpus totara, Dysoxylum spectabile, Rhopalostylis sapida*	Kanuka, Totara, Kohekohe (2), Nikau	5	Taumata Road 58B & C	Sandringham	Lot 36 DP 10465
602	*Metrosideros excelsa*	Pōhutukawa	1	Taunton Terrace 75	Blockhouse Bay	Pt Lot 1 DP 27764
854	*Dacrycarpus dacrydioides*	Kahikatea	1	Tautari Street 5	Orakei	Lot 343 DP 45581
707	*Metrosideros excelsa*	Pōhutukawa	1	Tautari Street 9	Orakei	Lot 345 DP 38385

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705	*Metrosideros excelsa*	Pōhutukawa	1	Tautari Street 37	Orakei	Lot 395 DP 38385
706	*Metrosideros excelsa*	Pōhutukawa	1	Tautari Street 77	Orakei	Lot 1 DP 114386
563	*Metrosideros excelsa*	Pōhutukawa	1	Tawa Road 24	Onehunga	Lot 4 DP 19966
565	*Agathis australis*	Kauri	1	Tawa Road 38	Onehunga	Lot 53 DP 3646
543	*Metrosideros excelsa*	Pōhutukawa	1	Tawa Road 39	Onehunga	Lot 1 DP 449794
539	*Metrosideros excelsa*	Pōhutukawa	1	Tawa Road 47	Onehunga	Lot 2 DP 19319
566	*Podocarpus totara*	Totara	1	Tawa Road 50B	Onehunga	Lot 3 DP 50309
567	*Metrosideros excelsa*	Pōhutukawa	1	Tawa Road 63	Onehunga	Lot 1 DP 319077
325	*Vitex lucens*	Puriri	1	Tawera Road 10	Greenlane	Pt Lot 34 DP 3317
326	*Ginkgo biloba*	Ginkgo	1	Tawera Road 14	Greenlane	Lot 2 DP 27713
797	*Metrosideros excelsa, Agathis australis, Dacrydium cupressinum*	Pōhutukawa, Kauri, Rimu	3	Tawhiri Road 2	One Tree Hill	Lot 2 DP 54691
417	*Metrosideros excelsa*	Pōhutukawa	1	Tawhiri Road 31	One Tree Hill	Lot 92 DP 7941
492	*Dacrycarpus dacrydioides*	Kahikatea	1	Te Koa Road 50	Panmure	Lot 47 DP 37895
102	*Cinnamomum camphora, Metrosideros excelsa, Podocarpus totara, Quercus robur*	Camphor Laurel, Pōhutukawa, Totara, Common Oak (2)	5	Te Ra Road 7-31	Point Chevalier	Lot 1 DP 179987
438	*Magnolia grandiflora*	Magnolia	1	Tecoma Street 6	Ellerslie	Lot 1 DP 135802
375	*Agathis australis, Ginkgo biloba*	Kauri, Ginkgo	2	The Drive 104	Epsom	Lot 1 DP 77766
829	*Vitex lucens*	Puriri	1	The Drive 130	Epsom	Lot 19 DP 8179
161	*Metrosideros excelsa*	Pōhutukawa	1	Tohunga Crescent (road reserve outside #29)	Parnell	
802	*Metrosideros excelsa*	Pōhutukawa		Tohunga Crescent 62	Parnell	Lot 23 DP 9448
347	*Persea americana*	Avocado	1	Torino Street 21	Point England	Lot 483 DP 39860
533	*Dacrydium cupressinum*	Rimu	1	Trafalgar Street 76A	Onehunga	Lot 1 DP 152938
534	*Agathis australis*	Kauri	1	Trafalgar Street 93	Onehunga	Lot 2 DP 50881
532	*Agathis australis*	Kauri	2	Trafalgar Street 151	Onehunga	Lot 2 DP 49284
479	*Metrosideros excelsa, Populus deltoides, Platanus acerifolia, Metrosideros excelsa, Populus yunnanensis, Quercus robur*	Pōhutukawa, Cottonwood (4), Chinese Poplar (3), English Oak (2), Plane Tree, Pōhutukawa	12	Tripoli Road 80A	Panmure	Lot 544 DP 38230
909	*Metrosideros excelsa*	Pōhutukawa	1	Tuhimata Street 26-28	St Heliers	Lot 1 DP 20407
370	*Dacrydium cupressinum*	Rimu	1	Tuperiri Road 6B	Epsom	Lot 10 DP 492258
855	*Metrosideros excelsa*	Pōhutukawa	1	Turakina Street 32	Grey Lynn	Lot 20 Blk 7 DP 282
505	*Vitex lucens Metrosideros excelsa*	Puriri, Pōhutukawa	2	Turama Road 3	Royal Oak	Lot 32 DEEDS 142
936	*Dacrydium cupressinum*	Rimu	1	Turama Road 41	Royal Oak	Lot 20 DP 4949
500	*Metrosideros excelsa*	Pōhutukawa	1	Turama Road 54	Royal Oak	Pt Allotment 13 SECT 12 SBRS OF Auckland
856	*Pinus pinaster*	Maritime Pine	1	Upland Road 49	Remuera	Lot 1 DP 45353
230	*Quercus robur*	English Oak	1	Upland Road 96	Remuera	Pt Lot 23 DP 7362
745	*Metrosideros excelsa*	Pōhutukawa	1	Valley Road 6-8	Mount Eden	Lot 1 DP 93869
748	*Vitex lucens*	Puriri	1	Valley Road 24	Mount Eden	Lot 1 DP 65023
754	*Vitex lucens*	Puriri	1	Valley Road 34	Mount Eden	Lot 8 DEEDS S 25
720	*Podocarpus totara*	Totara	1	Valley Road 38	Mount Eden	Lot 1 DP 414825

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199	*Araucaria heterophylla Metrosideros excelsa*	Norfolk Island Pine, Pōhutukawa (2)	3	Valley Road 44	Mount Eden	Lot 42 DP 3705
196	*Eucalyptus pauciflora*	Snow Gum	1	Valley Road 73	Mount Eden	Pt Lot 13 DP 1
136	*Vitex lucens*	Puriri	1	Vermont Street 16	Ponsonby	Lot 30 DP 4319
120	*Podocarpus elatus*	Illawara Pine	1	Vermont Street 22-24	Ponsonby	Lot 5 DP 211127
85	*Vitex lucens*	Puriri	1	Vermont Street 39	Ponsonby	Lot 1 DP 48205
636	*Metrosideros excelsa*	Pōhutukawa	1	Vestey Drive 1	Mount Wellington	Lot 1 DP 192446
727	*Metrosideros excelsa*	Pōhutukawa	2	Victoria Avenue 31	Remuera	Lot 1 DP 69296
231	*Metrosideros excelsa*	Pōhutukawa	1	Victoria Avenue 36	Remuera	Lot 22 DP 47789
726	*Metrosideros excelsa*	Pōhutukawa	1	Victoria Avenue 41	Remuera	Lot 1 DP 27939
624	*Vitex lucens*	Puriri	1	Victoria Street 61	Onehunga	Lot 1 DP 22091
623	*Cupressus macrocarpa*	Macrocarpa	1	Victoria Street 64-74	Onehunga	Lot 1 DP 93902
229	*Agathis robusta*	South Queensland Kauri	1	Victoria Avenue 139	Remuera	Pt Lot 1 DP 39388
234	*Metrosideros excelsa*	Pōhutukawa	1	Victoria Avenue 228	Remuera	Lot 2 DP 67683
164	*Castanospermum australe*	Moreton Bay Chestnut	1	Victoria Avenue 235-237	Remuera	Pt Lot 14 DP 44273
804	*Dacrydium cupressinum*	Rimu	1	Victoria Avenue 298	Remuera	Lot 4 DP 16999
722	*Metrosideros excelsa*	Pōhutukawa	1	View Road 21	Mount Eden	Lot 6 DEEDS 807
190	*Agathis robusta*	South Queensland Kauri	1	View Road 28-32	Mt Eden	Lot 1 DP 87011
951	*Podocarpus totara*	Totara	3	View Road 31A	Mount Eden	Lot 1 DP 320372
857	*Metrosideros excelsa*	Pōhutukawa		View Road 35	Mount Eden	Lot 1 DP 165523
721	*Vitex lucens*	Puriri	1	View Road 46	Mount Eden	Lot 1 DP 66290
683	*Quercus robur*	Common Oak	1	Waiatarua Road 68	Remuera	Lot 20 DP 19744
1007	*Podocarpus totara*	Totara		Waimea Lane 22	Remuera	Lot 1 DP 199980
594	*Vitex lucens*	Puriri	2	Waipuna Road 71, 2/71 and 1/73	Mount Wellington	Lots 2 & 3 DP 199138
593	*Vitex lucens, Corynocarpus laevigatus*	Puriri (2), Karaka	3	Waipuna Road 73C	Mount Wellington	Lot 10 DP 460648
600	*Metrosideros excelsa*	Pōhutukawa	2	Waipuna Road East 118	Mount Wellington	Lot 1 DP 145453
598	*Metrosideros excelsa*	Pōhutukawa	1	Waipuna Road East 149,	Mt Wellington	Lot 23 DP 39314
599	*Quercus robur*	English Oak	1	Waipuna Road 153A	Mount Wellington	Lot 2 DP 195797
439	*Vitex lucens*	Puriri	1	Wairakei Street 37	Greenlane	Pt Allotment 7 SECT 12 SBRS OF Auckland
63	*Cupressus macrocarpa*	Macrocarpa	1	Wairangi Street 3	Herne Bay	Pt Lot 8 DP 2335
568	*Metrosideros excelsa*	Pōhutukawa	1	Waitangi Road 69	Onehunga	Pt Lot 9 DP 19300
3007	*Araucaria heterophylla*	Norfolk Island Pine	1	Walker Road 18D	Pt Chevalier	LOT 4 DP 580684, 1/5 SH LOT 6 DP 580684
3008	*Araucaria heterophylla*	Norfolk Island Pine	1	Walker Road 18E	Pt Chevalier	LOT 3 DP 580684, 1/5 SH LOT 6 DP 580684
664	*Metrosideros excelsa*	Pōhutukawa	1	Walmsley Road 60	Otahuhu	Lot 4 DP 24782
661	*Phoenix canariensis*	Phoenix Palm	1	Walmsey Road 83	Otahuhu	Lot 7 DEEDS 57

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310	*Metrosideros excelsa*	Pōhutukawa	1	Wapiti Avenue 39	Epsom	Lot 10 DP 25557
107	*Araucaria heterophylla*	Norfolk Island Pine	1	Warnock Street 98	Westmere	Lot 61 DP 19195
773	*Metrosideros excelsa, Podocarpus totara*	Pōhutukawa (4), Totara	5	Warren Avenue 1	Three Kings	Lot 4 DP 39702
183	*Vitex lucens*	Puriri	1	Warwick Street 5	Western Springs	Lot 2 DP 210317
770	*Metrosideros excelsa*	Pōhutukawa	2	Watling Street 1A	Mount Eden	Lot 1 DP 20205
769	*Agathis australis, Podocarpus totara, Metrosideros excelsa*	Kauri, Totara, Pōhutukawa	3	Watling Street 47	Mount Eden	Lot 2 DP 57744
118	*Agathis australis*	Kauri	1	Webber Street 25	Westmere	Lot 1 DP 120984
84	*Sequoiadendron giganteum, Sequoia sempervirens, Eucalyptus ficifolia, Metrosideros excelsa, Platanus orientalis*	Giant Redwood / Wellingtonia, Redwood (coastal), Red Flowering Gum, Pōhutukawa, Oriental Plane	5	Wellington Street 95	Freemans Bay	Pt Lot 49 DEEDS Red B
110	*Metrosideros excelsa*	Pōhutukawa	1	Weona Place 10	Westmere	Lot 34 DP 20641
907	*Vitex lucens*	Puriri	1	West End Road 1	Westmere	Lot 2 DP 1898
2983	*Quercus spp.*	Oak	1	West End Road 11	Herne Bay	Lot 3 DP 108642
695	*Metrosideros excelsa*	Pōhutukawa		West End Road 42A-42F	Westmere	Lot 1 DP 313198
240	*Ficus macrophylla*	Moreton Bay Fig	1	West Tamaki Road 172	Glen Innes	Lot 20 DP 36176
182	*Metrosideros excelsa*	Pōhutukawa	1	School Road 2	Kingsland	Lot 1 DP 614673
858	*Metrosideros excelsa*	Pōhutukawa	2	Western Springs Road 61	Western Springs	Lot 2 Blk II DP 339
643	*Ficus macrophylla*	Moreton Bay Fig	1	Westfield Place 8-14	Mount Wellington	Lot 3 DP 202063
879	*Libocedrus plumosa*	Kawaka	1	Wharua Road 1A	Remuera	Lot 1 DP 50795
420	*Populus nigra 'italica'*	Lombardy Poplar	2	Wheturangi Road 9	Greenlane	Lot 11 DP 18843
418	*Olea europaea*	Olive	1	Wheturangi Road 17A	Greenlane	Lot 2 DP 55654
419	*Dacrydium cupressinum*	Rimu	1	Wheturangi Road 50	Greenlane	Lot 13 DP 18124
314	*Metrosideros excelsa*	Pōhutukawa	1	Wheturangi Road 69	Greenlane	Lot 1 DP 175143
327	*Vitex lucens*	Puriri	1	Wheturangi Road 79	Greenlane	Lot 6 DP 28924
313	*Metrosideros excelsa*	Pōhutukawa	1	Wheturangi Road 89	Greenlane	Pt Lot 43 DP 3317
328	*Dacrycarpus dacrydioides, Libocedrus plumosa*	Kahikatea, Kawaka	2	Wheturangi Road 101	Greenlane	Lot 2 DP 40810
330	*Metasequoia glyptostroboides, Cedrus deodara*	Dawn Redwood, Himalayan Cedar	2	Wheturangi Road 103A	Greenlane	Lot 6 DP 43415
332	*Quercus robur*	English Oak	1	Wheturangi Road 103B	Greenlane	Lot 7 DP 43415
331	*Podocarpus totara*	Totara	1	Wheturangi Road 105E	Greenlane	Lot 2 DP 374270
329	*Quercus robur*	English Oak	2	Wheturangi Road 109	Greenlane	Lot 1 DP 15032
1004	*Dacrydium cupressinum*	Rimu	1	Wheturangi Road 136/138	Greenlane	Lot 1 DP 204272
761	*Agathis australis, Dacrydium cupressinum, Vitex lucens*	Kauri, Rimu, Puriri	3	Wilding Avenue 9	Epsom	Pt Allotment 64 DP 14183

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109	*Vitex lucens*	Puriri	1	William Denny Avenue 7	Westmere	Lot 44 DP 19195
108	*Metrosideros excelsa*	Pōhutukawa	1	William Denny Avenue 28	Westmere	Lot 22 DP 19195
119	*Metrosideros excelsa*	Pōhutukawa	1	Wilton Street 6	Grey Lynn	Lot 50 DP 322
859	*Dacrycarpus dacrydioides*	Kahikatea	1	Wilton Street 22	Grey Lynn	Lot 58 DP 322
494	*Podocarpus totara, Dacrydium cupressinum, Darcycarpus dacridioides, Agathis australis, Phyllocladys trichomanoides, Libocedrus plumose, Vitex lucens, Dysoxylum spectabile*	Totara, Rimu, Kahikatea, Kauri, Tanekaha, Kawaka, Puriri, Kohekohe	8	Windermere Crescent 34	Blockhouse Bay	Lot 36 DP 47284
281	*Podocarpus totara, Vitex lucens, Quercus robur*	Totara (4), Puriri, English Oak	6	Windmill Road 2	Mt Eden	Allotment 68A SECT 10 SBRS OF Auckland
883	*Quercus robur*	English Oak	1	Windmill Road 23	Mt Eden	Lot 9 DP 3015
358	*Metrosideros excelsa, Vitex lucens, Schinus mole, Podocarpus totara*	Pōhutukawa, Puriri, Pepper Tree, Totara	4	Wolverton Street 4	Avondale	Lot 15 DP 17405
717	*Agathis australis, Dacrydium cupressinum, Podocarpus totara, Vitex lucens*	Kauri (2), Rimu (2), Totara, Puriri	6	Woodford Road 25	Mt Eden	Lot 4 DEEDS Blue 64
287	*Picconia excelsa*	Canary Island Olive	1	Woodside Road 2	Mt Eden	Lot 2 DP 161692
1013	*Metrosideros excelsa*	Pōhutukawa	1	Woodside Road, 20	Mt Eden	Pt Lot 7 DP 1714
752	*Podocarpus totara, Vitex lucens*	Totara, Puriri (2)	3	Woodside Road 34A & B	Mt Eden	Lot 2 DP 200000
279	*Vitex lucens*	Puriri	1	Woodside Road 37	Mt Eden	Pt Lot 12 DP 1714
246	*Araucaria heterophylla*	Norfolk Island Pine	1	Woodward Road 8	Mt Albert	Lot 2 DP 187691
104	*Metrosideros excelsa*	Pōhutukawa	1	Wright Road 24	Pt Chevalier	Lot 24 DP 7475
188	*Cinnamonum camphora*	Camphor Tree	1	Wynyard Road 51	Mt Eden	Pt Lot 20 DEEDS Blue 8

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ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
1684	*Metrosideros excelsa*	Pōhutukawa	1	Ambury Road 14	Mangere Bridge	Lot 4 DP 68846
2916	*Metrosideros excelsa*	Pōhutukawa	1	Ambury Road 33	Mangere Bridge	Lot 1 DP 365826
1653	*Podocarpus totara, Dacrycarpus dacrydioides,Agathis australis*	Native trees	Group	Arthur Road 16	Manurewa	Lot 1 DP 74272
1723	*Podocarpus totara,*	Native trees	Group	Arthur Road 24	Manurewa	Lot 3 DP 74272
1760	*Podocarpus totara*	Totara trees	Group	Arthur Road 39	Manurewa	Lot 1 DP 40568
1728	*Podocarpus totara*	Totara trees	Group	Arthur Road 43B	Manurewa	Lot 2 DP 136191
1724	*Podocarpus totara, Dacrycarpus dacrydioides,Knightia excelsa*	Native trees	Group	Arthur Road 44	Manurewa	Lot 7 DP 38626
1718	*Podocarpus totara, Dacrycarpus dacrydioides*	Native trees	Group	Arthur Road 48	Manurewa	Lot 5 DP 54427
1548	*Quercus sp*	Oak	2	Aviemore Drive 159R (reserve)	Howick	Lot 34 DP 145331
1660	*Cedrus libani*	Cedar of Lebanon	1	Avis Avenue 1	Papatoetoe	Lot 8 DP 19260
1530	*Cinnamomum camphorum, Liquidambar styraciflua, Magnolia grandiflora, Acacia melanoxylon, Acer negundo, Populus deltoides, Fagus sylvatica, Quercus palustris, Quercus sp, Phoenix canariensis, Liriodendron tulipifera, Knightia excelsa, Washingtonia filifera, Cedrus atlantica glauca, Fraxinus excelsior raywoodii*	Camphor Laurel (5), Liquidambar, Magnolia (2) Black Wattle (3), Box Maple, Cotton Wood (4), Beech, Pin Oak, Oak, Canary Island Date Palm, Tulip Tree, Rewarewa (2), Feather Palm, Blue Atlantic Cedar, Ash	26	Bairds Road 7	Papatoetoe	
1553	*Platanus spp, Araucaria heterophylla, Metrosideros excelsa, Acer negundo, Liquidambar styraciflua, Salix babylonica, Magnolia spp, Camellia spp.*	Plane, Norfolk Island Pine, Pohutukawa, Box Elder, Liquidambar, Weeping Willow, Magnolia, Camellia		Botany Road 1/280	Howick	Lot 3 DP 166980
1486	*Quercus sp, Araucaria heterophylla*	Oak, Norfolk Island Pine	2	Broomfields Road 295	Whitford	Lot 1 DP 320597
1788	*Podocarpus totara, Quercus palustris*	Totara,Pin Oak	2	Brookby Road 359	Brookby	Pt Allotment 190 PSH OF Pakuranga
1464	*Quercus sp*	Oak	5	Buckland Road 233S	Mangere East	Allotment 366 PSH OF Manurewa
1467	*Podocarpus totara*	Totara	1	Buckland Road 255	Mangere East	Section 1 SO 423773
1497	*Podocarpus totara*	Totara	1	Carruth Road 35	Papatoetoe	Lot 1 DP 399373
1498	*Podocarpus totara*	Totara	2	Carruth Road 37	Papatoetoe	Lot 3 DP 31490
1496	*Araucaria heterophylla*	Norfolk Island Pine	1	Carruth Road 42	Papatoetoe	Lot 1 DP 42456
1469	*Quercus sp*	Oak	1	Cavendish Drive 9	Manukau Central	Lot 7 DP 104526
1457	*Araucaria heterophylla*	Norfolk Island Pine	3	Church Road 49	Mangere Bridge	Lot 2 DP 74479
1620	*Podocarpus totara*	Totara		Claude Road 2	Manurewa	Lot 4 DP 46455
1619	*Podocarpus totara*	Totara trees	Group	Claude Road 7	Manurewa	Lot 1 DP 96229
1666	*Podocarpus totara, Dacrycarpus dacrydioides, Agathis australis, Dysoxylum spectabile, Corynocarpus laevigatus*	Native trees	Group	Claude Road 9	Manurewa	Lot 3 DP 96229

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ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
1642	*Podocarpus totara*	1x Totara and Group of Native trees	1, Group	Claude Road 11	Manurewa	Lot 1 DP 38584
1763	*Podocarpus totara, Beilschmieda taraire, Dysoxylum spectabile, Rhopalostylis sapida, Vitex lucens,*	Totara, Taraire, Kohekohe, Nikau, Puriri	Group	Claude Road 18	Manurewa	Lot 10 DP 44652
1755	*Beilschmieda taraire, Podocarpus totara, Dacrycarpus dacrydioides*	Native Trees	Group	Claude Road 18A	Manurewa	Lot 4 DP 50612
1626	*Podocarpus totara*	Totara trees	Group	Claude Road 20	Manurewa	Lot 3 DP 50612
1637	*Rhododendron arboreum*	Rhododendron	1	Claude Road 38	Manurewa	Lot 2 DP 65739
1577	*Quercus robur, Araucaria heterophylla*	English Oak, Norfolk Island Pine	2	Clevedon-Kawakawa Road 7	Clevedon	Lot 1 DP 164895
1576	*Dacrycarpus dacrydioides, Syzygium spp*	Kahikatea (2), Syzygium spp	3	Clevedon-Kawakawa Road 17	Clevedon	Pt Allot 16 Parish of Wairoa
1574	*Araucaria heterophylla*	Norfolk Island Pine	2	Clevedon-Kawakawa Road 26	Clevedon	Lot 2 DP 89289
1575	*Platanus spp*	Plane	1	Clevedon-Kawakawa Road 40	Clevedon	Lot 1 DP 73660
1489	*Phoenix canariensis, Araucaria heterophylla*	Phoenix Palm (2), Norfolk Island Pine	3	Clevedon-Kawakawa Road (road reserve outside #1425 & 1427)	Clevedon	
1485	*Araucaria heterophylla*	Norfolk Island Pine	1	Clifton Road 429	Whitford	Lot 1 DP 52520
1537	*Araucaria heterophylla*	Norfolk Island Pine	1	Cockle Bay Road 16	Cockle Bay	Lot 3 DP 71925
1538	*Araucaria heterophylla*	Norfolk Island Pine	1	Cockle Bay Road 18	Cockle Bay	Lot 8 DP 34310
1699	*Podocarpus totara*	Totara	1	Collie Street 9	Manurewa	Lot 11 DP 48010
1774	*Podocarpus totara*	Totara	3	Collie Street 11	Manurewa	Lot 1 DP 134316
1638	*Laurelia nova-zelandie, Alectryon excelsus, Podocarpus totara, Vitex lucens*	Native trees	Group	Collie Street 40	Manurewa	Lot 355 DP 56922
1744	*Beilschmieda taraire, Podocarpus totara, Dacrycarpus dacrydioides*	Native trees	Group	Collie Street 42	Manurewa	Lot 354 DP 56922
1698		Native trees	Group	Collie Street 52	Manurewa	Lot 349 DP 56922
1633	*Metrosideros excelsa*	Pohutukawa	1	Compass Point Way 42	Howick	Lot 16 DP 327235
1540	*Metrosideros excelsa*	Pohutukawa	2	Cook Street 35	Howick	Lot 1 DP 91111
1541	*Metrosideros excelsa*	Pohutukawa	4	Cook Street 54R (reserve)	Howick	Lot 2 DP 93313
1539	*Araucaria heterophylla, Quercus spp.*	Norfolk Island Pine, Oak (3)	4	Cook Street 66	Howick	PT LOT 4 DP 2039
1669	*Araucaria heterophylla*	Norfolk Island Pine	1	Cook Street 72	Howick	Lot 2 DP 464480
1683	*Araucaria heterophylla*	Norfolk Island Pine	1	Cornwall Road 56	Papatoetoe	Lot 35 DP 46107
1739	*Araucaria heterophylla*	Norfolk Island Pine	1	Coronation Road 128	Mangere Bridge	Lot 3 DP 50601
1676	*Vitex lucens*	Puriri	1	Crawford Avenue 52	Mangere Bridge	Lot 10 DP 71444
1682	*Araucaria heterophylla*	Norfolk Island Pine	1	David Avenue 33	Manurewa	Lot 95 DP 50124

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ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
1618	*Podocarpus totara*	Totara trees	Group	David Avenue 40	Manurewa	Lot 66 DP 50124
1667	*Podocarpus totara,Kunzea ericoides*	Native trees	Group	David Avenue 41 Manurewa	Manurewa	Lot 91 DP 50124
1764	*Podocarpus totara, Dacrycarpus dacrydioides,*	Native trees	Group	David Avenue 42	Manurewa	Lot 67 DP 50124
1668	*Podocarpus totara, Dacrycarpus dacrydioides,*	Native trees	Group	David Avenue 43	Manurewa	Lot 90 DP 50124
1725	*Podocarpus totara, Dacrycarpus dacrydioides*	Native trees	Group	David Avenue 44	Manurewa	Lot 68 DP 50124
1671	*Podocarpus totara*	Totara trees	Group	David Avenue 45	Manurewa	Lot 89 DP 50124
1672	*Podocarpus totara*	Totara trees	Group	David Avenue 47	Manurewa	Lot 88 DP 50124
1701	*Podocarpus totara*	Totara trees	Group	David Avenue 48	Manurewa	Lot 70 DP 50124
1757	*Podocarpus totara, Dacrycarpus dacrydioides,*	Native trees	Group	David Avenue 49	Manurewa	Lot 87 DP 50124
1758	*Podocarpus totara, Dacrycarpus dacrydioides,*	Native trees	Group	David Avenue 51	Manurewa	Lot 86 DP 50124
1777	*Podocarpus totara, Dacrycarpus dacrydioides,*	Native trees	Group	David Avenue 67	Manurewa	Lot 143 DP 50276
1778	*Podocarpus totara, Dacrycarpus dacrydioides, Vitex lucens,*	Native trees		David Avenue 69	Manurewa	Lot 142 DP 50276
1693	*Podocarpus totara, Dacrycarpus dacrydioides, Dacrydium cupressinum, Beilschmiedia taraire*	Native trees		David Avenue 75	Manurewa	Lot 139 DP 50276
1771	*Podocarpus totara, Dacrycarpus dacrydioides, Vitex lucens,*	Native trees		David Avenue 77	Manurewa	Lot 138 DP 50276
1649	*Podocarpus totara, Dacrycarpus dacrydioides,*	Native trees		David Avenue 83	Manurewa	Lot 135 DP 50276
1700	*Laurelia nova-zelandie, Podocarpus totara, Vitex lucens, Beilschmieda taraire,*	Native trees		David Avenue 91	Manurewa	Lot 131 DP 50276
1727	*Podocarpus totara, Dacrycarpus dacrydioides*	Native trees		David Avenue 93	Manurewa	Lot 130 DP 50276
1661	*Quercus robur*	English Oak	1	Dennis Avenue 1	Manurewa	Lot 22 DP 51276
1789	*Quercus robur*	English Oak	7	Domain Road 2S	Mangere	Allotment 201 PSH OF Manurewa
1472	*Quercus sp*	Oak	Group	Dennis Avenue 17	Manurewa	Lot 151 DP 52683
1475	*Araucaria heterophylla*	Norfolk Island Pine	14	Dr Pickering Avenue 25R (reserve)	Manurewa	Lot 2 DP 115625
1748	*Podocarpus totara, Dacrycarpus dacrydioides, Laurelia nova-zelandie,*	Group of Trees	Group	Earls Court 10	Manurewa	Lot 14 DP 51276
1690	*Metrosideros excelsa*	Pohutukawa (2)	2	East Tamaki Road 114	Papatoetoe	Lot 1 DP 44302
1743	*Agathis robusta*	Queensland Kauri	2	Esperanto Road 21A	Papatoetoe	Lot 7 DP 604167
1630	*Platanus orientalis*	Oriental Plane	1	Estuary Views 3C	Howick	Lot 8 DP 195845
1770	*Araucaria heterophylla*	Norfolk Island Pine	1	Favona Road 79	Favona	Lot 1 DP 64015
1662	*Quercus robur*	English Oak	2	Favona Road 145	Favona	Lot 2 DP 46374
1492	*Araucaria heterophylla, Quercus sp*	Norfolk Island Pine, Oak (3)	4	Fisher Parade 194R (reserve)	Sunny Hills	Lot 1 DP 62600
1491	*Eucalyptus sp.*	Gum	1	Fisher Parade (road reserve outside #202)	Farm Cove	

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ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
1780	*Vitex lucens*	Puriri	1	Flat Bush School Road 163	Flat Bush	Pt Lot 1 DP 69592
1625	*Liquidambar styraciflua*	Liquidambar	1	Frank Place 4	Manurewa	Lot 155 DP 52683
1550	*Araucaria heterophylla*	Norfolk Island Pine	1	Frank Nobilo Drive 24	Howick	Lot 47 DP 138821
1614	*Podocarpus totara, Dacrycarpus dacrydioides*	Native trees	Group	Freshney Place 4	Manurewa	Lot 110 DP 54163
1622	*Agathis australis, Ginkgo biloba*	Kauri, Maidenhair tree	2	Fyfe Avenue 2	Papatoetoe	Lot 7 DP 34643
1705	*Liriodendron tulipifera*	Tulip	1	Fyfe Avenue 16A	Manurewa	Lot 1 DP 136979
1513	*Dacrydium cupressinum, Phoenix canariensis, Vitex lucens, Trachycarpus fortune, Agathis australis*	Rimu, Phoenix Palm, Puriri, Fan Palm, Kauri	5	Glen Avenue 69	Papatoetoe	Lot 10 DP 20406
1542	*Metrosideros excelsa*	Pohutukawa	2	Granger Road 4R (reserve)	Howick	
1655	*Podocarpus totara, Dacrycarpus dacrydioides,*	Native trees	Group	Grande Vue Road 39A	Hillpark	Lot 2 DP 112206
1775	*Podocarpus totara, Dacrycarpus dacrydioides, Dacrydium cupressinum*	Native trees	Group	Grande Vue Road 49	Hillpark	Lot 1 DP 585949, Lot 2 DP 191323
1645	*Podocarpus totara, Dacrycarpus dacrydioide*	Native trees	Group	Grande Vue Road 60	Hillpark	Lot 2 DP 90105
1650	*Podocarpus totara, Dacrycarpus dacrydioides, Dacrycarpus cupressinum, Vitex lucens, Sophora tetraptera*	Native trees	Group	Grande Vue Road 62	Hillpark	Lot 2 DP 60918
1670	*Podocarpus totara, Dacrycarpus dacrydioides, Dacrydium cupressinum*	Native trees	Group	Grande Vue Road 70	Hillpark	Lot 1 DP 44465
1652	*Podocarpus totara*	Totara	4	Grande Vue Road 96	Hillpark	Lot 255 DP 53467
1517	*Quercus robur*	English Oak	1	Gray Avenue 120A	Mangere East	Lot 1 DP 360828
1518	*Agathis australis, Corynocarpus laevigatus*	Kauri, Karaka	2	Gray Avenue 120B	Mangere East	Lot 2 DP 360828
1519	*Metrosideros excelsa*	Pohutukawa	1	Gray Avenue 120C	Mangere East	Lot 3 DP 360828
1521	*Agathis australis, Corynocarpus laevigatus, Metrosideros excelsa, Cinnamomum camphora, Phoenix canariensis, Syagrus sp., Livistonus australis, Magnolia sp.*	Kauri, Karaka, Pohutukawa, Puriri, Camphor Laurel, Phoenix Palm, Queen Palm, Fan Palm, Magnolia		Gray Avenue 122	Mangere East	Lot 2 DP 90834
1522	*Magnolia sp, Quercus robur, Corynocarpus laevigatus, Ilex sp.*	Magnolia, English Oak, Karaka (2), Holly	5	Gray Avenue 128	Mangere East	Lot 1 DP 90834
1664	*Araucaria heterophylla*	Norfolk Island Pine	1	Great South Road 18	Manurewa	Pt Lot 2 DP 14114
1732	*Araucaria heterophylla*	Norfolk Island Pine	1	Great South Road 79	Manurewa	Lot 1 DP 133277
1709	*Podocarpus totara, Dacrycarpus dacrydioides,Knightia excelsa*	Native trees	Group	Great South Road 84	Manurewa	Lot 1 DP 54413
1761	*Araucaria heterophylla*	Norfolk Island Pine	1	Great South Road 88	Manurewa	Pt Lot 2 DP 12461

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ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
1657	*Podocarpus totara, Dacrycarpus dacrydioides, Vitex lucens,, Alectryon excelsia, Metrosideros excelsa*	Native trees	Group	Great South Road 92	Manurewa	Lot 1 DP 27966
1659	*Podocarpus totara, Dacrycarpus dacrydioides, Vitex lucens, Beilschmieda taraire, Dacrydium cupressinum*	Native trees	Group	Great South Road 94B	Manurewa	Lot 3 DP 44285
1658	*Podocarpus totara, Dacrycarpus dacrydioides, Vitex lucens, Alectryon excelsa,*	Native trees	Group	Great South Road 94	Manurewa	Lot 2 DP 44285
1710	*Podocarpus totara*	Totara trees	Group	Great South Road 106A	Manurewa	Lot 79 DP 51186
1707	*Laurelia novae-zelandiae, Podocarpus totara,*	Native trees	Group	Great South Road 106B	Manurewa	Lot 78 DP 51186
1470	*Araucaria heterophylla*	Norfolk Island Pine	1	Great South Road 185	Manurewa	Lot 1 DP 165358
2960	*Phoenix canariensis*	Phoenix Palm	1	Great South Road, 217	Papatoetoe	Lot 2 DP 152185
1516	*Magnolia sp, Podocarpus totara, Quercus robur*	Magnolia, Totara, English Oak,	3	Great South Road 313S	Papatoetoe	Lot 1 DP 161671
1515	*Podocarpus totara, Quercus robur, Metrosideros excelsa, Platanus sp, Washingtonia robusta.*	Totara, English Oak, Pohutukawa, London Plane, Cotton Palm		Great South Road 317S	Papatoetoe	Pt Allotment 37 PSH OF Manurewa
1529	*Phoenix canariensis*	Phoenix Palm	1	Great South Road 459	Papatoetoe	Lot 3 DP 62608
1762	*Araucaria heterophylla*	Norfolk Island Pine	1	Great South Road 473	Papatoetoe	Lot 4 DP 48488
1608	*Cedar deodara*	Deodar Cedar	1	Great South Road 509	Papatoetoe	Lot 1 DP 433854
1476	*Metrosideros robusta*	Rata	1	Great South Road 770R	Manukau	Section 1 SO 361058
1621	*Cryptomeria japonica*	Japanese Cedar	1	Hain Avenue 54	Mangere East	Lot 2 DP 87458
1478	*Phoenix canariensis, Quercus spp*	Phoenix Palm (2),Oak	3	Hill Road 4S	Manurewa	Pt Clendons Grant Block XIV Otahuhu Survey District
1768	*Podocarpus totara, Beilschmieda taraire, Corynocarpus laevigatus, Metrosideros excelsa*	Native trees	Group	Hill Road 25	Manurewa	Lot 1 DP 69319
1769	*Beilschmieda taraire, Podocarpus totara, Dacrycarpus dacrydioides*	Native trees	Group	Hill Road 1/27	Manurewa	Lot 1 DP 38228
1747	*Podocarpus totara*	Totara trees	Group	Hill Road 29	Manurewa	Lot 2 DP 38228
1611	*Podocarpus totara, Dacrycarpus dacrydioides*	Native trees	Group	Hill Road 34	Manurewa	Lot 4 DP 46881
1605	*Podocarpus totara*	Totara		Hill Road 39	Manurewa	Lot 2 DP 73639
1629	*Dacrycarpus cupressinum, Podocarpus totara*	Native trees	Group	Hill Road 41A	Manurewa	Lot 3 DP 73639
1681	*Podocarpus totara, Vitex lucens*	Native trees	Group	Hill Road 43	Manurewa	Lot 1 DP 73639
1691	*Metrosideros excelsa*	Pohutukawa	3	Hill Road 44	Manurewa	Lot 2 DP 50438
1687	*Metrosideros excelsa*	Pohutukawa	1	Hill Road 46	Manurewa	Lot 3 DP 50438
1688	*Metrosideros excelsa*	Pohutukawa	1	Hill Road 48	Manurewa	Lot 4 DP 50438
1689	*Metrosideros excelsa*	Pohutukawa	1	Hill Road 54	Manurewa	Lot 24 DP 50438
1759	*Podocarpus totara, Vitex lucens*	Native trees	Group	Hill Road 61	Manurewa	Lot 5 DP 48826
1473	*Cryptomeria japonica 'Elegans'*	2x Groups of 'Elegans' Japanese Cedar	Group	Hill Road 68R	Manurewa	Lot 148 DP 51561
1615	*Podocarpus totara*	Totara	4	Hillcrest Grove 17	Manurewa	Lot 4 DP 47249

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1528	*Taxodium distichum*	Swamp Cypress	1	Hospital Road 30	Papatoetoe	Pt Lot 5 DP 4589
1527	*Quercus robur, Cedrus deodora, Quercus rubra, Sequoiadendron, Albizzia julibrissen, Ginkgo biloba, Eucalyptus ficifolia, Cedrus `Atlantica,' Sophora species, Taxus, Ulmus, Macadamia ternifolia, Dacrycarpus dacrydioides, Podocarpus totara, Koelreuteria, Elaeocarpus dentatus, Metasequoia glypotostroboides, Liriodendron tulipifera, Taxodium distichum,Populus nigra 'Italica', Idesia polycarpa, Liquidamber styraeiflua, Fraxinus excelsa, Acer palmatum, Stenocarpus sinuatus, Quercus ilex, Quercus palustris, Parrotia persica, Backhousia citriodora, Dacrydium cupressinum*	English Oak, Indian Cedar, Red Oak, Giant Sequoia, Silk Tree, Maidenhair Tree, Red Flowering Gum, Atlas Cedar, Kowhai, Yew, Elm, Macadamia/Queensland Nut, Kahikatea, Totara, Golden Rain Tree, Hinau, Dawn Redwood, Tulip Tree, Swamp Cypress, Lombardy Poplar, Wonder Tree, Sweetgum, Ash, Maple, Wheel of Fire, Holm Oak, Rimu,Pin Oak, Persian Ironwood, Sweet Verbena Tree		Hospital Road 100	Papatoetoe	Pt Section 11 Blk VI Otahuhu SD
1717	*Araucaria heterophylla*	Norfolk Island Pine	1	Hoteo Avenue 39	Papatoetoe	Lot 4 DP 56492
1751	*Quercus robur*	English Oak	1	Huia Road 36	Papatoetoe	Lot 1 DP 43495
1593	*Agathis australis*	Kauri	1	Hyde Road 13	Clevedon	Lot 11 DP 42735
1592	*Liquidambar styraciflua*	Liquidambar	1	Hyde Road 15	Clevedon	Lot 12 DP 42735
1782	*Ficus macrophylla*	Morton Bay Fig	3	Ihumatao Quarry Road 56	Mangere	Lot 2 DP 198546
1654	*Podocarpus totara, Dacrycarpus dacrydioides*	Native trees	Group	Iorangi Place 12	Manurewa	Lot 1 DP 109418
1663	*Podocarpus totara, Dacrycarpus dacrydioides, Vitex lucens*	Native trees	Group	Iorangi Place 14	Manurewa	Lot 2 DP 109418
1635	*Metrosideros excelsa*	Pōhutukawa trees	Group	Island View Terrace 29	Howick	Lot 9 DP 40889
1558	*Phyllocladus trichamanioides*	Kahikatea, Tanekaha, Group of Natives: Tanekaha (4) with understory of Tree Ferns	6, Group	Jack Lachlan Drive 49	Beachlands	Lot 2 DP 325925
1695	*Podocarpus totara*	Totara trees	Group	Jill Place 3	Manurewa	Lot 368 DP 56922
1696	*Podocarpus totara*	Totara trees	Group	Jill Place 5	Manurewa	Lot 367 DP 56922
1726	*Podocarpus totara, Dacrycarpus dacrydioides*	Native trees	Group	Kahurangi Place 9	Manurewa	Lot 314 DP 56057
1719	*Podocarpus totara, Dacrycarpus dacrydioides*	Native trees	Group	Kahurangi Place 11	Manurewa	Lot 315 DP 56057
1720	*Podocarpus totara, Dacrycarpus dacrydioides*	Native trees	Group	Kahurangi Place 13	Manurewa	Lot 316 DP 56057
1721	*Podocarpus totara, Dacrycarpus dacrydioides*	Native trees	Group	Kahurangi Place 15	Manurewa	Lot 317 DP 56057
1722	*Podocarpus totara, Dacrycarpus dacrydioides*	Native trees	Group	Kahurangi Place 17	Manurewa	Lot 318 DP 56057
1740	*Podocarpus totara*	Totara trees	Group	Kahurangi Place 19	Manurewa	Lot 319 DP 56057
1741	*Podocarpus totara*	Totara trees	Group	Kahurangi Place 21	Manurewa	Lot 320 DP 56057
1679	*Araucaria heterophylla*	Norfolk Island Pine	2	Kautami Avenue 24		Lot 6 DP 35529
1606	*Taxodium distichum*	Swamp Cypress	1	Kerswill Place 1	Pakuranga	Lot 17 DP 44724
1677	*Metrosideros excelsa*	Pōhutukawa	1	Kerswill Place 26	Pakuranga	Lot 2 DP 322365
1712	*Quercus robur*	English Oak	1	Kimpton Road 38	Papatoetoe	Lot 4 DP 45746

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1713	*Quercus robur*	English Oak	1	Kimpton Road 44	Papatoetoe	Lot 56 DP 44834
1765	*Podocarpus totara*	Totara	1	Kimpton Road 55	Papatoetoe	Lot 5 DP 39634
1680	*Araucaria heterophylla*	Norfolk Island Pine	1	Kimpton Road 109	Papatoetoe	Lot 2 DP 72981
1714	*Quercus robur*	English Oak	1	Kimpton Road 134	Papatoetoe	Lot 2 DP 78016
1458	*Araucaria heterophylla*	Norfolk Island Pine	2	Kirkbride Road 254	Mangere	Lot 1 DP 110883
1465	*Vitex lucens, Podocarpus totara*	Puriri (4), Totara	5	Kirkbride Road 299R (reserve)	Mangere	Lot 1 DP 42220
1706	*Metrosideros excelsa*	Pōhutukawa	1	Kiwi Esplanade 11	Mangere Bridge	Lot 3 DP 42263
1756	*Podocarpus totara, Dacrycarpus dacrydioides*	Native trees	Group	Knights Drive 4	Manurewa	Lot 2 DP 59766
1711	*Podocarpus totara*	Totara trees	Group	Knights Drive 7	Manurewa	Lot 2 DP 77991
1686	*Araucaria heterophylla*	Norfolk Island Pine	1	Kolmar Road 46	Papatoetoe	Pt Lot 25 DP 3156
1499	*Phoenix canariensis*	Phoenix Palm	2	Kolmar Road 47	Papatoetoe	Lot 1 DP 83803
1500	*Castanea sp.*	Chestnut	1	Kolmar Road 87	Papatoetoe	Pt Lot 4 DP 12779
1501	*Metrosideros excelsa*	Pōhutukawa	1	Kolmar Road 93	Papatoetoe	Lot 1 DP 68742
1503	*Quercus sp, Phoenix canariensis*	Oak, Phoenix Palm	3	Kolmar Road 110	Papatoetoe	Lot 7 DP 22224
1505	*Phoenix canariensis, Arbutus unedo*	Phoenix Palm,Irish Strawberry	2	Kolmar Road 119	Papatoetoe	Lot 10 DP 46966
1506	*Phoenix canariensis*	Phoenix Palm	2	Kolmar Road 135A	Papatoetoe	Lot 1 DP 113737
1504	*Agathis australis*	Kauri	1	Kolmar Road 136	Papatoetoe	Lot 3 DP 100276
1507	*Corymbia ficifolia*	Flowering Gum	1	Kolmar Road 137	Papatoetoe	Lot 1 DP 65119
1508	*Quercus sp*	Oak	1	Landscape Road 5	Papatoetoe	Lot 11 DP 15218
1631	*Metrosideros excelsa*	Pōhutukawa	1	Larne Avenue 26	Howick	Lot 148 DP 53680
1643	*Podocarpus totara*	Totara	1	Lawrence Crescent 30	Manurewa	Lot 21 DP 50124
1604	*Podocarpus totara,Dacrycarpus dacrydioides*	Totara, Kahikatea		Lawrence Crescent 50	Manurewa	Lot 31 DP 50124
1702	*Podocarpus totara*	Totara	1	Lawrence Crescent 52	Manurewa	Lot 32 DP 50124
1745	*Podocarpus totara, Dacrycarpus dacrydioides, Dacrydium cupressinum, Prumnoptiys taxifola*	Native trees	Group	Lawrence Crescent 53	Manurewa	Lot 273 DP 54714
1656	*Podocarpus totara, Dacrycarpus dacrydioides,*	Native trees	Group	Lawrence Crescent 55	Manurewa	Lot 274 DP 54714
1640	*Podocarpus totara, Dacrycarpus dacrydioides*	Native trees	Group	Lawrence Crescent 57	Manurewa	Lot 275 DP 54714
1647	*Podocarpus totara*	Totara	1	Lawrence Crescent 58	Manurewa	Lot 225 DP 54714
1616	*Podocarpus totara, Dacrycarpus dacrydioides*	Native trees	Group	Lawrence Crescent 59	Manurewa	Lot 276 DP 54714

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ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
1648	*Podocarpus totara*	Totara	1	Lawrence Crescent 60	Manurewa	Lot 226 DP 54714
1776	*Podocarpus totara, Dacrycarpus dacrydioides*	Native Trees	Group	Lawrence Crescent 61	Manurewa	Lot 277 DP 54714
1651	*Dacrycarpus dacrydioides, Podocarpus totara*	Kahikatea trees, Group of Totara trees	Group	Lawrence Crescent 70	Manurewa	Lot 231 DP 54714
1665	*Dacrycarpus dacrydioides*	Kahikatea	1	Lawrence Crescent 74	Manurewa	Lot 233 DP 54714
1674	*Podocarpus totara*	Totara	1	Lawrence Crescent 96	Manurewa	Lot 244 DP 54714
1773	*Podocarpus totara, Dacrycarpus dacrydioides*	Native trees	Group	Lawrence Crescent 102	Manurewa	Lot 247 DP 54714
1746	*Podocarpus totara, Dacrycarpus dacrydioides, Knightia excelsa,*	Native trees	Group	Lawrence Crescent 108	Manurewa	Lot 250 DP 54714
1749	*Quercus robur*	English Oak	1	Lipscombe Road 16B	Papatoetoe	Lot 24 DP 38416
1549	*Quercus sp*	Oak	3	Lochend Place 17R (reserve)	Howick	Lot 35 DP 144356
1628	*Araucaria heterophylla, Metrosideros excelsa*	Pōhutukawa, Norfolk Island Pine	2	Marine Parade 96	Howick	Lot 21 DP 353235
1560	*Quercus palustris*	Pin Oak	2	Mark Williams Place 7	Clevedon	Lot 14 DP 165420
1561	*Quercus robur*	English Oak	1	Mark Williams Place (road reserve on corner with North Road)	Clevedon	
1685	*Metrosideros excelsa*	Pōhutukawa	1	Massey Road 279	Mangere East	Lot 1 DP 60066
1609	*Vitex lucens*	Puriri	1	Massey Road 296	Mangere East	Pt Land Claim 269A Fairburns Grant
1462	*Magnolia sp., Vitex lucens, Camellia sp., Cinnamomum camphora, Metrosideros excelsa, Liriodendron tulipifera, Croynocarpus laevigatus, Rhododendron sp.*	Magnolia, Puriri, Camelia, Phoenix Palm, Camphor Tree, Pohutukawa, Tulip tree, Karaka, Rhododendron		Massey Road 337R (reserve)	Mangere East	Lot 3 DP 85624
1466	*Araucaria bidwillii*	Bunya Bunya	1	Massey Road 374	Mangere East	LOT 1 DP 42220, LOT 2 DP 42220
1612	*Vitex lucens*	Puriri	1	Massey Road 737	Mangere Bridge	Lot 9 DP 18493
1735	*Araucaria heterophylla*	Norfolk Island Pine	1	Maunu Road 21	Papatoetoe	Lot 2 DP 53597
1786	*Metrosideros excelsa*	Pōhutukawa	1	McKenzie Road 49	Mangere	Lot 1 DP 102112
1767	*Liriodendron tulipifera*	Tulip	1	McLean Avenue 34	Papatoetoe	Lot 71 DP 43646
1736	*Quercus palustris*	Pin Oak	1	Meanda Gardens 3	Howick	Lot 60 DP 62857
1734	*Quercus palustris*	Pin Oak	1	Meanda Gardens 10	Howick	Lot 1 DP 64459
1547	*Pinus radiata*	Pine	1	Mellons Bay Road 12R (reserve)	Melons Bay	Lot 1 SBRS OF Howick
1594	*Fagus sylvatica*	Copper Beach	1	Monument Road 11	Clevedon	Lot 5 DP 42735
1585	*Platanus spp*	Plane	1	Monument Road 16	Clevedon	Pt Allotment 4 PSH OF Wairoa
1591	*Quercus palustris*	Pin Oak	3	Monument Road 17A	Clevedon	Lot 6 DP 211665
1586	*Podocarpus totara, Sophora spp, Taxodium distichum, Vitex lucens, Quercus robur, Platanus spp, Ulmus spp, Dacrycarpus dacrydioides*	Totara (3), Kowhai, Swamp Cypress, Puriri, Vitex lucens, Totara (3), English Oak (10), Plane	42	Monument Road 62	Clevedon	Lot 11 DP 404808

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ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
		Tree (2), Elm, Kahikatea (19)				
1589	*Podocarpus totara*	Totara	64	Monument Road 73R (reserve)	Clevedon	Pt Allotment 4 PSH OF Wairoa
1590	*Ulmus spp*	Elm	1	Monument Road 73R	Clevedon	Lot 1 DP 176480
1587	Quercus robur	English Oak	2	Monument Road 116	Clevedon	Lot 1 DP 197869
1588	*Sophora tetraptera, Dacrydium cupressinum, Podocarpus totara, Agthis australis, Alectryon excelsus, Dacrycarpus dacrydioides, Phyllocaladus trichamanioides, Corynocarpus laevigatus, Dacrydium cupressinum, Liquidambar styraciflua, Laurus nobilis*	Kowhai, Rimu (3), Totara (2), Kauri (7), Puriri (5), Titoki (2), Kahikatea (2), Tanekaha, Karaka (4), Liquidambar/ Sweet Gum, Bay Tree	29	Monument Road 120	Clevedon	Lot 2 DP 197869
1484	*Podocarpus totara, Metrosideros excelsa*	Totara, Pōhutukawa	2	Neil Park Drive 1	East Tamaki	Lot 1 DP 85660
1552	*Phoenix canariensis*	Phoenix Palm	1	Nicholas Road 23R (reserve)	Howick	Lot 400 DP 133914
1477	*Araucaria heterophylla*	Norfolk Island Pine	1	Norm Pellow Drive 2	Manurewa	Lot 15 DP 201360
1569	*Quercus robur, Podocarpus totara*	English Oak, Totara	13	North Road 15S	Clevedon	Pt Allotment 9 PSH OF Wairoa
1567	*Quercus palustris*	Pin Oak	1	North Road 21	Clevedon	Lot 3 DP 37781
1566	*Quercus palustris*	Pin Oak	1	North Road 25	Clevedon	Pt Allotment 16 PSH OF Wairoa
1565	*Platanus spp*	Plane	1	North Road 35	Clevedon	Lot 1 DP 194480
1564	*Vitex lucens, Metrosideros excelsa, Podocarpus totara*	Puriri (3), Pōhutukawa, Totara (6)	10	North Road 41	Clevedon	Lot 2 DP 27624
1563	*Liquidambar styraciflua*	Liquidambar	1	North Road 45	Clevedon	Lot 1 DP 192434
1562	*Araucaria heterophylla, Dacrydium cupressinum, Dacrycarpus dacrydioides, Podocarpus totara, Quercus palustric, Quercus robur.*	Norfolk Island Pine (2), Rimu, Kahikatea (3), Totara, Pin Oak, English Oak	9	North Road 49	Clevedon	Lot 2 DP 192434
1559	*Quercus robur, Araucaria bidwillii, Araucaria heterophylla, Dacrycarpus dacrydioides, Alectryon excelsus, Dacrydium cupressinum and Phyllocaladus trichamanioides*	English Oak, Bunyabunya, Norfolk Island Pine (2), Kahikatea (7), Titoki (2), Group of Natives: Kahikatea, Rimu and Tanekaha	Group	North Road 52	Clevedon	Lot 1 DP 169033
1554	*Araucaria heterophylla*	Norfolk Island Pine	3	Northpark Avenue 23R	Howick	Lot 401 DP 117597
1623	*Agathis australis*	Kauri	1	Oakland Road 11	Papatoetoe	Pt Lot 22 DP 39806
1752	*Quercus robur*	English Oak	1	O'Halloran Road 43	Howick	Lot 39 DP 46876
1481	*Cinnamomum camphora, Agathis australis, Podocarpus totara, Phyllocladus trichomanoides, Phoenix canariensis, Magnolia grandiflora*	Camphor Tree, Kauri, Totara, Tanekaha, Phoenix Palm, Magnolia		Otara Road 5S	Otara	Lot 58 DP 55184
1482	*Phoenix canariensis*	Phoenix Palm	1	Otara Road 53S	Otara	Pt Lot 17 DP 24310
1493	*Phoenix canariensis*	Phoenix Palm	1	Pakuranga Road 96R	Pakuranga	Pt Lot 5 DP 52174
1533	*Metrosideros excelsa, Metrosideros robusta*	Pohutukawa and Rata	2	Pakuranga Road 600R	Highland Park	ALLT 67 SECT 1 SMLN Howick, LOT 2 DP 74753, PT ALLT 13 SECT 1 SMLN Howick, LOT 122 DP 83902, LOT 65 DP 83902, PT LOT 5 DP 40797, PT LOT 6 DP 40797, LOT 1 DP 48131
1532	*Vitex lucens*	Puriri	1	Paparoa Road 2R (reserve)	Howick	Allotment 67 SECT 1 SM FMS NEAR Howick

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ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
1579	*Cupressus spp*	Cypress species	1	Papakura - Clevedon Road 5	Clevedon	Lot 1 DP 31133
1578	*Quercus robur*	English Oak	1	Papakura - Clevedon Road 13	Clevedon	Pt Allotment 5 PSH OF Wairoa
1580	*Quercus robur*	English Oak	1	Papakura - Clevedon Road 21	Clevedon	Lot 2 DP 597885
1581	*Ulmus spp*	Elm	2	Papakura - Clevedon Road 31	Clevedon	Lot 2 DP 58899
1582	*Quercus palustris*	Pin Oak	1	Papakura - Clevedon Road 43	Clevedon	Lot 1 DP 94107
1584	*Quercus spp*	Oak	1	Papakura - Clevedon Road 50	Clevedon	Lot 2 DP 75855
1583	*Podocarpus totara, Sequoia sempervirens, Quercus robur*	Totara, Redwood, English Oak	3	Papakura - Clevedon Road 59	Clevedon	Lot 2 DP 65298
1595	*Quercus spp, Dacrycarpus dacrydioides*	Oak, Kahikatea (7)	8	Papakura - Clevedon Road 62	Clevedon	Lot 1000 DP 606369
1572	*Dacrydium cupressinum, Prumnopitys taxifolia, Alectryon excelsus, Dacrycarpus dacrydioides, Podocarpus totara, Quercus robur, Knightia excelsa, Corynocarpus laevigatus, Plagianthus, Prumnopitys ferruginea, Kunzea ericoides, Cordyline australis*	Rimu (4), Matai (25), Titoki (195), Kahikatea (29), Totara (2), English Oak, Rewarewa (14) Karaka, Ribbonwood, Miro (3), Ti Kouka (cabbage tree) (5)	280	Papakura - Clevedon Road 71	Clevedon	Pt Allotment 9 PSH OF Wairoa
1573	*Dacrydium cupressinum, Alectryon excelsus, Dacrycarpus dacrydioides*	Rimu (2), Matai (8), Titoki (12), Kahikatea (2)	24	Papakura - Clevedon Road 71	Clevedon	Pt Lot 9 DP 5258
1600	*Podocarpus totara*	Tōtara	1	Meadows Drive 2	Clevedon	Lot 3000 DP 606369
1597	*Quercus palustris*	Pin Oak	1	Papakura - Clevedon Road 144	Clevedon	Lot 2 DP 186158, Lot 2 DP 142381, Lot 3 DP 142381
1599	*Quercus palustris, Quercus robur, Podocarpus totara, Dacrycarpus dacrydioides*	Pin Oak (2), English Oak, Tōtara Kahikatea (2)	6	Papakura - Clevedon Road 164	Clevedon	Lot 1 DP 142381
1750	*Quercus robur*	English Oak	1	Patons Road 32	Howick	Lot 1 DP 42180
1715	*Araucaria heterophylla*	Norfolk Island Pine	1	Patons Road 38	Howick	Lot 4 DP 42180
1766	*Podocarpus totara, Dacrycarpus dacrydioides,*	Native trees	Group	Patricia Avenue 16	Manurewa	Lot 1 DP 90105
1525	*Phoenix canariensis*	Phoenix Palm	2	Phoenix Place (road reserve outside #100 & 110 Portage Rd)	Papatoetoe	
1545	*Quercus sp*	Oak	2	Picton Street 28	Howick	Lot 1 DP 610189
1555	*Araucaria heterophylla*	Norfolk Island Pine	3	Pōhutukawa Road 15	Beachlands	Lot 1 DP 392922
1488	*Araucaria heterophylla*	Norfolk Island Pine	2	Pōhutukawa Road 17R (reserve)	Beachlands	Lot 100 DP 19657
1678	*Araucaria heterophylla*	Norfolk Island Pine	1	Portage Road 231	Papatoetoe	Lot 10 DP 45445
1514	*Camellia sp., Magnolia sp., Cordyline australis, Ailanthus altissima,Prumnopitys ferruginea, Podocarpus totara, Quercus robur, Ulmus sp., Phoenix canariensis*	Camelia, Magnolia, Cabbage Tree, Tree of Heaven, Miro, Totara, English Oak, English Elm, Phoenix Palm		Puhinui Road 250	Papatoetoe	Lot 1 DP 184348
1526	*Corymbia ficifolia*	Flowering Gum	1	Puhinui Road (road reserve on corner with Vision Pl.)	Papatoetoe	
1733	*Araucaria heterophylla*	Norfolk Island Pine	1	Quennell Avenue 11	Favona	Lot 123 DP 61752
1463	*Platunus sp.*	Plane	1	Robertson Road 101R (reserve)	Mangere East	Pt Lot 14 DP 21985

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ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
1704	*Podocarpus totara*	Totara	3	Rothery Road 27	Manurewa	Lot 28 DP 43325
1708	*Podocarpus totara, Dacrycarpus dacrydioides, Dysoxylum spectabile, Alectron excelsus*	Native trees	Group	Scenic Drive 3	Manurewa	Lot 3 DP 72851
1639	*Podocarpus totara, Dacrycarpus dacrydioides*	Native trees	Group	Scenic Drive 11	Manurewa	Lot 16 DP 44959
1613	*Podocarpus Totara,Dysoxylum spectablile, Knightia excelsa*	Native trees	Group	Scenic Drive 15	Manurewa	Lot 14 DP 44959
1617	*Podocarpus Totara,Dysoxylum spectablile,Corynocarpus laevigatus, Rhopalostylis sapida*	Native trees	Group	Scenic Drive 17	Manurewa	Lot 13 DP 44959
1602	*Podocarpus totara, Dacrycarpus dacrydioides, Beilshmieda taraire, Corynocarpus laevigatus, Libocedrus plumosa*	Totara, Kahikatea, Taraire, Karaka, Kawaka		Scenic Drive 26	Manurewa	Lot 4 DP 67539
1729	*Podocarpus totara, Dacrycarpus dacrydioides*	Totara and Kahikatea trees	Group	Scenic Drive 43	Manurewa	Lot 88 DP 53695
1603	*Podocarpus totara, Dysoxylum spectabile, Dacrydium cupressinum*	Totara, Kohekohe, Kahikatea	Group	Scenic Drive 47	Manurewa	Lot 90 DP 53695
1673	*Podocarpus totara, Dacrycarpus dacrydioides, Vitex lucens*	Group of Totara, Kahikatea and Puriri trees	Group	Scenic Drive 49C	Manurewa	Lot 1 DP 191323
1624	*Fagus sylvatica 'Purpurea'*	Copper Beech	1	Scott Road 3	Papatoetoe	Lot 2 DP 58712
1536	*Cupressus sempervirens*	Italian Cypress	4	Selwyn Road 9	Howick	Lot 2 DP 71925
1535	*Cypress sp.,Quercus sp*	Cypress(2), Oak	3	Selwyn Road 73R (reserve)	Howick	Lot 1 DP 52025
1546	*Metrosideros excelsa*	Pohutukawa	2	Shelley Beach Parade 47R (reserve)	Cockle Bay	Lot 144 DP 16751
1644	*Quercus robur*	English Oak	3	St George Street 115	Papatoetoe	Pt Lot 13 DP 7551
1697	*Podocarpus totara, Vitex lucens*	Totara, Puriri	2	St George Street 185	Papatoetoe	Lot 33 DP 8590
1509	*Araucaria heterophylla*	Norfolk Island Pine	1	St George Street 225	Papatoetoe	Lot 1 DP 58712
1490	*Araucaria heterophylla*	Norfolk Island Pine	2	Stanniland Street 86R (reserve)	Sunny Hills	Lot 391 DP 74153
1474	*Vitex lucens*	Puriri	1	Station Road 4	Manurewa	Lot 1 DP 144181
1524	*Araucaria heterophylla*	Norfolk Island Pine	1	Station Road 68	Papatoetoe	Lot 13 DP 13242
1483	*Araucaria heterophylla*	Norfolk Island Pine	Group	Stonedon Drive 66	East Tamaki	Lot 7 DP 119678
1534	*Trachycarpus fortunei, Alectryon excelsus*	Fan Palm, Titoki	2	Tanglewood Place 1	Howick	Lot 1 DP 65426
1703	*Metrosideros excelsa*	Pōhutukawa	1	Taylor Road 6	Mangere Bridge	Lot 2 DP 27452
1494	*Phoenix canariensis*	Phoenix Palm	4	The Esplanade (beachfront reserve at end of Eastern Beach Rd)	Eastern Beach	
1737	*Metrosideros excelsa*	Pōhutukawa	1	The Parade 27	Bucklands Beach	Lot 1 DP 198254
1568	*Vitex lucens, Metrosideros excelsa*	Puriri, Pōhutukawa	2	Thorps Quarry Road 1	Clevedon	Lot 1 DP 53841
1570	*Vitex lucens, Beilschmiedia tarairi, Rhopalostylis sapida, Podocarpus totara, Dacrycarpus dacrydioides*	Puriri, Taraire, Nikau, Totara, Kahikatea	13	Thorps Quarry Road 20	Clevedon	Lot 3 DP 147400
1495	*Salix babylonica*	Weeping Willow	2	Ti Rakau Drive 1R (reserve)	Pakuranga	Lot 117 DP 51877
1461	*Quercus sp., Magnolia sp., Araucaria heterophylla*	English Oak, Magnolia, Norfolk Island Pine		Timberly Road 25R (reserve)	Mangere	Lot 107 DP 386296

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ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
1742	*Podocarpus totara*	Totara	1	Tui Road 54	Manurewa	Lot 1 DP 50710
1571	*Alectryon excelsus, Prumnopitys taxifolia, Dacrycarpus dacrydioides*	Titoki (7), Matai (4), Kahikatea	11	Twilight Road 60	Clevedon	Lot 3 DP 171749
1556	*Quercus sp*	Oak	1	Uxbridge Road 20	Howick	Lot 2 DP 351881
1785	*Eucalyptus saligna*	Sydney Blue Gum	2	Vickers Crescent 7	Mangere	Lot 88 DP 53820
1772	*Quercus robur*	English Oak	1	View Road 5	Shelly Park	Lot 1 DP 108634
1543	*Metrosideros excelsa*	Pohutukawa, Oak	5	Vincent Street 7	Howick	Allotment 130 VILL OF Howick
1544	*Araucaria heterophylla, Oak sp.*	Norfolk Island Pine,Oak (17)	18	Vincent Street 50R (reserve)	Howick	Lot 32 DP 37405
1510	*Lagunaria patersonii, Vitex lucens*	Norfolk Island Hibiscus, Puriri	2	Wallace Road 21	Papatoetoe	Lot 15 DP 62613
1738	*Metrosideros excelsa*	Pōhutukawa	1	Wallace Road 40	Papatoetoe	Lot 35 DP 47245
1753	*Quercus robur*	English Oak	1	Wallace Road 45A	Papatoetoe	Lot 2 DP 42224
1646	*Podocarpus totara*	Totara	2	Wallace Road 46	Papatoetoe	Lot 2 DP 55167
1675	*Liquidambar styraciflua*	Liquidambar	1	Wallace Road 87	Papatoetoe	Lot 1 DP 54876
1455	*Vitex lucens, Metrosideros excelsa*	1x Puriri and 1x Pōhutukawa	3	Wallace Road 87A	Mangere Bridge	Lot 1 DP 378732
1641	*Vitex lucens, Podocarpus totara*	Puriri, Totara	2	Wallace Road 103	Papatoetoe	Pt Lot 30 DP 20291
1730	*Dacrycarpus dacrydioides*	Kahikatea	1	Walpole Avenue 31	Manurewa	Lot 37 DP 53109
1636	*Nothofagus solandri, Nothofagus truncate and Nothofagus hybrid*	New Zealand Beech trees	Group	Wedgwood Avenue 55	Mangere East	Lot 40 DP 49579
1632	*Metrosideros excelsa*	Pohutukawa	1	Wentworth Avenue 29	Papatoetoe	Lot 1 DP 36416
1692	*Vitex lucens*	Puriri	1	Weston Avenue 2	Papatoetoe	Lot 1 DP 410554
1610	*Quercus robur*	English Oak	1	Weymouth Road 82	Manurewa	Lot 4 DP 47106
1480	*Araucaria heterophylla*	Norfolk Island Pine	2	Weymouth Road 485R (reserve)	Manurewa	Lot 1 DP 160221
1468	*Quercus sp*	Oak	2	Weymouth Road 517A	Manurewa	Pt Allotment 38 VILL OF Weymouth
1754	*Quercus robur*	English Oak	1	Weymouth Road 541	Manurewa	Lot 2 DP 39202
1479	*Araucaria heterophylla*	Norfolk Island Pine	2	Weymouth Road (road reserve outside #137)	Manurewa	
1487	*Quercus sp*	Oak	1	Whitford-Maraetai Road 1	Clevedon	Pt Lot 7 DP 4432
1557	*Metrosideros excelsa, Quercus palustris*	Pohutukawa, Pin Oak	2	Whitford Maraetai Road 824	Clevedon	Lot 1 DP 151205
2915	*Eucalyptus*	Manna Gum	1	Willow Way 14	Pakuranga	Lot 1 DP 53692

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ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
1512	*Araucaria bidwillii, Phoenix canariensis, Podocarpus totara, Sophora tetraptera, Quercus ilex, Ficus macrophylla, Ginkgo biloba, Libocedrus plumosa, Vitex lucens, Dacrydium cupressinum, Agathis australis, Ulmus sp., Quercus palustris, Liquidambar styriciflua, Acer negundo*	Bunya Bunya, Phoenix Palm, Totara, Kowhai, Holm Oak, Moreton Bay Fig, Maidenhair Tree, Kawaka/Plume Incense Cedar, Puriri, Rimu, Kauri, Elm, Pin Oak, Liquidamber, Box Elder Maple	Group	Wyllie Road 63	Papatoetoe	Lot 2 DP 89395
1523	*Phoenix canariensis*	Phoenix Palm	1	Wyllie Road (road reserve at intersection)	Papatoetoe	
1627	*Araucaria heterophylla*	Norfolk Island Pine	1	Yates Road 26	Manurewa	Lot 1 DP 46204
1607	*Fagus sylvatica, Quercus rubra*	Copper Beech,Red Oak	2	Yates Road 43	Mangere East	Lot 1 DP 46510
1731	*Araucaria heterophylla*	Norfolk Island Pine	1	Yates Road 45	Mangere East	Lot 1 DP 53382

North Shore

ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
1014	*Araucaria heterophylla*	Norfolk Island Pine	1	Aberdeen Road 17	Castor Bay	Lot 2 DP 45319
2951	*Beilschmiedia taraire*	Taraire	1	Aberdeen Road 46A	Castor Bay	Lot 2 DP 501479
1015	*Cupressus macrocarpa, Quercus robur*	Monterey Cypress (7), English Oak (2)	9	Akoranga Drive 58	Northcote	Allotment 698 PSH OF Takapuna
1018	*Quercus robur*	English Oak	6	Albany Highway (road reserve opposite 357)	Albany	
1020	*Magnolia grandiflora, Quercus robur, Liriodendron tulipifera, Casimiroa edulis, Carya illinoinensis, Grevillea robusta, Idesia polycarpa*	Magnolia, English Oak, Tulip tree, White Sapote, Pecan, Wonder tree	6	Albany Highway 360	Albany	Sec 2 SO 473605, Sec 4 SO 473605, Sec 10 SO 473605, Sec 11 SO 473605, LOT 2 DP 517688, PT ALLT 37 PARO PAREMOREMO, PT ALLT 37 PARO PAREMOREMO
1016	*Podocarpus totara 'aurea'*	Golden Totara	1	Albany Highway 473 (reserve)	Albany	Section 16 SO 441539
1021	*Agathis australis, Dacrydium cupressinum, Podocarpus totara*	Kauri, Rimu, Totara	5	Albany Highway 536	Albany	Section 3 SO 417589
1017	*Quercus robur*	English Oak	1	Albany Highway 575	Albany	Section 15 SO 456618
1022	*Magnolia grandiflora*	Magnolia	1	Albert Road 49	Devonport	Lot 23 DP 189
1023	*Platanus x acerifolia*	London Plane	Group of 17	Alma Street (road reserve – whole street)	Northcote Point	
1024	*Quercus robur*	English Oak	1	Alton Avenue 19	Hillcrest	Lot 23 DP 47979
1027	*Quercus robur*	English Oak	1	Anzac Street 31	Takapuna	Lot 1 DP 156720
1026	*Cupressus macrocarpa*	Monterey Cypress	1	Anzac Street 42 (reserve)	Takapuna	Lot 7 Blk X DEEDS T 17
2811	*Metrosideros excelsa*	Pokutukawa	1	Aotearoa Terrace (road reserve near #10-14)	Murrays Bay	
1028	*Cinnamomum camphora, Metrosideros excelsa*	Camphor Laurel, Pōhutukawa	2	Aramoana Avenue 27	Devonport	Lot 28 DP 21368
2812	*Metrosideros excelsa*	Pōhutukawa	6	Aramoana Avenue 62	Devonport	Lot 6 DP 21369
1029	*Metrosideros excelsa*	Pōhutukawa	1	Arawa Avenue 12	Devonport	Pt Lot 6 DP 3244
1030	*Metrosideros excelsa*	Pōhutukawa	2	Arawa Avenue 14	Devonport	Pt Lot 7 DP 3244
1031	*Fuscopora truncata*	Hard Beech	1	Arcadia Crescent 12	Bayview	Lot 15 DP 53708
1025	*Quercus robur*	English Oak	2	Auburn Street 23	Takapuna	Pt Allotment 79 PSH OF Takapuna
1105	*Quercus palustris*	Pin Oak	1	Auburn Street 23	Takapuna	Pt Allotment 79 PSH OF Takapuna
1033	*Metrosideros excelsa*	Pōhutukawa	1	Auburn Street 26	Takapuna	Lot 50 DP 12248
1035	*Metrosideros excelsa*	Pōhutukawa	1	Audrey Road 18	Takapuna	Lot 12 DP 16529
1036	*Metrosideros excelsa*	Pōhutukawa	1	Audrey Road 24	Takapuna	Lot 15 DP 16529
2813	*Toona ciliata, Metrosideros excelsa*	Australian Red Cedar, Pōhutukawa	2	Awanui Street 4	Birkenhead	Lot 2 DP 3444
2952	*Metrosideros excelsa*	Pōhutukawa	1	Awanui Street 7	Birkenhead	Lot 1 DP 15768
1038	*Various palm species*	Palms	Group	Awanui Street 8	Birkenhead	Pt Lot 4 DP 3444
1037	*Various palm species, Magnolia sp.*	Palms, Magnolia (2)	Group, 2	Awanui Street 10-12	Birkenhead	Lot 1 DP 192659
1039	*Dacrycarpus dacrydioides*	Kahikatea	1	Awaruku Road 17 (reserve)	Torbay	Pt Lot 2 DP 65561
2815	*Eucalyptus cinerea*	Silver Dollar Gum	1	Awaruku Road (road reserve outside #77)	Torbay	
2816	*Metrosideros excelsa*	Pokutukawa	1	Bayswater Avenue 35	Bayswater	Lot 52 DP 4787
1454	*Metrosideros excelsa*	Pōhutukawa	1	Bayview Road 9	Browns Bay	Lot 88 DP 10786, Lot 87 DP 10786, Pt Lot 6 DP 10786, Pt Lot 7 DP 10786, Pt Lot 8 DP

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						10786, Pt Lot 9 DP 10786, Lot 61 DP 10786
1450	*Metrosideros excelsa*	Pōhutukawa	1	Bayview Road 17	Browns Bay	Lot 2 DP 392453
1044	*Araucaria heterophylla*	Norfolk Island Pine	1	Beach Haven Road 22	Beach Haven	Lot 59 DP 20048
2824	*Dacrydium cupressinum*	Rimu	1	Beach Haven Road 85	Beach Haven	Lot 1 DP 460558
2825	*Dacrydium cupressinum, Metrosideros excelsa*	Rimu, Pōhutukawa	2	Beach Haven Road 93	Beach Haven	Lot 46 DP 20048
1045	*Metrosideros excelsa*	Pōhutukawa	1	Beach Haven Road 101	Beach Haven	Lot 1 DP 17517
1040	*Metrosideros excelsa*	Pōhutukawa	1	Beach Road 6	Castor Bay	Lot 2 DP 61602
2821	*Metrosideros excelsa (2), Podocarpus totara*	Pōhutukawa, totara	3	Beach Road 71B	Castor Bay	DP 164224 and DP 11099
1042	*Metrosideros excelsa*	Pōhutukawa	4	Beach Road 77-79	Castor Bay	Lot 2 DP 465394
1116	*Metrosideros excelsa*	Pōhutukawa	Group	Beach Road 184	Campbells Bay	Lot 17 DP 156171, Lot 1 DP 194866, Lot 19 DP 27647, Lot 1 DP 194865, Lot 27 DP 189546, Lot 20 DP 56219, Lot 1 DP 194867
1449	*Vitex lucens*	Puriri	1	Beach Road 248	Campbells Bay	Lot 1 DP 126577
2819	*Dacrycarpus dacrydioides*	Kahikatea	6	Beach Road 264	Campbells Bay	Lot 4 DP 62151
1043	*Sophora tetraptera*	Kowhai	1	Beach Road 994	Torbay	Lot 37 DP 15757
2818	*Quercus robur*	English Oak	1	Beach Road (road reserve outside #254)	Campbells Bay	
2822	*Metrosideros excelsa*	Pōhutukawa	10	Beach Road (in front of boat club and one closer to Gulf View Road)	Murrays Bay	
2823	*Araucaria heterophylla*	Norfolk Island Pine	9	Beach Road (beach reserve)	Waiake	Beach reserve
2953	*Pinus sp*	Pine	1	Beechwood Road (road reserve at end of road)	Rothesay Bay	Lot 30 DP 20351 Crown LAND
1046	*Metrosideros excelsa*	Pōhutukawa	1	Belle Vue Avenue 7	Northcote Point	Lot 2 DP 4470
1048	*Quercus robur*	English Oak	8	Belle Vue Avenue 19	Northcote Point	Lot 2 DP 18019
1049	*Eucalyptus sp.*	Gum	1	Belle Vue Avenue 27	Northcote Point	Lot 5 DP 18019
2826	*Cupressus lusitanica*	Mexican cypress	1	Belmont Terrace 22	Milford	Lot 5 DP 37662
1050	*Cedrus deodora*	Himalayan Cedar	1	Belmont Terrace 30	Milford	Lot 3 DP 39029
2827	*Eucalyptus globulus*	Tasmanian Blue Gum	1	Bentley Avenue 42A	Glenfield	Lot 505 DP 57284
1051	*Carya illinoinensis*	Pecan	1	Birchwood Grove 12	Greenhithe	Lot 4 DP 139446
1052	*Quercus robur*	English Oak	2	Birkdale Road 254	Birkdale	Lot 4 DP 44493
1053	*Dacrycarpus dacrydioides, Vitex lucens*	Kahikatea, Puriri	2	Blenheim Street 20	Glenfield	Lot 48 DP 53246
1055	*Quercus ilex*	Holm Oak	1	Blomfield Spa 7	Takapuna	Lot 1 DP 87074
1056	*Metrosideros excelsa*	Pōhutukawa	1	Blomfield Spa 11	Takapuna	Lot 1 DP 100843
1057	*Metrosideros excelsa*	Pōhutukawa	1	Blomfield Spa 26	Takapuna	Lot 18 DP 21013
1058	*Metrosideros excelsa*	Pōhutukawa	2	Blomfield Spa 27	Takapuna	Lot 21 DP 21013
1059	*Metrosideros excelsa*	Pōhutukawa	1	Blomfield Spa 28	Takapuna	Pt Lot 19 DP 21013
1060	*Metrosideros excelsa*	Pōhutukawa	1	Blomfield Spa 29	Takapuna	Pt Lot 20 DP 21013

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1054	*Metrosideros excelsa*	Pōhutukawa	1	Blomfield Spa (reserve at end of cul-de-sac)	Takapuna	Pt DP 21013
1061	*Metrosideros excelsa*	Pōhutukawa	1	Brett Avenue 10	Takapuna	Lot 1 DP 124426
1062	*Araucaria heterophylla, Metrosideros excelsa*	Norfolk Island Pine, Pōhutukawa (2)	3	Bridge View Road 12	Birkenhead	Pt Lot 7-8 DP 211
1063	*Vitex lucens*	Puriri	1	Bridge View Road 17	Birkenhead	Lot 2 DP 126984
1064	*Metrosideros excelsa*	Pōhutukawa	1	Bruce Street 1 (road reserve)	Northcote Point	
1065	*Metrosideros excelsa*	Pōhutukawa	1	Bruce Street 7 (road reserve)	Northcote Point	
1067	*Vitex lucens*	Puriri	1	Buchanan Street 6	Devonport	Allotment 62 SECT 2 PSH OF Takapuna
1066	*Metrosideros excelsa*	Pōhutukawa	1	Buchanan Street 7	Devonport	Lot 1 DP 314815
1068	*Schinus molle, Juglans sp.*	Pepper Tree (2), Walnut	3	Buchanan Street 8	Devonport	Lot 1 DP 151246
1069	*Agathis australis*	Kauri	1	Buchanan Street 22	Devonport	Lot 4 DEEDS 159
1072	*Metrosideros excelsa*	Pōhutukawa	1	Byron Avenue 9	Takapuna	Lot 1 DP 208207
2829	*Quercus robur*	English Oak	1	Byron Avenue 26	Takapuna	Flat 1 DP 180026 on Lot 106 DP 6879
1073	*Metrosideros excelsa*	Pōhutukawa	1	Calliope Road 142	Stanley Point	Lot 1 DP 313362
1074	*Araucaria heterophylla*	Norfolk Island Pine	1	Camelot Place 10	Glenfield	Lot 42 DP 54407
1075	*Quercus robur*	English Oak	2	Cassino Street 12	Bayswater	Lot 15 DP 8488
1076	*Metrosideros excelsa*	Pōhutukawa	2	Castor Bay Road 31	Castor Bay	Lot 16 DP 11904
1077	*Metrosideros excelsa*	Pōhutukawa	5	Castor Bay Road 31A	Castor Bay	Lot 2 DP 64806
2830	*Vitex lucens*	Puriri	1	Catalina Crescent 3	Forrest Hill	Lot 47 DP 50968
1078	*Quercus robur*	English Oak	1	Chedworth Drive (reserve)	Glenfield	Pt Lot 42 DP 134502
1079	*Metrosideros excelsa*	Pōhutukawa	2	Cheltenham Road 33	Devonport	Pt Lot 4 DP 4168
1080	*Quercus canariensis*	Algerian Oak	1	Cheltenham Road 36	Devonport	Lot 4 DP 426804
2832	*Quercus ilex*	Holm Oak	1	Cheltenham Road 46 (reserve)	Devonport	Lot 1 DP 210 524
2831	*Agathis australis*	Kauri	4	Chelsea View Drive (Chatswood Reserve)	Birkenhead	Lot 1 DP 77523
1085	*Metrosideros excelsa, Vitex lucens, Phoenix canariensis*	Pōhutukawa, Puriri, Canary Island Date Palm	3	Church Street 5	Northcote Point	Lot 1 DP 126718
2919	*Lagunaria pattersonii*	Norfolk Island Hibiscus	1	Church Street 20	Devonport	Lot 2 DP 57880
1086	*Vitex lucens*	Puriri	1	Church Street 22A	Northcote Point	Lot 1 DP 64562
1087	*Metrosideros excelsa*	Pōhutukawa	1	Church Street 28	Northcote Point	Pt Allotment 51 PSH OF Takapuna
1088	*Metrosideros excelsa*	Pōhutukawa	2	Church Street 39	Northcote Point	Lot 1 DP 158822
1081	*Jacaranda mimosaefolia*	Jacaranda	1	Church Street 41	Devonport	Lot 1 DP 39709
1084	*Quercus robur*	English Oak	1	Church Street 49	Northcote Point	Pt Allotment 51 PSH OF Takapuna
1082	*Laurus nobilis*	Bay Tree	1	Church Street 55	Devonport	Pt Allotment 17A SECT 2 PSH OF Takapuna
1083	*Juglans sp.*	Walnut	1	Church Street 63A	Devonport	Lot 2 DP 35548
1089	*Araucaria heterophylla*	Norfolk Island Pine	1	Churchill Road 39	Murrays Bay	Lot 28 DP 36101

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1091	*Metrosideros excelsa*	Pōhutukawa	1	Clarence Road 9	Northcote Point	Lot 8 DP 4187
1092	*Quercus robur*	English Oak	4	Clarence Road 11	Northcote Point	Lot 9 DP 4187
1093	*Quercus robur*	English Oak	1	Clarence Road 13	Northcote Point	Lot 2 DP 334840
2833	*Quercus robur*	English Oak	2	Clarence Road 13A	Northcote Point	Lot 1 DP 334840
1094	*Quercus palustris*	Pin Oak	1	Clarence Road 17	Northcote Point	Lot 1 DP 24635
1095	*Quercus robur, Metrosideros excelsa*	English Oak, Pōhutukawa	2	Clarence Road 19	Northcote Point	Pt Lot 32 DEEDS T 19
1096	*Araucaria heterophylla, Metrosideros excelsa*	Norfolk Island Pine, Pōhutukawa	2	Clarence Road 24	Northcote Point	Pt Lot 4 DP 1159
1097	*Metrosideros excelsa, Vitex lucens*	Pōhutukawa (4), Puriri	5	Clarence Road 30	Northcote Point	Lot 1 DP 154999
1090	*Metrosideros excelsa*	Pōhutukawa being on the land between dwellings and the shoreline or the foreshore reserves, on the west side of Clarence Road and Queen Street between Little Shoal Bay and Fisherman's wharf.	Group	Clarence Road 4A, 8, 12, 14, 18, 24, 26, 28, 30, 38, 42, 44, Queen Street 2-16, 18, 20, 22, 26, 28, 30, 32, 34, 36, 40, 42, 44, 46, 48, 50, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 80, 86, 88, 90, 92, 94, 96, 98, 100, 102, 102A, 104, 110, 112, 114	Northcote Point	Lot 1 DP 123599, pt lot 2 DP 5086, lot 4 DP 7885, lot 3 DP 7885, lot 2 DP 37764, pt lot 4 DP 1159, lot 1 DP 76130, pt lot 5 DP 1159, lot 1 DP 154999, lot 2 DP 37822, lot 2 DP 18743, lot 1 DP 18743, pt lots 1-10 TN of Woodside, lot 11 TN of Woodside, pt lot 12 TN of Woodside, lot 2 DP 15027, pt lot 13 TN of Woodside and lot 1 DP 15027, pt lot 14 TN of Woodside, pt lot 15 DP 2928, pt lot 15 DP 2928, lot 72 and 74 and 76 TN of Woodside, lot 1 DP 56150, pt lot 31 Parish of Takapuna, lot 1 DP 57154, lot 1 DP 169925, lot 1 DP 200742, lot 1 DP 361302, pt lot 30 Parish of Takapuna, pt lot 1 DP 20422, lot 1 DP 443608, lot 1 DP
1098	*Araucaria heterophylla*	Norfolk Island Pine	2	Clifton Road 41	Hauraki	Lot 2 DP 44136
1099	*Metrosideros excelsa*	Pōhutukawa	6	Clifton Road 43	Hauraki	Lot 3 DP 84187
1100	*Araucaria heterophylla*	Norfolk Island Pine	1	Clifton Road (road reserve outside #48)	Hauraki	
1104	*Cupressus macrocarpa, Quercus robur, Populus nigra var italica*	Monterey Cypress, English Oak, Lombardy Poplar (2)	4	College Road 4/2/2B	Northcote	Pt Lot 8 DP 39737
1103	*Eucalyptus sp.*	Gum	3	College Road 103	Northcote	Lot 2 DP 134763
1102	*Eucalyptus sp.,*	Row of road frontage Gums, Row of road frontage Poplars.	Group	College Road 120	Northcote	Lot 60 DP 21894
1107	*Metrosideros excelsa*	Pōhutukawa	1	Coronation Road 15	Hillcrest	Lot 2 DP 402131
1106	*Liriodendron tulipifera*	Tulip Tree	1	Coroglen Avenue (road reserve outside #10)	Birkenhead	
1108	*Quercus robur*	English Oak	1	Corunna Road 38	Milford	Lot 89 DP 8886
1109	*Quercus robur*	English Oak	3	Corunna Road 40	Milford	Lot 90 DP 8886
2949	*Quercus robur*	English Oak	2	Corunna Road 42A	Milford	Lot 2 DP 208123
1110	*Eucalyptus grandis*	Flooded Gum trees	Group	Cresta Avenue 31-35	Beach Haven	Lot 161 DP 20048
1383	*Quercus robur*	English Oak	5	Dairy Flat Highway 350	Albany Heights	Lot 1 DP 149838
1380	*Araucaria bidwillii*	Bunya Bunya Pine	1	Dairy Flat Highway (opposite 3 The Avenue)	Albany	Landing Reserve Survey Office Plan 1488

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1381	*Sequoia sempervirens*	California Redwood	3	Dairy Flat Highway (next to 3 The Avenue, adjacent to Lucas Creek)	Albany	Landing Reserve Survey Office Plan 1488
1382	*Podocarpus totara*	Totara (12)	Group	Dairy Flat Highway (road reserve between 3 The Avenue & SH17)	Albany	
1379	*Agathis australis*	Kauri	1	Dairy Flat Highway (19 Hobson Road)	Lucas Heights	Lot 3 DP 193077
2834	*Dacrydium cupressinum*	Rimu	1	Dakota Avenue 39	Beach Haven	Lot 32 DP 19223
1112	*Metrosideros excelsa*	Pōhutukawa	3	East Coast Road 37	Milford	Lot 3 DP 55571
1114	*Metrosideros excelsa*	Pōhutukawa	2	East Coast Road 131	Castor Bay	Lot 7 DP 42254
1115	*Metrosideros excelsa*	Pōhutukawa	1	East Coast Road 203	Castor Bay	Lot 165 DP 9328
2835	*Cordyline australis*	Cabbage tree	1	East Coast Road 289A	Mairangi Bay	Lot 2 DP 374605
1111	*Metrosideros excelsa*	Pōhutukawa	2	East Coast Road (road reserve outside #110)	Forrest Hill	
1113	*Metrosideros excelsa*	Pōhutukawa	2	East Coast Road (road reserve outside #116)	Forrest Hill	
1117	*Vitex lucens, Metrosideros excelsa, Podocarpus totara*	Puriri, Pōhutukawa (2), Totara,	4	Empire Road 2	Devonport	Lot 17 DP 26091
2837	*Salix sp.*	Willow	1	Eskdale Road 19	Birkdale	Lot 7 DP 45615
2836	*Quercus robur*	English Oak	1	Eskdale & Salisbury Roads (road reserve on corner)	Birkdale	
2838	*Magnolia grandiflora*	Magnolia, mixed natives	1, group	Eton Avenue 18	Devonport	Lot 1 DP 27309
1119	*Metrosideros excelsa*	Pōhutukawa	5	Ewen Street (road reserve outside #24, 26, 28, 33 & 39)	Takapuna	
1121	*Metrosideros excelsa*	Pōhutukawa	1	Exmouth Road 77	Northcote	Lot 46 DP 38481
1120	*Quercus palustris*	Pin Oak	4	Exmouth Road (road reserve outside #82)	Northcote	
1123	*Magnolia grandiflora*	Magnolia	1	Fairfax Avenue 4	Northcote	Lot 1 DP 350615
1124	*Ulmus sp.*	Elm	1	Forrest Hill Road 48	Forrest Hill	Lot 12 DP 40525
1126	*Ulmus sp.*	Elm	1	Forrest Hill Road 60	Forrest Hill	Lot 1 DP 32648
2839	*Araucaria heterophylla*	Norfolk Island Pine	1	Gazelle Avenue 6	Beach Haven	Lot 83 DP 20048
1129	*Metrosideros excelsa*	Pōhutukawa	2	Gibbons Road 2A	Takapuna	Lot 2 DP 38417
1128	*Quercus robur*	English Oak	1	Gibbons Road 3	Takapuna	Lot 3 DP 134486
1130	*Metrosideros excelsa*	Pōhutukawa	group	Gibbons Road 10	Takapuna	Lot 5 DP 20485
1131	*Metrosideros excelsa*	Pōhutukawa	group	Gibbons Road 12	Takapuna	Lot 2 DP 91668
2840	*Juglans regia*	Common Walnut	6	Gills Road (reserve)	Albany	Lot 2 DP 325163
1132	*Platanus x acerifolia, Ulmus pendula, Cedrus libani, Cinnamomum camphora, Taxodium distichum, Quercus robur*	London Plane, Horizontal Elm, Cedar of Lebanon, Camphor Laurel, Swamp Cypress , English Oak	group	Glade Place,6, 8, 8A, 10, 12 & 14A	Birkenhead	Lots 1, 3 & 4 DP 20732, Pt Lot 2 DP 20732, Lot 1 DP 394585, Lots 1 & 2 DP 470280
2961	*Quercus canariensis*	Algerian Oak	1	Glade Place 8	Birkenhead	Lot 2 DP 470280
1137	*Cupressus macrocarpa*	Monterey Cypress	1	Gladstone Road 23	Northcote	Lot 1 DP 53414
1138	*Quercus robur*	English Oak	1	Gladstone Road 46	Northcote	Lot 1 DP 48219
1139	*Quercus robur*	English Oak	1	Gladstone Road 62	Northcote	Lot 1 DP 122993
1136	*Quercus robur*	English Oak	Group	Gladstone Road (reserve)	Northcote	Allotment 345 PSH OF Takapuna, Pt Allotment 8 PSH OF Takapuna Pt
1140	*Vitex lucens, Metrosideros excelsa*	Puriri, Pohutukawa (3)	4	Glen Road 14	Stanley Point	Lot 117 ALLT 31 Section 2 PSH OF Takapuna Pt
1141	*Metrosideros excelsa*	Pohutukawa	1	Glen Road 17	Stanley Point	Lot 6 DP 11628

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1142		Grove of native trees	Group	Glenfield Road 140	Birkenhead	Lot 2 DP 152033
1143	*Quercus robur*	English Oak	2	Grove Road 5	Devonport	Lot 2 DP 4725
1144	*Quercus robur*	English Oak	1	Grove Road 7	Devonport	Lot 3 DP 4725
2942	*Metrosideros excelsa*	Pōhutukawa being on the land between dwellings and the shoreline or the foreshore reserve on Hall street	Group	Hall Street 1 & 3	Northcote Point	Lot 1 DP 123599, Lot 7 123599
1147	*Metrosideros excelsa*	Pohutukawa	1	Hall Street 2	Northcote Point	Lot 2 DP 7006
1145	*Metrosideros excelsa*	Pohutukawa	1	Hall Street (reserve)	Northcote Point	
1146	*Metrosideros excelsa, Phoenix canariensis*	Pohutukawa (4), Canary Island Date Palm (4)	8	Hall Street (reserve)	Northcote Point	
1149	*Araucaria heterophylla*	Norfolk Island Pine	2	Handley Avenue 4	Narrow Neck	Lot 23 DP 38125
1150	*Metrosideros excelsa*	Pōhutukawa	1	Handley Avenue 14	Narrow Neck	Lot 49 DP 19255
1151	*Metrosideros excelsa*	Pōhutukawa	1	Hanlon Crescent 5A	Narrow Neck	Lot 2 DP 71891
1452	*Metrosideros excelsa*	Pōhutukawa	1	Hauraki Road 9A	Takapuna	Lot 1 DP 63319
1153	*Metrosideros excelsa*	Pōhutukawa	4	Hauraki Road 50	Hauraki	Lot 2 DP 208175
1152	*Metrosideros excelsa*	Pōhutukawa	1	Hauraki Road (road reserve outside #50)	Hauraki	
2943	*Metrosideros excelsa*	Pōhutukawa being on the land between the motorway and the properties on the east side of Heath Avenue		Heath Avenue 1/7, 9, 15, 17, 19, 21, 23, 25, 27,	Northcote	Lot 22 DP 40320, lot 21 DP 40320, lot 18 DP 40320, lot 17 DP 40320, lot 16 DP 40320, lot 15 DP 40320, lot 14 DP 40320, lot 13 DP 40320, lot 12 DP 40320
1155	*Metrosideros excelsa*	Pōhutukawa	1	Heath Avenue (road reserve at end of cul-de-sac)	Northcote	
2843	*Quercus robur*	English Oak	1	Hebron Road 101	Waiake	Lot 1 DP 162397
1156	*Phoenix canariensis*	Canary Island Date Palm	1	Hellyers Street 10	Birkdale	Lot 16 DP 62314
1157	*Phoenix rupicola*	Palm	1	Hinemoa Street 28A	Birkenhead	Lot 2 DP453440
2979	*Metrosideros excelsa*	Pōhutukawa	Group	Hinemoa Street 32A	Birkenhead	Lot 2 DP 527006
1158	*Vitex lucens*	Puriri	1	Hinemoa Street 88	Birkenhead	Lot 1 DP 155677
1159	*Vitex lucens*	Puriri	1	Hinemoa Street 105	Birkenhead	Lot 3 DP 17435
1160	*Vitex lucens, Metrosideros excelsa*	Puriri, Pōhutukawa	1	Hinemoa Street 181	Birkenhead	Lot 2 DP 15597
2845	*Metrosideros excelsa, Dicksonia squarrosa*	Pōhutukawa, tree fern	Group	Hinemoa Street (road reserve outside #2-14)	Birkenhead	
2844	*Vitex lucens*	Puriri	1	Hinemoa Street on public track at bottom of Hinemoa entrance to LeRoy's Bush (tree arches over the walkway).	Birkenhead	
2847	*Metrosideros excelsa, Leptospermum scoparium*	Pōhutukawa, tea tree/manuka		Hogans Road 60	Glenfield	Lot 14 DP 43901
1164	*Quercus canariensis*	Algerian Oak	Group	Holyoake Place 1 (reserve)	Chatswood	Lot 1 DP 73331
1165	*Metrosideros excelsa*	Pōhutukawa	1	Howard Road 24	Northcote	Lot 2 DP 40777
1166	*Metrosideros excelsa*	Pōhutukawa	2	Huia Street 14	Devonport	Lot 16 DP 249
1167	*Castanea sativa*	Spanish Chestnut	1	Hurstmere Road 47 (reserve)	Takapuna	Allotment 609 PSH OF Takapuna
1168	*Quercus robur*	English Oak	1	Hurstmere Road 67-73	Takapuna	Lot 1 DP 68876
1169	*Nestegis apetala*	Coastal Maire	1	Hurstmere Road 128	Takapuna	Lot 2 DP 38156

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1170	*Quercus ilex, Metrosideros excelsa*	Holm Oak, Pōhutukawa	2	Hurstmere Road 130-134	Takapuna	Lot 1 DP 94124
1171	*Araucaria bidwillii*	Bunya Bunya	1	Hurstmere Road 175A	Takapuna	Lot 1 DP 7673
1172	*Metrosideros excelsa*	Pōhutukawa	1	Hurstmere Road 198	Takapuna	Lot 1 DP 202353
2851	*Metrosideros excelsa*	Pōhutukawa	4	Hurstmere Road 270	Takapuna	Lot 1 DP 386006
1173	*Erythrina x sykesii*	Coral Tree	1	Hurstmere Road 286	Takapuna	Lot 2 DP 91735
2852	*Podocarpus totara, Liquidambar styraciflua*	Totara, Liquidambar	2	Hurstmere Road 310	Takapuna	Lot 1 DP 13466
2850	*Chorisia speciosa*	Silk Floss Tree	1	Hurstmere Road (road reserve outside #55)	Takapuna	
2848	*Araucaria heterophylla*	Norfolk Island Pine	1	Huntly Road (reserve at end of road near beach)	Campbells Bay	
1176	*Metrosideros excelsa*	Pōhutukawa	3	Inga Road 7	Milford	Pt Lot 15 DP 7578
1174	*Metrosideros excelsa*	Pōhutukawa	1	Inga Road (road reserve outside #7)	Milford	
1177	*Agathis australis, Eucalyptus sp.*	Kauri (18), Gum	19	Inkster Street,	Birkenhead	Lot 1 DP 67734, Lot 2 DP 128364, Lot 2 DP 67734, Lot 1 DP 128364
1178	*Eucalyptus sp.*	Gum	1	Jacaranda Avenue (road reserve outside #25)	Beach Haven	
1179	*Metrosideros excelsa*	Pōhutukawa	2	James Evans Road (road reserve outside #27 & 29)	Northcote	
2924		Native Bush	Group	James Evans Road (Eadys Bush)	Northcote	
1180	*Phoenix canariensis*	Canary Island Date Palm	1	Jubilee Avenue 30	Devonport	Pt Lot 4 DP 18776
1181	*Castanospermum australe*	Moreton Bay Chestnut	1	Jubilee Avenue 38	Devonport	Pt Lot 14 DP 12834
1182	*Dacrydium cupressinum*	Rimu	1	Jutland Road 45	Hauraki	Lot 12 DP 32625
1184	*Agathis australis*	Kauri	1	Kauri Road 14	Birkenhead	Lot 1 DP 130143
1183	*Agathis australis*	Kauri	1	Kauri Road (road reserve outside #31)	Birkenhead	
2854	*Agathis australis*	Kauri	1	Kauri Glen Road (Kauri Glen Reserve)	Northcote	
2855	*Populus sp.*	Poplar	1	Kauri Glen Road (road reserve outside #31)	Northcote	
1186	*Quercus robur, Erythrina x sykesii*	Oak, Coral tree	2	Kerr Street 18	Devonport	Pt Section 2 Blk VI Rangitoto SD
1189	*Metrosideros excelsa*	Pōhutukawa	1	Killarney Street 22	Takapuna	Lot 1 DP 153565
1187	*Phoenix rupicola*	Date Palm	2	Killarney Street (road reserve outside #2)	Takapuna	
1188	*Cinnamomum camphora, Ficus macrophylla*	Camphor Laurel (3), Moreton Bay Fig	4	Killarney Street (reserve)	Takapuna	Pt Lot 6 Blk XI DEEDS T 17
1191	*Metrosideros excelsa*	Pōhutukawa	1	King Edward Parade 6A	Devonport	Lot 1 DP 77570
1193	*Dracaena draco*	Dragon Tree	1	King Edward Parade 42	Devonport	Lot 1 DP 19618
1190	*Metrosideros excelsa*	Pōhutukawa	3	King Edward Parade (reserve)	Devonport	Section 36 Blk VI Rangitoto SD
1195	*Araucaria heterophylla*	Norfolk Island Pine	1	Kitchener Road 90	Milford	Lot 32 DP 49199
1196	*Metrosideros excelsa, Lagunaria patersonii*	Pōhutukawa (4), Norfolk Island Hibiscus	5	Kitchener Road 143	Milford	Lot 1 DP 180874
3004	*Metrosideros kermadecensis variegata*	Variegated Kermadec Pōhutukawa	1	Ko Street 5	Northcote	Lot 63 DP 50096
1197	*Metrosideros excelsa*	Pōhutukawa	1	Kowhai Street 4	Takapuna	Pt Lot 6 DP 15463
1198	*Metrosideros excelsa*	Pōhutukawa	1	Kowhai Street 10	Takapuna	Lot 2 DP 95116
1199	*Metrosideros excelsa*	Pōhutukawa	1	Kowhai Street 12	Takapuna	Lot 1 DP 95116
2856	*Sophora tetraptera, Dysoxylum spectabile*	Kohekohe	3	Kowhai Street (road reserve outside #5)	Takapuna	

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1202	*Phoenix canariensis, Metrosideros excelsa, Chamaecyparis lawsoniana, Vitex lucens, Corynocarpus laevigatus, Quercus sp., Acmena smithii*	Canary Island Date Palm (2), Pōhutukawa (19), Lawson Cypress (2), Puriri, Karaka (3), Oak (2), Acmena	30	Onewa Road 69	Northcote	Pt Allotment 2 PSH OF Takapuna
1203	*Metrosideros excelsa*	Pōhutukawa	1	Lake Road 53	Devonport	Lot 10 DP 1170
2857	*Quercus robur*	English Oak	7	Lake Road 97	Belmont	Flat 2 DP 118083 on Lot 3 DP 36418
2858	*Quercus robur*	English Oak	2	Lake Road 101	Belmont	Flat 1 DP 160470 on Lot 2 DP 51900
2944	*Quercus robur*	English Oak	2	Lake Road 188	Northcote	Lot 51 DP 50592
1204	*Metrosideros excelsa*	Road frontage Pōhutukawa	Group	Lake Road 210	Belmont	Lot 1 DP 18718
1205	*Metrosideros excelsa, Araucaria heterophylla*	Pōhutukawa (2),Norfolk Island Pine (2)	4	Lake Road 212	Hauraki	Lot 1 DP 164021
1206	*Podocarpus totara*	Totara	1	Lake Road 228	Hauraki	Lot 6 DP 21175
1207	*Metrosideros excelsa*	Pōhutukawa	1	Lake Road 242A	Hauraki	Lot 1 DP 180300
1208	*Quercus robur, Vitex lucens*	English Oak (2), puriri	3	Lake Road 270	Hauraki	Lot 1 DP 62764
1209	*Metrosideros excelsa*	Pōhutukawa	3	Lake Road 302	Hauraki	Pt Lot 1 DP 62451
1210	*Metrosideros excelsa*	Pōhutukawa	5	Lake Road 415 and 417	Takapuna	Lot 1 DP 147270
1211	*Araucaria heterophylla*	Norfolk Island Pine	1	Lake Road 419	Takapuna	Lot 1 DP 195359
1212	*Metrosideros excelsa*	Pōhutukawa	2	Lake Road 423	Takapuna	Lot 2 DP 6879
2946	*Phoenix canariensis, Vitex lucens*	Canary Island Date Palm, Puriri	2	Lake Road 429	Takapuna	Lot 44 DP 6879
2945	*Araucaria heterophylla, Metrosideros excelsa*	Norfolk Island Pine, Pōhutukawa	Group	Lake Road, avenues of Memorial trees on east & west side of the road adjacent to Ngataringa Park and Alison Park	Narrow Neck	
1200	*Quercus palustris*	Pin Oak	8	Lake Road (road reserve between #27-41)	Northcote	
1201	*Quercus palustris*	Pin Oak	9	Lake Road (road reserve between 61-75)	Northcote	
2859	*Agathis australis, Metrosideros excelsa, Vitex lucens, Sophora tetraptera, Agathis australis, Quercus ilex*	Kauri, Pōhutukawa, Puriri, Kowhai, Holm Oak	12	Lake View Road 7-9	Takapuna	Lot 9 and Lot 10 DP 48472
1213	*Araucaria cunninghamii*	Fijian Hoop Pine	1	Lake View Road 22	Takapuna	Lot 2 DP 98565
1302	*Macadamia integrifolia, Dacrydium cupressinum, Podocarpus totara*	Queensland Nut, Rimu, Totara	3	Lake View Road 22A	Takapuna	Lot 3 DP 512998
1216	*Agathis australis*	Kauri	2	Langstone Place 11	Chatswood	Lot 319 DP 68526
1214	*Erythrina x sykesii*	Coral Tree	1	Lansdowne Street 12	Bayswater	Lot 171 DP 4787
1215	*Metrosideros excelsa*	Pōhutukawa	1	Lansdowne Street 17	Bayswater	Lot 1 DP 9564
2860	*Metrosideros excelsa*	Pōhutukawa	1	Law Street 28	Torbay	Lot 34 DP 9855
1217	*Quercus robur*	English Oak	7	Lenihan Street (reserve)	Northcote	Lot 22 DP 50592
1218	*Quercus robur, Podocarpus totara, Sophora tetraptera*	English Oak, Totara (2), Kowhai	4	Library Lane, Albany	Albany	Pt Lot 14 DP 17618
2862	*Quercus robur, Podocarpus totara*	English Oak, Totara (1)	Group, 1	Linley Place (Linley Reserve)	Hillcrest	Lot 148 DP 55720 Lot 93 DP 63717
2863	*Araucaria heterophylla, Cedrus atlantica, Banksia sp.*	Norfolk Island Pine, Atlantic Cedar, Banksia	Group	Lydia Avenue 22	Northcote	Lot 31 DP 50330
1220	*Cupressus macrocarpa*	Monterey cypress	1	Mahuta Grove (reserve)	Northcote	Lot 11 DP 73890
2864	*Araucaria heterophylla*	Norfolk Island Pine	6	Manly Esplanade (reserve)	Browns Bay	
2865	*Cupressus macrocarpa*	Monterey Cypress	1	Manly Esplanade (reserve)	Browns Bay	
1221	*Agathis australis*	Kauri	1	Manuka Road 148	Bayview	Lot 1 DP 86763
1223	*Metrosideros excelsa*	Pōhutukawa	3	Manurere Avenue 22	Takapuna	Lot 10 DP 60824
1224	*Metrosideros excelsa*	Pōhutukawa	2	Manurere Avenue 24	Takapuna	Lot 11 DP 60824

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1225	*Metrosideros excelsa*	Pōhutukawa	1	Manurere Avenue 28	Takapuna	Lot 1 DP 75073
1226	*Metrosideros excelsa*	Pōhutukawa	1	Manurere Avenue 31	Takapuna	Lot 4 DP 73754
1222	*Metrosideros excelsa*	Pōhutukawa	1	(Manurere Avenue (road reserve outside #31)	Takapuna	
1227	*Quercus robur*	English Oak	1	Marine Terrace 7	Bayswater	Lot 8 DP 4787
1228	*Metrosideros excelsa*	Pōhutukawa	2	Maritime Terrace 11	Birkenhead	Lot 1 DP 64936
1229	*Planchonella costata*	Tawapou	1	Maritime Terrace 21	Birkenhead	Lot 1 DP 68852
1230	*Metrosideros excelsa*	Pōhutukawa	1	Matai Road 5	Devonport	Lot 9 DP 1791
1231	*Metrosideros excelsa*	Pōhutukawa	2	Matai Road 15	Devonport	Lot 5 DP 1791
2994	*Metrosideros excelsa*	Pōhutukawa	1	Maunganui Road 3A	Birkenhead	Pt Lot 23 Blk II DP 804
2866	*Vitex lucens*	Puriri	1	Maunganui Road 10	Birkenhead	Lot 1 DP 61731
1232	*Vitex lucens, Metrosideros excelsa, Knightia excelsa, Agathis australis*	Puriri (3), Pōhutukawa (6), rewarewa, kauri	11	Mayfield Road 9	Glenfield	Pt Allotment 465 PSH OF Takapuna
1233	*Metrosideros excelsa*	Pōhutukawa	1	Mays Street 1A	Devonport	Lot 3 DEEDS 788
1234	*Juglans sp., Jacaranda mimosifolia*	Walnut, Jacaranda	2	Mays Street 9	Takapuna	Lot 6 DP 198
1236	*Quercus robur*	English Oak	1	Minnehaha Avenue 1	Takapuna	Lot 2 DP 459765
1237	*Quercus robur*	English Oak	2	Minnehaha Avenue 7A	Takapuna	Lot 3 DP 110913, Lot 8 DP 15066, Lot 1 DP 83305, Lot 1 DP 76040, Lot 2 DP 319840
1238	*Metrosideros excelsa*	Pohutukawa	3	Minnehaha Avenue 8	Takapuna	Pt Lot 19 DP 7523
1239	*Quercus robur*	English Oak	1	Minnehaha Avenue 11	Takapuna	Pt Lot 36 DP 7523
1240	*Quercus robur*	English Oak	2	Minnehaha Avenue 13	Takapuna	Lot 35 DP 7523
1241	*Metrosideros excelsa*	Pōhutukawa	1	Minnehaha Avenue 18	Takapuna	Lot 1 DP 30110
1235	*Quercus canariensis*	Algerian Oak	2	Minnehaha Avenue (road reserve outside #1 & 2)	Takapuna	
1242	*Phoenix canariensis*	Canary Island Date Palm	2	Montrose Terrace 19	Mairangi Bay	Lot 155 DP 13311
2941	*Vitex lucens, Corynocarpus laevigatus*	Puriri (2) Karaka (2)	4	Moore Street 1A	Hillcrest	Lot 1 DP 332493
2868	*Pyrus sp.*	Pear Tree	1	Moore Street 21	Hillcrest	Lot 7 DP 51126
2869	*Pyrus sp.*	Pear Tree	1	Moore Street 23	Hillcrest	Lot 8 DP 51126
2870	*Cypressus macrocarpa*	Monterey Cypress	1	Moore Street 40	Hillcrest	Lot 38 DP 52455
1243	*Quercus robur, Metrosideros excelsa*	English Oak, Pōhutukawa	2	Mozeley Avenue 1	Devonport	Pt Allotment 9 SECT 2 PSH OF Takapuna
1244	*Metrosideros excelsa*	Pōhutukawa	1	Mozeley Avenue 3	Devonport	Lot 1 DP 203087
1245	*Fagus sylvatica 'purpurea'*	Copper Beech	1	Napier Avenue 20	Takapuna	Lot 1 DP 105137
1246	*Quercus ilex*	Holm Oak	1	Napoleon Avenue 20	Milford	Lot 3 DP 209308
1247	*Metrosideros excelsa*	Pōhutukawa	2	Nelson Avenue (road reserve outside #14)	Northcote Point	Allotment 527 PSH OF Takapuna
2871	*Metrosideros excelsa*	Pōhutukawa	2	Neptune Avenue 13	Beach Haven	Lot 63 DP 19223
2873	*Podocarpus totara*	Pōhutukawa	Group	Neptune Ave, 42	Beach Haven	Lot 98 DP 19223, Lot 1 DP 58358
1248	*Metrosideros excelsa*	Pōhutukawa	1	Ngataringa Road 39	Devonport	Pt Allotment 28 SECT 1 PSH OF Takapuna

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1249	*Metrosideros excelsa*	Pōhutukawa	1	Ngataringa Road 68A	Devonport	Lot 1 DP 188836
1250	*Podocarpus totara*	Totara	1	Ngataringa Road 92	Devonport	Lot 1 DP 88065
1251	*Podocarpus totara*	Totara	3	Ngataringa Road 92B	Devonport	Lot 2 DP 348740
1252	*Aesculus hippocastanum*	Horse Chestnut	1	Ngataringa Road 92C	Devonport	Lot 2 DP 88065
2978	*Metrosideros excelsa*	Pōhutukawa	Group	Niagara Place 5	Birkenhead	LOT 3 DP 527006
1253	*Araucaria heterophylla*	Norfolk Island Pine	1	Niccol Avenue 17A	Narrow Neck	Lot 2 DP 162955
2874	*Dacrycarpus dacrydioides, Vitex lucens*	Kahikatea, Puriri	Group	Northcote Rd 42 (Smiths Bush, west and east)	Northcote	Pt Allot 641 Parish of Takapauna, Pt 1 DP 31225
1258	*Araucaria bidwillii*	Bunya Bunya pine	1	Norwood Road 23	Bayswater	Lot 19 DP 4787
1259		Grove of native trees	Group	Norwood Road 43 and 45-47	Bayswater	Pt Lot 28A DP 4787, Lot 30 DP 4787, Pt Lot 28A DP 4787
2875	*Metrosideros excelsa*	Pōhutukawa	2	Norwood Road 115	Bayswater	Lot 9 DP 20173, Lot 2 DP 204112
1261	*Ginkgo biloba*	Maidenhair Tree	1	O'Neills Avenue 2	Takapuna	Lot 2 DP 83305
2876	*Fagus sylvatica 'purpurea'*	Copper Beech	1	O'Neills Avenue 8	Takapuna	Lot 2 DP 211722
1262	*Quercus robur*	English Oak	1	O'Neills Avenue 14	Takapuna	Lot 9 DP 15066
2877	*Metrosideros excelsa*	Pōhutukawa	1	O'Neills Avenue 15	Takapuna	Lot 1 DP 19920
1263	*Metrosideros excelsa*	Pōhutukawa	1	O'Neills Avenue 16A	Takapuna	Lot 2 DP 98301
1260	*Magnolia grandiflora*	Magnolia	1	O'Neills Avenue, (road reserve adjacent to # 11 & 13)	Takapuna	
1264	*Metrosideros excelsa*	Pōhutukawa	1	Ocean View Road 32A	Milford	Lot 15 DP 6859
1267	*Araucaria heterophylla*	Norfolk Island Pine	2	Old Lake Road 11B	Narrow Neck	Lot 3 DP 42384
1268	*Metrosideros excelsa*	Pōhutukawa	1	Old Lake Road 75	Narrow Neck	Pt Allotment 2 SECT 1 PSH OF Takapuna
1269	*Vitex lucens*	Puriri	2	Onepoto Road 2A	Hauraki	Lot 1 DP 174922
1270	*Phoenix canariensis*	Canary Island Date Palm	1	Onewa Road 48	Northcote Point	Lot 7 DP 13751
1271	*Acmena smithii*	Monkey Apple tree	1	Onewa Road 95-97	Northcote	Lot 2 DP 156500
1272	*Metrosideros excelsa*	Pōhutukawa	1	Onewa Road 109	Northcote	Lot 1 DP 439505
1274	*Metrosideros excelsa*	Pōhutukawa	2	Onewa Road 133	Northcote	Lot 1 DP 207720
1185	*Metrosideros excelsa, Vitex lucens, Cedrus atlantica*	Pōhutukawa (18), puriri (3), Atlantic cedar	Group	Onewa Road 143	Northcote	Part Lot 1 DP 70475 & Part Lot 1 DP 53360 as shown on SO 52398
2990	*Syzygium paniculatum*	Brush cherry	1	Onewa Road 181	Birkenhead	Lot 1 DP 114498
2878	*Podocarpus totara*	Totara	6	Orion Place 19	Hillcrest	Lot 137 DP 55720
2879	*Sophora tetraptera, Metrosideros excelsa*	Kowhai, Pōhutukawa	2	Oruamo Place 20	Beach Haven	Lot 23 DP 57885
3005	*Magnolia sp.*	Magnolia	1	Oteha Valley Road R 308	Albany	Lot 5 DP 195079, Sec 2 SO 68132, Sec 1 SO 68132, Sec 1 SO 38677, Lot 1 DP 171393
1276	*Metrosideros excelsa*	Pōhutukawa	4	Oxford Terrace 6	Devonport	Pt Lot 3 DP 1767
1275	*Cupressus macrocarpa*	Monterey cypress	1	Oxford Terrace (Balman Reserve)	Devonport	Lot 3 DP 89409
1277	*Vitex lucens, Agathis australis*	Puriri, kauri (2)	3	Palmerston Road 69	Birkenhead	Lot 23 Blk I DP 804
2880	*Quercus palustris*	Pin Oak	1	Paramu Avenue 22	Birkdale	Lot 4 DP 53541
1278	*Araucaria heterophylla*	Norfolk Island Pine	1	Park Avenue 17	Takapuna	Lot 1 DP 31988
1279	*Metrosideros excelsa*	Pōhutukawa	1	Park Avenue 25	Takapuna	Pt Lot 1 DP 30254
1280	*Metrosideros excelsa*	Pōhutukawa	2	Park Avenue 26	Takapuna	Lot 1 DP 28584

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1281	*Metrosideros excelsa*	Pōhutukawa	5	Park Avenue 27	Takapuna	Lot 8 DP 24352
1282	*Metrosideros excelsa*	Pōhutukawa	3	Park Avenue 30	Takapuna	Lot 2 DP 28584
1283	*Metrosideros excelsa*	Pōhutukawa	6	Park Avenue 32	Takapuna	Lot 4 DP 28584
1284	*Dacrycarpus dacrydioides, Dacrydium cupressinum*	Kahikatea, Rimu	3	Parr Terrace 18	Castor Bay	Lot 2 DP 66649
1286	*Agathis australis*	Kauri	1	Pemberton Avenue 37	Bayview	Lot 66 DP 82101
1287	*Dacrycarpus dacrydioides*	Kahikatea	1	Pemberton Avenue 100	Bayview	Lot 13 DP 177010
1285	*Agathis australis*	Kauri	1	Pemberton Avenue, (road reserve adjacent to #114)	Bayview	
2882	*Ulmus minor*	Smooth Elm	1	Pearn Place (Northcote Shopping Centre)	Bayview	
2883	*Dacrydium cupressinum, Podocarpus totara, Metrosideros excelsa, Quercus robur, Ginkgo biloba*	Rimu, Totara, Pōhutukawa, English Oak, Ginkgo	5	Peter Terrace 54	Castor Bay	Lot 5 DP 50583
2884	*Agathis australis*	Kauri	1	Pluto Place 17	Beach Haven	Lot 32 DP 69267
1291	*Vitex lucens*	Puriri	1	Princes Street 5A	Northcote Point	Lot 1 DP 165191
1292	*Vitex lucens*	Puriri	1	Princes Street 18	Northcote Point	Allotment 40 TN OF Woodside
1293	*Eucalyptus sp., Populus nigra var italica*	Gum (2), Lombardy Poplar (2)	4	Princes Street 25	Northcote Point	Lot 2 DP 59586
1294	*Populus nigra var italica*	Lombardy Poplar	4	Princes Street 27	Northcote Point	Pt Lot 1 DP 48203
1290	*Populus nigra var italica*	Lombardy Poplar	1	Princes Street 47	Northcote Point	Lot 1 DP 378871
1295	*Araucaria heterophylla, Phoenix canariensis, Vitex lucens*	Norfolk Island Pine, Canary Island Date Palm (2), Puriri	4	Princes Street 49	Northcote Point	Pt Allotment 31 PSH OF Takapuna
2933	*Metrosideros excelsa, Phoenix canariensis*	Pōhutukawa (3), Canary Island Date Palm (3)	6	Princes Street 73	Northcote Point	Princes Park Estate Lot 1 DP 157086
1288	*Metrosideros excelsa*	Pōhutukawa being on the land generally described as the eastern portion of all properties adjoining the existing or previous shoreline on the east side of Princes Street between Stokes Point and Beach Road and extending north to 79 Princes Street		Princes Street 1, 3, 5, 7, 9, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47A, 49, 53, 55, 59, 61, 69, 73, 75A, 79	Northcote Point	Lot 2 DP 24657, lot1 DP 24657, lot 1 DP 165191 and lot 2 DP 165191, lot 1 DP 161273 and lot 2 DP 161273, pt lot 63 TN of Woodside, lot 3 DP 59586, lot 2 DP 59586, pt lot 1 DP 48203, pt lot 54 DP 17457, pt lot 53 DP 17041, lot 1 DP 36247, lot 51 TN of Woodside, lot 1 DP 95088, pt lot 5 DP 35657, lot 3 DP 35657, lot 1 DP 130875, lot 2 DP 378871, pt lot 31 Parish of Takapuna, pt lot 30 Parish of Takapuna, pt lot 30 Parish of Takapuna, lot 3 DP 157086, lot 1 DP 157086, lot 3 DP 185455, lot 83 DP 4788
1289	*Podocarpus totara, Schinus molle, Vitex lucens, Metrosideros excelsa*	Totara, Pepper tree, Puriri (3), Pōhutukawa	6	Princes Street, (road reserve at the end of Princes St)	Northcote Point	
2881	*Vitex lucens, Metrosideros excelsa*	Puriri (2), Pōhutukawa (2)	4	Princes Street (road reserve between #25 and 35)	Northcote Point	
1296	*Vitex lucens*	Puriri	1	Prospect Terrace 5	Milford	Lot 1 DP 154148
1297	*Vitex lucens*	Puriri	1	Prospect Terrace 6	Milford	Lot 2 DP 61494
1298	*Metrosideros excelsa*	Pōhutukawa	1	Prospect Terrace 11	Milford	Lot 1 DP 43990
1299	*Metrosideros excelsa*	Pōhutukawa	6	Prospect Terrace 13	Milford	Lot 1 DP 153269
1303	*Araucaria heterophylla*	Norfolk Island Pine	1	Quebec Road 18	Milford	Lot 120 DP 8886
1307	*Phoenix canariensis*	Canary Island Date Palm	1	Queen Street 5	Northcote Point	Allotment 30 TN OF Woodside
1309	*Metrosideros excelsa, Quercus robur*	Pōhutukawa (5), English oak	Group	Queen Street 59	Northcote Point	Pt Allotment 30 PSH OF Takapuna
1310	*Metrosideros excelsa*	Pōhutukawa	1	Queen Street 80	Northcote Point	Lot 2 DP 66252
1311	*Phoenix canariensis, Vitex lucens*	Canary Island Date Palm (2), Puriri	3	Queen Street 97	Northcote Point	Lot 3 DP 45718

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1312	*Erythrina x sykesii*	Coral Tree	1	Queen Street 99	Northcote Point	Lot 1 DP 181913
1313	*Howea forsteriana*	Kentia Palm	1	Queen Street 113	Northcote Point	Lot 2 DP 1151
1314	*Araucaria heterophylla, Metrosideros excelsa*	Norfolk Island Pine, Pōhutukawa	2	Queen Street 118	Northcote Point	Pt Lot 1 DP 2133
1315	*Metrosideros excelsa, Magnolia grandiflora*	Pōhutukawa, magnolia	2	Queen Street 119	Northcote Point	Lot 1 DP 51072
1316	*Vitex lucens*	Puriri	1	Queen Street 152	Northcote Point	Lot 1 DEEDS T 19
1318	*Metrosideros excelsa*	Pōhutukawa	1	Queen Street 181	Northcote Point	Lot 1 DP 35147
1304	*Metrosideros excelsa*	Pōhutukawa	Group	Queen Street (road reserve between #1 and 17 on divided carriageway)	Northcote Point	
1305	*Metrosideros excelsa*	Pōhutukawa	1	Queen Street (road reserve between #32 & 38)	Northcote Point	
1306	*Metrosideros excelsa*	Pōhutukawa	1	Queen Street (reserve)	Northcote Point	Lot 2 DP 115604
2886	*Dacrycarpus dacrydiodes*	Kahikatea	1	Rae Road (Centennial Park Nature Trail – Tree 13 on the Kohekohe Track)	Campbells Bay	
1320	*Araucaria heterophylla*	Norfolk Island Pine	3	Raleigh Road 18	Northcote	Lot 8 DP 46419
1321	*Araucaria heterophylla*	Norfolk Island Pine	2	Raleigh Road 20	Northcote	Lot 7 DP 46419
1322	*Metrosideros excelsa*	Pōhutukawa	1	Raleigh Road 54	Northcote	Lot 3 DP 48661
1323	*Metrosideros excelsa*	Pōhutukawa	1	Raleigh Road 58	Northcote	Lot 2 DP 48661
1324	*Metrosideros excelsa, Vitex lucens*	Pōhutukawa, Puriri	3	Raleigh Road 60	Northcote	Lot 1 DP 48661
1325	*Metrosideros excelsa*	Pōhutukawa	1	Raleigh Road 92	Northcote	Pt Lot 1 DP 36204
1319	*Quercus robur, Torana Camira Mabo Vibe; Phoenix canariensis, Metrosideros excelsa*	English Oak, Canary Island Date Palm, Pōhutukawa	3	Raleigh Road (reserve)	Northcote	Lot 23 DP 72397
1326	*Quercus robur*	English Oak	5	Rame Road 22	Greenhithe	Lot 9 DP 157230
1327	*Quercus robur*	English Oak	2	Ranch Avenue (road reserve towards end of cul-de-sac) Beach Haven	Beach Haven	
1329	*Araucaria heterophylla*	Norfolk Island Pine	1	Rangatira Road 28A	Birkenhead	Lot 1 DP 400608
2887	*Metrosideros excelsa, Agathis australis*	Pōhutukawa (2), Kauri	3	Rangatira Road 142	Beach Haven	Pt Lot 1 DP 21747, Pt Lot 2 DP 21747
1336	*Elaeocarpus dentatus*	Hinau	1	Rangatira Road (reserve at end of road)	Birkenhead	Lot 1 DP 120844
1328	*Agathis australis, Dacrycarpus dacrydioides*	Kauri, Kahikatea	2	Rangatira Road	Birkenhead	Lot 2 DP 14492
1330	*Araucaria heterophylla*	Norfolk Island Pine	2	Rangitoto Terrace 27	Milford	Lot 4 DP 7578
1331	*Araucaria heterophylla*	Norfolk Island Pine	2	Rangitoto Terrace 29	Milford	Lot 3 DP 7578
1332	*Metrosideros excelsa*	Pōhutukawa	5	Rarere Road 10	Hauraki	Lot 2 DP 37560
1333	*Metrosideros excelsa*	Pōhutukawa	2	Rata Road 8	Devonport	Pt Lot 1 DP 1791
1334	*Metrosideros excelsa*	Pōhutukawa	2	Rata Road 12	Devonport	Lot 4 DP 3244
1335	*Metrosideros excelsa*	Pōhutukawa	2	Rata Road 14	Devonport	Lot 5 DP 3244
1337	*Phoenix canariensis*	Canary Island Date Palm	2	Rawene Road 4 -6	Birkenhead	Lot 1 DP 91962
1338	*Quercus robur*	English Oak	1	Rawene Road 58	Birkenhead	Pt Lot 44 DEEDS R358
1273	*Vitex lucens*	Puriri	1	Richmond Avenue 5	Northcote Point	Pt Lot 87 DP 712
1341	*Podocarpus totara, Metrosideros excelsa*	Totara, Pōhutukawa	2	Richmond Avenue 8	Northcote Point	Pt Lot 51 DP 343
1342	*Podocarpus totara*	Totara	1	Richmond Avenue 10	Northcote Point	Pt Lot 51 DP 343

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ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
1343	*Vitex lucens, Phoenix canariensis, Quercus robur*	Puriri, Canary Island Date Palm (2), English oak (3)	6	Richmond Avenue 21	Northcote Point	Lot 1 DP 81174
1344	*Quercus robur*	English Oak	1	Richmond Avenue 31	Northcote Point	Lot 61 DP 712
1345	*Magnolia grandiflora*	Magnolia	1	Richmond Avenue 38	Northcote Point	Pt Lot 34 DP 343
1340	*Metrosideros excelsa*	Pōhutukawa	1	Richmond Avenue (road reserve outside #38)	Northcote Point	
1346	*Dacrycarpus dacrydioides*	Kahikatea	1	Ridge Road 363 (reserve)	Paremoremo	Allotment 477 PSH OF Paremoremo
1347	*Quercus robur*	English Oak	1	Rodney Road 19	Northcote Point	Lot 1 DP 123059
2888	*Metrosideros excelsa, Vitex lucens*	Pōhutukawa, Puriri	2	Roseberry Avenue 8	Birkenhead	Lot 1 DP 62798
2995	*Quercus palustris*	Swamp Spanish Oak	4	Rosedale Road 320	Rosedale	SECT 1 SO 68325, SECT 1 SO 68566, SECT 2 SO 68566, Lot 106 DP 183218, Pt Allot 133 Parish of PAREMOREMO, Pt Allot 653 Parish of PAREMOREMO, SECT 1 SO 444799, SECT 4 SO 444799, Lot 3 DP 180979, Lot 4 DP 180979
1348	*Metrosideros excelsa*	Pōhutukawa	1	Russell Street 24	Stanley Point	Lot 1 DP 87752
2891	*Pinus ayacahuite*	Mexican White Pine	1	Salamanca Road (road reserve adjacent to #42)	Sunnynook	
2892	*Quercus robur, Podocarpus totara, Plantanus x acerifolia*	English Oak (6), Totara, London Plane Tree (2)	9	Salisbury Road 10	Birkdale	Lot 129 DP 1375
1352	*Quercus robur*	English Oak	1	Saltburn Road (road reserve on corner of Saltburn & Frater Ave)	Milford	
1351	*Metrosideros excelsa*	Pōhutukawa	1	Saltburn Road (road reserve adjacent to #20)	Milford	
1353	*Metrosideros excelsa*	Pōhutukawa	5	Sampson Lane 4	Northcote	Lots 2 & 3 DP 372284
2893	*Metrosideros excelsa*	Pōhutukawa	1	Sampson Lane 5	Northcote	Lot 3 DP 372284
2895	*Metrosideros excelsa*	Pōhutukawa	1	Sanders Avenue 12A	Takapuna	Lot 2 DP 47884
1355	*Metrosideros excelsa*	Pōhutukawa	1	Sanders Avenue 29	Takapuna	Lot 15 DP 4406
1356	*Metrosideros excelsa*	Pōhutukawa	1	Sanders Avenue 31	Takapuna	Lot 16 DP 4406
1357	*Metrosideros excelsa*	Pōhutukawa	1	Sanders Avenue 33	Takapuna	Lot 17 DP 4406
2896	*Sophora tetraptera*	Kowhai	Group	Sanders Road 142-178 (coastal remnant on reserve)	Paremoremo	
1354	*Metrosideros excelsa*	Pōhutukawa	3	Sanders Avenue (road reserve adjacent to #34 & 35)	Takapuna	
1359	*Erythrina x sykesii, Podocarpus totara*	Coral Tree, Totara	2	Seaview Avenue 2	Northcote	Lot 2 DP 103303
1360	*Metrosideros excelsa*	Pōhutukawa	1	Seaview Avenue 9	Northcote	Lot 1 DP 434021
1361	*Dacrydium cupressinum, Magnolia soulangeana*	Rimu (2), Chinese Magnolia	3	Seaview Avenue 24	Northcote	Lot 1 DP 191332
1358	*Metrosideros excelsa*	Pōhutukawa	6	Seaview Avenue 29,31, 33, 41, 41C.	Northcote	Lot 2 DP 111588, Lot 1 DP 111588, Lot 8 DP 23839, Lot 3 DP 111588, Lot 25 DEEDS T 57, Pt Lot 24 DEEDS T 57, Lot 1 DP 407784
1362	*Eucalyptus sp.*	Gum	1	Selwyn Crescent 11	Forrest Hill	Lot 2 DP 51864
1364	*Podocarpus totara*	Totara	1	Shakespeare Road 145	Milford	Lot 2 DP 31337
1365	*Quercus suber*	Cork Oak	1	Shakespeare Road 173	Milford	Lot 2 DP 49678
1363	*Quercus robur*	English Oak	1	Shakespeare Road (road reserve outside # 76)	Milford	
2929	*Metrosideros excelsa*	Pōhutukawa	Groups	Sharon Road (road reserve at #2-6, 22-29, 32-34, 52, 56) and Beach Road (road reserve outside #899)	Waiake	
2899	*Rhopalostylis sapida*	Nikau	3	Sispara Place 37B	Beach Haven	Lot 3 DP 73362

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1366	*Dacrycarpus dacrydioides*	Kahikatea	1	Sovereign Place 1	Glenfield	Lot 206 DP 57285
1350	*Metrosideros excelsa*	Pōhutukawa	1	St Aubyn Street 3	Devonport	Lot 2 DP 30684
1368	*Vitex lucens*	Puriri	1	Stafford Road 16	Northcote Point	Pt Lot 71 DP 712
1369	*Podocarpus totara*	Totara	1	Stafford Road 17	Northcote Point	Lot 1 DP 46339
1367	*Metrosideros excelsa*	Line of 26 Pōhutukawa	Group	Stafford Road (eastern end of Stafford Park),	Northcote Point	Lot 1 DP 197106
1370	*Vitex lucens, Podocarpus totara*	Puriri, Totara	3	Stanaway Street 15	Hillcrest	Lot 6 DP 80571
2930	*Quercus robur*	English Oak	1	Stanaway Street 20	Hillcrest	Lot 12 DP 52228
1371	*Podocarpus totara*	Totara	1	Stanaway Street (road reserve outside #13)	Hillcrest	
1372	*Araucaria heterophylla*	Norfolk Island Pine	1	Stanley Point Road 6	Stanley Point	Lot 3 DP 17483
1373	*Araucaria heterophylla*	Norfolk Island Pine	1	Stanley Point Road 7	Stanley Point	Lot 2 DP 13724
1374	*Cinnamomum camphora, Metrosideros excelsa*	Camphor Laurel, Pōhutukawa (3)	4	Stanley Point Road 25	Stanley Point	Lot 1 DP 47549
1375	*Vitex lucens*	Puriri	1	Stanley Point Road 37	Stanley Point	Lot 1 DP 58460
2927	*Agathis australis*	Kauri	1	Stanley Point Road 37A	Stanley Point	Lot 1 DP 55250 C.T 7A/59
1378	*Araucaria heterophylla*	Norfolk Island Pine	1	Stanley Point Road 102	Stanley Point	Lot 1 DP 25872
1376	*Podocarpus totara, Magnolia grandiflora*	Totara, Magnolia	2	Stanley Point Road 67	Stanley Point	Pt Lot 3 DP 3651
1377	*Araucaria heterophylla, Metrosideros excelsa*	Norfolk Island Pine, Pōhutukawa	2	Stanley Point Road 85A	Stanley Point	Pt Lot 5 DP 16607
2900	*Quercus suber*	Cork Oak	1	Stanley Point Road 96 (Blair Park Reserve)	Stanley Point	Lot 4 DP 25872
2889	*Vitex lucens*	Puriri	1	St Peters Street 20	Northcote	Lot 19 DP 51823
2890	*Populus sp.*	Poplar	2	St Peters Street, 38 (Tuff Crater Reserve)	Northcote	
1384	*Podocarpus totara, Dacrycarpus dacrydioides, Vitex lucens*	Totara, Kahikatea, Puriri	3	Sunnybrae Road 36A	Hillcrest	Pt Lot 6 DP 72555
1257	*Metrosideros excelsa*	Pōhutukawa	1	Sunnybrae & Northcote Roads (road reserve on northwestern corner of the intersection)	Northcote	Legal Road SO 473441
1385	*Platanus x acerifolia*	London Plane	3	Sunnyfield Crescent 4	Glenfield	Lot 39 DP 46114
2901	*Metrosideros excelsa*	Pōhutukawa	1	Sunnyhaven Avenue 28	Beach Haven	Pt Lot 14 DP 42517
2904	*Eucalyptus maculata*	Gum	1	Sunnynook Road (reserve – Sunnynook Park)	Sunnynook	Pt Lot 237 DP 64113
2902	*Metrosideros excelsa, Quercus robur*	Pōhutukawa (29), English Oak	30	Sunrise Avenue 37-49	Mairangi Bay	Part Allot NW 195 PSH OF Takapuna
2903	*Vitex lucens, Sophora tetraptera*	Puriri, Kowhai	2	Sunrise Avenue 55	Mairangi Bay	Lot 1 DP 39249

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1154	*Metrosideros excelsa*	Pōhutukawa being on the land between the motorway and the properties on the east side of Sylvan Avenue		Sylvan Avenue 23, 25, 27, 29, 33, 35, 37, 39, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 2/69, 71, 73, 75, 77, 79, 81A,	Northcote	Lot 1 DP 182890, lot 29 DP 212248, lot 28 DP 212248, lot 27 DP 212248 and pt lot 26 DP 212248, lot 1 DP 165276, lot 24 DP 212248, lot 25 DP 212248, lot 22 DP 212248 and pt lot 75 DP 212248, lot 21 DP 212248, lot 20 DP 212248, lot 19 DP 212248, lot 18 DP 212248, lot 17 DP 212248, lot 16 DP 212248, lot 15 DP 212248, lot 14 DP 212248, lot 13 DP 212248, lot 12 DP 212248, lot 11 DP 212248, lot 1 DP 163551, lot 3 DP 163551, lot 1 DP 137820, lot 7 DP 212248, lot 6 DP 212248, lot 5 DP 212248, lot 4 DP 212248, lot 2 DP 37949, lot 1 DP 37949
1386	*Corynocarpus laevigatus*	Karaka (grove)		Sylvan Park Avenue (reserve land between Fenwick Ave and Sylvan Park Ave, along lake front)	Takapuna	Pt Lot 3 DP 1381, Pt Lot 86 DP 657, Allotment 317 PSH OF Takapuna, Pt Lot 4 DP 1381, Lot 12 DP 7524, Lot 2 DP 137413, Lot 13 DP 7524, Lot 15 DP 7533, Pt Lot 86 DP 657 Lot 11 DP 7524, Lot 16 DP 7533, Lot 14 DP 7524, Pt Lot 6 ALLT 86 PSH OF Takapuna
2908	*Quercus palustris*	Pin Oak	1	Taharoto Road 6-8	Takapuna	Part Lot 1 DP 4553
1387	*Vitex lucens*	Puriri	1	Tainui Road 27	Devonport	Lot 75 DEEDS T 1
1388	*Liquidambar styraciflua*	Liquidambar	1	Tainui Road 35	Devonport	Pt Lot 1 DEEDS T 41
1389	*Liriodendron tulipifera*	Tulip Tree	1	Tainui Road 37	Devonport	Lot 1 DP 388394
1390	*Metrosideros excelsa*	Pōhutukawa	3	Tainui Road 47 and 49	Devonport	Lots 8 & 9 DP 6646
1391	*Ginkgo biloba, Metrosideros excelsa*	Maidenhair Tree, Pōhutukawa (2)	3	Tainui Road 53	Devonport	Pt Lot 6 DP 6646
1392	*Quercus robur*	English Oak	1	Telephone Road 23	Birkenhead	Lot 13 DP 89170
2909	*Quercus robur*	English Oak	1	Telephone Road 29	Birkenhead	Lot 2 DP 73425
1393	*Sequoia sempervirens*	California Redwood	1	The Avenue 3	Albany	Lot 2 DP 183474
1394	*Araucaria heterophylla*	Norfolk Island Pine	1	The Avenue 41	Albany	Lot 1 DP 141348
1395	*Metrosideros excelsa*	Pōhutukawa	1	The Esplanade 3 (reserve)	Castor Bay	Pt Lot 1 DP 58024
1396	*Cupressus macrocarpa*	Monterey Cypress	1	The Promenade 5	Takapuna	Lot 4 DP 170538
1397	*Metrosideros excelsa*	Pōhutukawa	13	The Promenade 7 (part of the Sacred Grove of Pōhutukawa)	Takapuna	Lot 3 DP 167963, Lot 3 DP 98618, Pt Lot 5 DP 30813, Pt Section 1 Blk III Rangitoto SD, Allotment 581 PSH OF Takapuna, Lot 2 DP 183331, Lot 3 DP 106525 Lot 3 DP 18295, Lot 2 DP 310793, Lot 5 DP 310793, Lot 3 DP 107860, Lot 1 DP 310793
1398	*Araucaria heterophylla*	Norfolk Island Pine	1	The Strand 6-10	Takapuna	Pt Lot 15 DP 4872
1407	*Metrosideros excelsa*	Pōhutukawa	1	The Strand 41	Takapuna	Pt Lot 6 DP 30813
1408	*Metrosideros excelsa*	Pōhutukawa	1	The Strand 45	Takapuna	Pt Lot 4 DP 30813

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1409	*Metrosideros excelsa*	Pōhutukawa	10	The Strand 47	Takapuna	Lot 1 DP 183331
1399	*Metrosideros excelsa, Araucaria heterophylla*	Pōhutukawa (15), Norfolk Island Pine (3)	18	The Strand (reserve)	Takapuna	Pt Lot 2 DP 121049
1400	*Metrosideros excelsa*	Pōhutukawa	1	The Strand (reserve)	Takapuna	Pt Lot 6 DP 121049
1401	*Metrosideros excelsa, Araucaria heterophylla*	Pōhutukawa (4), Norfolk Island Pine	5	The Strand (reserve)	Takapuna	Pt Lot 3 DP 121049
1402	*Metrosideros excelsa*	Pōhutukawa	3	The Strand (reserve)	Takapuna	Pt Lot 7 DP 121049
1403	*Metrosideros excelsa*	Pōhutukawa	2	The Strand (reserve)	Takapuna	Pt Lot 5 DP 121049
1404	*Metrosideros excelsa*	Pōhutukawa	3	The Strand (reserve)	Takapuna	Pt Lot 22 DP 4872
1405	*Metrosideros excelsa*	Pōhutukawa	1	The Strand (reserve)	Takapuna	Pt Lot 1 DP 121049
1406	*Metrosideros excelsa*	Pōhutukawa	1	The Strand (reserve)	Takapuna	Lot 4 DP 170281
1410	*Vitex lucens, Metrosideros excelsa*	Puriri, Pōhutukawa	2	The Terrace 2	Takapuna	Lot 1 DP 517024
1411	*Eucalyptus sp.*	Gums	Group	The Warehouse Way (reserve)	Northcote	Pt Allotment 601 PSH OF Takapuna
1412	*Podocarpus totara*	Totara	1	Tiri Road 8	Milford	Lot 4 DP 7514
1414	*Vitex lucens, Dysoxylum spectabile*	Puriri (2), Kohekohe	3	Totara Grove 1	Hillcrest	Lot 5 DP 80571
1415	*Podocarpus totara*	Totara	1	Totara Grove 5	Hillcrest	Lot 3 DP 80571
1413	*Podocarpus totara, Corynocarpus laevigatus*	Totara (11), Karaka	12	Totara Grove (road reserve outside #1, 2, 3 & 5)	Hillcrest	
1416	*Ficus macrophylla*	Moreton Bay Fig	1	Tramway Road 55	Beach Haven	Lot 4 DP 125523
1417	*Podocarpus totara, Metrosideros excelsa*	Totara, Pōhutukawa	2	Tudor Street 10	Devonport	Lot 1 DP 103748
1419	*Podocarpus totara*	Totara	2	Tudward Glade 12	Hillcrest	Lot 13 DP 54371
1418	*Podocarpus totara*	Totara	1	Tudward Glade (road reserve on roundabout opposite #12)	Hillcrest	
1420	*Metrosideros excelsa*	Pōhutukawa	1	Tui Street 2	Devonport	Lot 57 DEEDS T 1
1421	*Metrosideros excelsa/Metrosideros robusta*	Rata Hybrid	1	Upper Harbour Drive 278	Greenhithe	Lot 1 DP 199096
2991	*Eucalyptus nicholii*	Willow peppermint gum	1	Uppingham Crescent 23	Hillcrest	Lot 1 DP 97258
1422	*Metrosideros excelsa*	Pōhutukawa	1	Valhalla Drive 24	Beach Haven	Lot 38 DP 52814
1424	*Trachaecarpus fortunei, Howea forsteriana*	Windmill Palm, Kentia Palm	2	Vauxhall Road 32	Devonport	Lot 1 DP 82091
1425	*Cupressus sempervirens gracilis, Vitex lucens*	Fine Leaf Italian Cypress, Puriri	2	Vauxhall Road 59	Devonport	Lot 1 DP 105473
1426	*Magnolia grandiflora*	Magnolia	1	Vauxhall Road 75	Devonport	Lot 8 DEEDS T 6
1423	*Ficus macrophylla*	Moreton Bay Fig	1	Vauxhall Road (reserve)	Narrow Neck	Section 3 SO 69845
1427	*Ficus macrophylla, Phoenix canariensis, Quercus ilex*	Moreton Bay Figs (2) , Canary Island Date Palms (13), Holm Oak (1)	16	Victoria Road, Devonport	Devonport	Lot 2 DP 110322
1429	*Quercus robur*	English Oak	4	Vincent Road 6A	Northcote Point	Lot 1 DP 143051
2910	*Podocarpus totara*	Totara	1	Vinewood Drive (Wharf Reserve – on public land at the end of the point on Wharf Reserve)	Albany	Lot 1 DP 182728
1433	*Metrosideros excelsa*	Pōhutukawa	1	Waimana Avenue 10 & 12	Northcote Point	Lot 23 DEEDS T 36/2
1430	*Metrosideros excelsa*	Pōhutukawa being on the land between the existing dwellings and the shoreline of properties on the eastern side of Waimana Avenue	Group	Waimana Avenue 13, 15, 17, 19, 21, 23, 25, 27, 29, 31	Northcote Point	Lot 2 DP 124173 and lot 3 DP 124173, lot 1 DP 124173, lot 8 Deeds T 36/2, lot 2 DP 90972 and lot 3 DP 90972, lot 1 DP 90972, lot 5 Deeds T 36/2, lot 4 Deeds T 36/2, lot 3 Deeds T 36/2, lot 2 DP 50214, lot 1 DP 50214

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1431	*Metrosideros excelsa*	Pōhutukawa	1	Waimana Avenue (road reserve adjacent to #15 & 17)	Northcote Point	
1432	*Platanus x acerifolia*	London Plane	1	Waimana Avenue (road reserve adjcacent to #33 & 35)	Northcote Point	
1435	*Phoenix canariensis*	Phoenix Palm	2	Waipa Street 11	Birkenhead	Lot 1 DP 132698
1436	*Grevillea robusta, Aesculus hippocastanum, Vitex lucens*	Silky Oak, Sweet Chestnut, Puriri, Pōhutukawa	5	Wairau Road (road reserve outside #334)	Glenfield	
1437	*Quercus robur*	English Oak	2	Waterloo Road 17	Milford	Lot 1 DP 129419
1438	*Podocarpus totara*	Totara	1	Waterview Road 14	Stanley Point	Lot 29 DP 2430
2914		Grove of native trees containing Pohutukawa, Totara, Karaka, Rata, Puriri	Group	Waterview Road 16 & 18	Stanley Point	Lots 1 & 2, DP 438465
2913	*Dacrydium cupressinum*	Rimu	1	Weldene Avenue 29	Glenfield	Lot 31 DP 49824
1439	*Agathis australis*	Kauri	1	Westbourne Road 11	Murrays Bay	Lot 39 DP 13312
1440	*Metrosideros excelsa*	Pōhutukawa	3	William Street 15	Takapuna	Lot 2 DP 38971
1441	*Metrosideros excelsa*	Pōhutukawa	1	William Street 17	Takapuna	Lot 4 DP 160923
1442	*Metrosideros excelsa*	Pōhutukawa	3	William Street 21	Takapuna	Lot 3 DP 160923
1443	*Metrosideros excelsa*	Pōhutukawa	1	William Street 25	Takapuna	Lot 1 DP 22771
1444	*Vitex lucens, Araucaria heterophylla, Podocarpus totara, Quercus robur*	Puriri (2), Norfolk Island Pine, Totara, English Oak	5	Williamson Avenue 44	Belmont	Lot 40 DP 37086
1445	*Metrosideros excelsa*	Pōhutukawa	2	Winscombe Street 14	Belmont	Lot 6 DP 29654
1446	*Araucaria heterophylla*	Norfolk Island Pine	1	Woodside Avenue 18	Northcote	Lot 1 DP 80227
1447	*Dacrycarpus dacrydioides*	Kahikatea	Group	Wyvern Place 3	Glenfield	Lot 18 DP 64517
1448	*Dacrycarpus dacrydioides*	Kahikatea	Group	Wyvern Place 5	Glenfield	Lot 17 DP 64517
2918	*Sophora tetraptera*	Kowhai	1	Zion Road 14A	Birkenhead	Lot 1 DP 428657

Papakura

ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
2222	*Podocarpus totara*	Totara	1	Averill Street 6	Papakura	Lot 2 DP 326191
2262	*Podocarpus totara*	Totara	1	Beach Road 4	Takanini	Lot 1 DP 183354
2238	*Magnolia*	Magnolia grandiflora	1	Bunnythorpe Road 13 (Southern side of site)	Papakura	Lot 7 DP 48695
2275	*Dacrydium cupressinum, Dacrycarpus dacrydioides, Corynocarpus laevigatus*	Native group containing Rimu, Kahikatea, Karaka	Group	Bushlands Place 9	Papakura	Lot 9 DP 55833
2274	*Dacrydium cupressinum, Prumnopitys ferrugitea*	Rimu, Miro	2	Butterworth Avenue 1A	Papakura	LOT 3 DP 556140, 1/2 SH LOT 4 DP 556140
2235	*Podocarpus totara, Dacrydium cupressinum, Knightia excelsa, Agathis australis*	Totara (2), Rimu (1), Rewarewa, (1), Kauri (3)	7	Butterworth Avenue 5 & 7	Papakura	Lot 4 DP 38748, Lot 247637
2236	*Dacrydium cupressinum*	Rimu	1	Butterworth Avenue 6	Papakura	Lot 2 DP 55962
2244	*Dacrydium cupressinum, Vitex lucens*	Rimu,Puriri	2	Butterworth Avenue 7A	Papakura	Lot 1 DP 47637
2245	*Dacrydium cupressinum, Beilschmiedia tarairi, Vitex lucens, Knightia excelsa*	Native group containing Rimu, Taraire, Puriri, Rewarewa	Group	Butterworth Avenue 13A	Papakura	Lot 2 DP 48827
2246	*Dacrydium cupressinum, Beilschmiedia tarairi, Vitex lucens, Knightia excelsa*	Native group containing Rimu, Taraire, Puriri, Rewarewa	Group	Butterworth Avenue 15	Papakura	Lot 3 DP 48827
2249	*Podocarpus totara, Dacrydium Cypressiunum*	Totara (3), Rimu (2)	5	Butterworth Avenue 17A	Papakura	Lot 1 DP 57438
2248	*Dacrydium cupressinum, Knightia excelsa*	Native group containing Rimu, Rewarewa	Group	Butterworth Avenue 17B	Papakura	Lot 2 DP 77403
2250	*Dacrydium cypressinum*	Rimu	2	Butterworth Avenue 19	Papakura	Lot 3 DP 169396
2251	*Prumnopitys ferrugitea*	Miro	1	Butterworth Avenue 23	Papakura	Lot 4 DP 20141
2252	*Dacrydium cupressinum, Prumnopitys ferrugitea*	Rimu, Miro (2)	3	Butterworth Avenue 25	Papakura	Lot 1 DP 158577
2272	*Corynocarpus laevigatus, Podocarpus totara, Vitex lucens, Prumnopitys ferrugitea*	Native group containing Karaka, Totara, Puriri, Miro	Group	Butterworth Avenue 27	Papakura	Lot 2 DP 158577
2273	*Podocarpus totara, Vitex lucens, Prumnopitys ferrugitea*	Native group containing Totara, Puriri, Miro	Group	Butterworth Avenue 27A	Papakura	Lot 3 DP 158577
2271	*Prumnopitys taxifolia*	Matai	1	Butterworth Avenue, 29	Papakura	Lot 3 DP 66269
2242	*Prumnopitys ferrugitea, Alectryon excelsus*	Miro, Titoki, Kauri	4	Butterworth Avenue 31 (south western corner)	Papakura	Lot 4 DP 66269
2190	*Prumnopitys ferrugitea, Dacrydium cupressinum*	Miro, Rimu	2	Butterworth Avenue (road reserve on intersection with Great South Road)	Papakura	
2196	*Olea sp*	Olive	1	Clevedon Road 2-4	Papakura	Lot 3 DP 17046
2226	*Juniperus sp.Cypress sp.*	Juniper, Cypress	2	Clevedon Road 40	Papakura	Lot 19 DP 56603
2257	*Podocarpus totara, Dacrydium cupressinum*	Totara, Rimu	2	Clevedon Road 935	Ardmore	Lot 900 DP 521332
2264	*Quercus spp.*	Oak	1	Coles Crescent 2	Papakura	Lot 2 DP 22825
2192	*Podocarpus totara*	Totara	2	Coles Crescent 35	Papakura	Allotment 4 SECT 2 VILL OF Papakura
2225	*Ulmus sp.,Podocarpus totara, Ginkgo biloba*	Elms (3), Totara (1), Gingko (1)	5	Coles Crescent 38 (southern boundary)	Papakura	Pt Lot 2 DP 30968
2198	*Quercus spp.*	Oak	1	Creek Street 38	Drury	Lot 3 DP 84913

Papakura

ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
2221	*Quercus spp.*	Oak	1	East Street 62	Papakura	Lot 4 DP 40302
2241	*Phoenix canariensis*	Phoenix Palm	4	East Street (road reserve)	Drury	
2229	*Ginkgo biloba*	Gingko	1	Edmund Hillary Avenue 19 (Eastern corner of site)	Papakura	Lot 1 DP 367149
2205	*Quercus spp.*	Oak	1	Gills Avenue (road reserve outside #24)	Papakura	
2984	*Dacrydium cupressinum*	Kahikatea	1	Golding Road 162	Pukekohe	Lot 5 DP 437089
2254	*Podocarpus totara*	Totara	1	Great South Road 1/10	Papakura	Lot 5 DP 42041
2253	*Dacrydium cypressinum*	Rimu	1	Great South Road 1/14	Papakura	Lot 1 DP 81371
2255	*Cupressus sempervirens*	Italian Cypress	1	Great South Road 27A	Papakura	Lot 2 DP 309458
2212	*Quercus spp.*	Oak	1	Great South Road 30	Takanini	Pt Lot 2 DP 41239
2211	*Podocarpus totara*	Totara	1	Great South Road 48	Papakura	Lot 1 DP 76055
2234	*Podocarpus totara*	Totara	3	Great South Road 56	Papakura	Lot 2 DP 30371
2215	*Phoenix canariensis*	Phoenix Palm	2	Great South Road 67	Papakura	Pt Lot 14 DP 22333
2267	*Podocarpus totara*	Totara	1	Great South Road 154	Takanini	Pt Lot 53 DP 9255
2210	*Dacrydium cupressinum, Agathis australis, Phoenix canariensis, Quercus spp.*	Rimu, Kauri, Phoenix Palm, Oaks		Great South Road 254 (front of Papakura Courthouse)	Papakura	Allotment 202 SECT 11 VILL OF Papakura
2206	*Phoenix canariensis*	Phoenix Palm	2	Great South Road 278 (reserve – Memorial Reserve Corner)	Papakura	Allotment 115 SECT 11 VILL OF Papakura
2209	*Eucalyptus phoenicea*	Scarlet Gums	Group	Great South Road 298 (Cemetery frontage)	Papakura	Allotment 24 SECT 10 VILL OF Papakura
2224	*Jacaranda mimosaefolia,Vitex lucens*	Jacaranda, Puriri	2	Great South Road 335	Papakura	Lot 2 DP 28562
2213	*Agathis australis*	Kauri	1	Great South Road 337-339	Papakura	Lot 10 DP 40302
2208	*Platanus spp.*	Plane	1	Great South Road 345R (reserve)	Papakura	Lot 7 DP 40302
2278	*Beilschmiedia tarairi, Rhopalostylis sapida,, Dacrydium cupressinum, Corynocarpus laevigatus, Knightia excelsa, Podocarpus totara*	Native group containing Taraire, Nikau, Rimu, Karaka, Rewarewa, Totara	Group	Great South Road 346	Papakura	Lot 2 DP 166508
2227	*Phoenix canariensis*	Phoenix Palm	1	Great South Road 355	Papakura	Lot 10 DP 18831
2217	*Dacrycarpus dacrydioides, Dacrydium cupressinum, Prumnopitys ferrugitea, Alectryon excelsus, Agathis australis, Podocarpus totara*	Native group containing Kahikatea, Rimu, Miro, Titoki, Kauri and Totara	Group	Great South Road 360 to 368	Papakura	Lot 25 DP 52645, Lot 1 DP 485083, Lot 1 DP 60598, Lot 1 DP 94790, Lot 2 DP 110484, Lot 26 DP 52645
2218	*Podocarpus totara*	Totara	7	Great South Road 365-367	Papakura	Lot 1 DP 143607
2216	*Quercus spp.*	Oak	1	Great South Road 414	Papakura	Lot 13 DP 59608
2214	*Metrosideros excelsa*	Pōhutukawa	1	Great South Road 2/423	Papakura	Lot 5 DP 42996
2197	*Cupressus macrocarpa 'Aurea'*	Golden Cypress	1	Great South Road, Takanini	Takanini	

Papakura

ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
2207	*Podocarpus totara*	Totara	1	Great South Road (road reserve outside #48)	Papakura	
2642	*Quercus robur*	Oak	1	Great South Road (road reserve between Victoria Street and Great South Road on-ramp)	Drury	Stopped Road Survey Office Plan 47602
2263	*Quercus canariensis*	Algerian Oak	1	Grove Road 121	Takanini	Sec 9 SO 495218
2285	*Araucaria heterophylla*	Norfolk Island Pine	5	Hayfield Way (road reserve on south side between Oakland Road & roundabout)	Hingaia	
2957	*Platanus acerifolia*	London Plane	19	Hinau Road (road reserve)	Karaka	
2284	*Podocarpus totara*	Totara	1	Hingaia Road 189R (reserve)	Hingaia	Section 1 SO 436222
2283	*Dacrydium cupressinum, Araucaria heterophylla, Platanus acerifolia*	Rimu, Norfolk Island Pine (2), London Planes (2)	5	Hingaia Road 205	Hingaia	Section 2 SO 436222
2286	*Dicksonia squarrosa*	Tree Fern		Kopuahingahinga Island (western side)	Hingaia	Lot 1 DP 196443
2277	*Dacrycarpus dacrydioides*	Kahikatea	1	Liverpool Street 23	Papakura	Lot 33 DP 28657
2189	*Eucalyptus spp*	Gum	1	Liverpool Street (road reserve near intersection with Great South Road)	Papakura	
2265	*Quercus spp.*	Oak	2	Manuroa Road 15	Takanini	Lot 1 DP 129107
2268	*Podocarpus totara, Dacrydium cupressinum*	Totara, Rimu	2	Marne Road 16	Papakura	Allotment 178 SECT 11 VILL OF Papakura
2220	*Quercus spp.*	Oak	1	Marne Road 22	Papakura	Lot 175 DP 37368
2194	*Quercus spp.*	Oak	1	Marne Road 34R	Marne Road	Section 1 SO 66339
2232	*Rhododendron sp, Agathis australis*	Rhododendrons, Kauri	3	Marne Road 39	Papakura	Lot 1 DP 180227
2276	*Dacrydium cupressinum, Dacrycarpus dacrydioides*	Rimu, Totara	2	McCall Place 4	Papakura	Lot 4 DP 55962
2231	*Agathis australis*	Kauri	1	Onslow Road 16	Papakura	Lot 1 DP 333224
2269	*Ulmus glabra*	Elm	1	Orion Street 13	Papakura	Lot 70 DP 56231
2287	*Metrosideros excelsa*	Pōhutukawa	1	Severina Drive 1R (Pararēkau Island, (eastern end, esplanade reserve)	Hingaia	Lot 703 DP 577805
2270	*Quercus spp.*	Oak	1	Parkhaven Drive 38	Papakura	Lot 57 DP 428848
2281	*Magnolia grandiflora*	Magnolia	1	Popes Road 149	Takanini	Lot 9 DP 65466
2219	*Dacrydium cupressinum*	Rimu	1	Prictor Street 1/2	Papakura	Lot 85 DP 19992
2239	*Quercus spp.*	Oak	1	Railway Street West (road reserve outside #17)	Papakura	
2195	*Quercus spp.*	Oak	1	Ron Keat Drive (road reserve outside Marne Park clubrooms)	Papakura	
2958	*Agathis australis*	Kauri	1	Sapwood Crescent 27	Takanini	Lot 27 DP 515143
2193	*Quercus spp.*	Oak	3	Settlement Road 50 (south side)	Papakura	Allotment 84 SBSC 1 PSH OF Opaheke
2233	*Fagus sylvatica*	Copper Beech	2	Settlement Road 110	Papakura	Lot 1 DP 70398

Papakura

ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
2240	*Phoenix canariensis*	Phoenix Palm	1	Settlement Road (road reserve outside #24)	Papakura	
2243	*Podocarpus totara*	Totara	3	Smiths Avenue 18	Papakura	Lot 74 DP 54706
2200	*Quercus spp.*	Oak	Group	Smiths Avenue 18R (reserve – Smiths Avenue Reserve)	Papakura	Lot 73 DP 54706
2986	*Dacrycarpus dacrydioides*	Kahikatea	12	Station Road 240	Pukekohe	Lot 1 DP 443991
2223	*Quercus spp.*	Oak	1	Subway Road (road reserve on corner opposite railway)	Papakura	
2282	*Dacrycarpus dacrydioides*	Kahikateas		Sutton Road 205 (adjoining Sutton	Drury	Lot 5 DP 138875
2260	*Podocarpus totara*	Totara	1	Takanini Road 43	Takanini	Lot 1 DP 185435
2261	*Podocarpus totara*	Totara	2	Takanini Road 2/45	Takanini	Lot 2 DP 183354
2237	*Quercus spp.*	Oak	1	Union Street 22	Papakura	Lot 213 DP 15490
2188	*Quercus spp.*	Oak (Memorial)	1	Wood Street 57R (reserve – Central Park Reserve)	Papakura	Allot 205 Sec 11 Vill Papakura
2201	*Quercus spp.*	Oak	1	Wood Street 69 (reserve)	Papakura	Lot 1 DP 174166
2985	*Dacrycarpus dacrydioides, Dacrydium cupressinum, Prumnopitys taxifolia*	Kahikatea (1), Rimu (4), Matai (1)	6	Yates Road 27	Pukekohe	Lot 1 DP 62593
2256	*Lquidambar styraciflua, Liriodendron tulipfera*	Liquidambar, Tulip	2	Youngs Road 6	Papakura	Lot 2 DP 94471
2228	*Magnolia sp, Podocarpus totara*	Magnolia,Totara	2	Youngs Road 8	Papakura	Lot 1 DP 314786
2247	*Agathis australis, Dacrycarpus dacrydioides*	Kauri, Kahikatea	2	Youngs Road 24	Papakura	Lot 3 DP 44406
2258	*Quercus spp.*	Oak	2	Youngs Road 40	Papakura	Lot 2 DP 62402
2259	*Araucaria heterophylla*	Norfolk Island Pine	1	Youngs Road 43	Papakura	Lot 2 DP 51699

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2409	*Podocarpus totara*	Totara	1	Albert Road 20	Warkworth	Lot 3 DP 44610
2597	*Quercus spp.*	Oak	1	Alice Street 29	Riverhead	Lot 1 DP 345565
2426	*Agathis australis*	Kauri	1	Alnwick Street 37	Warkworth	Lot 67 DP 80660
2459	*Podocarpus totara*	Totara	1	Alnwick Street 45B	Warkworth	Lot 110 DP 80662
2516	*Metrosideros excelsa*	Pōhutukawa	1	Amorino Drive 32	Red Beach	Lot 16 DP 70174
2322	*Quercus robur*	Oak	1	Arkles Strand 1	Arkles Bay	Lot 186 DP 21728
2323	*Araucaria heterophylla*	Norfolk Pine	1	Arkles Strand 39	Arkles Bay	Lot 168 DP 21728
2364	*Taxodium distichum*	Swamp Cypress	1	Armitage Road 35	Wellsford	Lot 20 DP 37943
2352	*Taxodium distichum*	Cypress	1	Armitage Road 42	Wellsford	Lot 2 DP 103327
2353	*Araucaria cunninghamii, Metasequoia, Liquidambar styraciflua*	Hoop Pine, Dawn Redwood, Liquidambar		Armitage Road 44	Wellsford	Lot 2 DP 91257
2583	*Metrosideros excelsa*	Pōhutukawa	1	Awaroa Road 5	Helensville	Lot 74 DP 24368 Lot 75 DP 24368
2383	*Quercus spp.*	Oak	1	Bambro Street 1	Warkworth	Lot 1 DP 441372
2366	*Metrosideros excelsa*	Pōhutukawa	2	Batten Street 6	Wellsford	Pt Lot 6 DP 25618
2430	*Metrosideros excelsa*	Pōhutukawa	5	Baxter Street 3A	Warkworth	Lot 2 DP 98309
2522	*Metrosideros excelsa*	Pōhutukawa	1	Bay Street 67	Red Beach	Lot 1 DP 328641
2537	*Metrosideros excelsa*	Pōhutukawa	1	Bay Street 96	Red Beach	Lot 1 DP 493359
2405	*Agathis australis*	Kauri	1	Beach Street 2	Sandspit	Lot 1 DP 189516
2451	*Metrosideros excelsa*	Pōhutukawa	1	Belmont Place 7	Warkworth	Lot 4 DP 336746
2437	*Metrosideros excelsa*	Pōhutukawa	1	Bertram Street 45	Warkworth	Lot 4 SECT 5A Allotment 67 PSH OF Mahurangi
2443	*Podocarpus totara, Agathis australis*	Totara (2), Kauri	3	Bertram Street 56	Warkworth	Lot 5 DP 50192
2312	*Phoenix canariensis*	Phoenix Palm	2	Brixton Road 26	Manly	Lot 2 DP 321822
2444	*Quercus spp.*	Oak	2	Brown Road 6	Warkworth	Pt Lot 91 DP 22316
2457	*Grevillea sp, Podocarpus totara, Liquidambar styraciflua*	Grevillea, Totara (2), Liquidambar (2)	5	Campbell Drive 4A	Warkworth	Lot 28 DP 80986
2455	*Podocarpus totara*	Totara	Group	Campbell Drive 8	Warkworth	Lot 26 DP 82466
2558	*Metrosideros excelsa*	Pōhutukawa	2	Cedar Terrace 64	Whangaparaoa	Lot 1 DP 336708, Lot 2 DP 336937
2540	*Metrosideros excelsa*	Pōhutukawa	Group	Centreway Road 2A	Orewa	Lot 236 ALLT 279 PSH OF Waiwera
2499	*Eucalyptus ficifolia*	Red Flowering Gum	1	Centreway Road 22	Orewa	Allotment 670 PSH OF Waiwera
2492	*Metrosideros excelsa*	Pōhutukawa	1	Centreway Road 44	Orewa	Lot 1 DP 473908
2512	*Podocarpus totara*	Totara	1	Centreway Road 61	Orewa	Allotment 404 PSH OF Waiwera
2515	*Podocarpus totara*	Totara	1	Centreway Road 79	Orewa	Lot 69 DP 18948
2310	*Cupressus macrocarpa*	Macrocarpa	1	Shared portion of 149A Centreway Road	Orewa	Lot 7 DP 603190
2498	*Metrosideros excelsa*	Pōhutukawa	1	Centreway Road 164	Orewa	Lot 1 DP 49013
2490	*Dacrydium cupressinum*	Rimu	Group	Centreway Road 2/197	Orewa	Lot 4 DP 38916
2517	*Metrosideros excelsa*	Pōhutukawa	1	Centreway Road 244	Orewa	Lot 4 DP 38916
2575	*Quercus robur*	English Oak	1	Chic Gardens 41	Parakai	Lot 21 DP 327402
2376	*Metrosideros sp, Vitex lucens*	Rata, Puriri	2	Clinton Road 63	Campbells Beach	Lot 28 DP 46353

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2596	*Quercus spp.*	Oak	1	Coatesville Riverhead Highway 1002	Riverhead	Lot 37 DP 15592
2598	*Sequoia sempervirens*	Redwood	3	Coatesville-Riverhead Highway 1135	Riverhead	Lot 3 DP 491808
2595	*Quercus spp.*	Oak	Group	Cobblers Lane 10	Riverhead	Lot 2 DP 202923
2525	*Araucaria heterophylla*	Norfolk Island Pine	1	Commercial Road 24	Helensville	Lot 1 DP 441007
2339	*Cedrus deodara*	Deodar Cedar	1	Commercial Rd 51 (S.H.16)	Helensville	Lot 2 DP 28569
2338	*Magnolia grandiflora, Cupressus sempervirens, Liquidambar styraciflua, Cedrus deodara, Quercus palustris*	Southern Magnolia, Italian Cypress, Pencil Pine, Photinia, Liquidambar, Cedar, Deodar Cedar, Pin Oak		Commercial Rd 53 to 61 (S.H.16)	Helensville	Pt Te Rewarewa BLK 1120
2593	*Metrosideros excelsa*	Pōhutukawa	1	Commercial Road 92	Helensville	Lot 1 DP 66423
2361	*Metrosideros excelsa*	Pōhutukawa	1	Commercial Road 96	Helensville	Lot 3 DP 57341
3010	*Grevillea Robusta*	Silky Oak	1	Dairy Flat Highway 1638	Dairy Flat	Lot 1 DP 46158
3011	*Quercus Palustris*	Pin Oak	1	Dairy Flat Highway 1686	Dairy Flat	Lot 1 DP 69561
3012	*Araucaria Columnaris*	Cooks Pine	1	Dairy Flat Highway 1700	Dairy Flat	Pt Lot 1 DP 68886
3013	*Quercus Robur*	English Oak	1	Dairy Flat Highway 1732	Dairy Flat	Pt Lot 2 DP 68886
2309	*Araucaria heterophylla*	Norfolk Pine	2	Duncansby Road 2	Stanmore Bay	Lot 4 DP 37285
2539	*Metrosideros excelsa*	Pōhutukawa	1	Duncansby Road 75	Whangaparaoa	Lot 79 DP 37285
2541	*Eucalyptus sp.*	Gum	1	Everard Avenue 42	Gulf Harbour	Lot 71 DP 50950
2357	*Liquidambar styraciflua*	Liquidambar	1	Falls Street 3	Warkworth	Lot 3 DP 197981
2445	*Podocarpus totara*	Totara	1	Falls Street 6	Warkworth	Lot 2 DP 174910
2380	*Sequoia sp*	Redwood	1	Falls Road 86	Warkworth	Lot 23 DP 9212
2347	*Cupressus macrocarpa*	Macrocarpa	3	Ferndale Drive 9	Snells Beach	Lot 10 DP 500789
2479	*Metrosideros excelsa*	Pōhutukawa	1	Forest Glen 1A	Orewa	Lot 1 DP 148614
2488	*Metrosideros excelsa*	Pōhutukawa	2	Forest Glen 9	Orewa	Lot 3 DP 457806
2337	*Phoenix canariensis*	Phoenix Palm	1	Garfield Road 34	Helensville	Lot 3 DP 35953
2602	*Podocarpus totara*	Totara	1	Garfield Road 66	Helensville	Lot 7 DP 278
2587	*Metrosideros excelsa*	Pōhutukawa	1	Garfield Road 68	Helensville	Pt Lot 8 DP 278
2548	*Quercus spp.*	Oak	2	Glamis Avenue 11	Manly	Lot 35 DP 30450
2524	*Metrosideros excelsa*	Pōhutukawa	1	Glenelg Road 8	Red Beach	Lot 4 DP 52195
2463	*Metrosideros excelsa*	Pōhutukawa	1	Glenelg Road 14	Red Beach	Lot 7 DP 52195
2318	*Populus nigra 'italica'*	Lombardy Poplar	1	Glengarry Ave 7	Manly	Lot 13 DP 37226
2317	*Quercus robur*	Oak	1	Glengarry Ave (road reserve outside #36)	Manly	
2467	*Metrosideros excelsa*	Pōhutukawa	1	Gordon Craig Place 32	Algies Bay	Lot 25 DP 50684

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2392	*Metrosideros excelsa*	Pōhutukawa	1	Gordon Craig Place 34	Algies Bay	Lot 26 DP 50684
2582	*Metrosideros excelsa*	Pōhutukawa	1	Gow Street 3	Helensville	Lot D DEEDS P 74
2619	*Araucaria heterophylla*	Norfolk Pines	4	Grand View Road 65	Matheson Bay	Lot 2 DP 75118
2391	*Populus sp.*	Poplar	1	Great North Road (road reserve outside #29)	Warkworth	
2433	*Quercus spp.*	Oak	1	Great North Road 41	Warkworth	Pt Lot 5 DP 2713
2580	*Cupressus macrocarpa*	Macrocarpa	1	Green Lane (road reserve outside #1A)	Helensville	
2622	*Araucaria heterophylla*	Norfolk Pine	1	Hamilton Road (Hamiltons Landing Scenic Reserve)	Mahurangi East	Pt Allotment 45 PSH OF Mahurangi DP1120
2577	*Metrosideros excelsa*	Pōhutukawa	1	Hand Road 1	Helensville	Lot 44 DEEDS C 105
2371	*Agathis australis*	Kauri	1	Harbour View Road 34	Leigh	ALLOT 115 LEIGH VILLAGE SO 39051
2489	*Araucaria heterophylla*	Norfolk Island Pine	1	Hatton Road 2	Orewa	Lot 50 DP 55721
2458	*Taxodium distichum, Cedarus spp.*	Cedar, Swamp cypress	2	Hauiti Drive 30	Warkworth	Lot 29 DP 70565
2372	*Araucaria heterophylla*	Norfolk Island Pine	1	Hauraki Road 35	Leigh	Lot 3 DP 35559
2373	*Metrosideros excelsa*	Pōhutukawa	1	Hauraki Road 87	Leigh	Lot 2 DP 205237
2387	*Fagus sylvatica*	Beech	1	Hexham Street 11	Warkworth	Lot 5 DP 35736
2397	*Liquidambar styraciflua*	Liquidambar	1	Hexham Street 17	Warkworth	Lot 6 SECT M Allotment 67 PSH OF Mahurangi SO 1150J
2408	*Grevillea sp*	Grevillea	1	Hexham Street 2/25	Warkworth	Lot 26 DP 83332
2520	*Metrosideros excelsa*	Pōhutukawa	1	Hibiscus Coast Highway 134	Red Beach	Lot 2 DP 325279
2556	*Metrosideros excelsa*	Pōhutukawa	1	Hibiscus Coast Highway 190	Red Beach	LOT 1 DP 502587
2501	*Metrosideros excelsa*	Pōhutukawa	2	Hibiscus Coast Highway 240	Orewa	Lot 21 ALLT 279 PSH OF Waiwera SO 22295
2297	*Araucaria heterophylla*	Norfolk Island Pine	2	Hibiscus Coast Highway 289	Orewa	Pt Lot 16 DP 20781
2302	*Araucaria heterophylla*	Norfolk Island Pine	1	Hibiscus Coast Highway 293	Orewa	Pt Lot 14 DP 20781
2298	*Metrosideros excelsa*	Pōhutukawa	1	Hibiscus Coast Highway 295	Orewa	Pt Lot 13 DP 20781
2571	*Metrosideros excelsa*	Pōhutukawa	Group (2)	Hibiscus Coast Highway 297	Orewa	Pt Lot 12 DP 20781
2617	*Metrosideros excelsa*	Pōhutukawa	2	Hibiscus Coast Highway 303	Orewa	Pt Lot 9 DP 20781
2616	*Metrosideros excelsa*	Pōhutukawa	1	Hibiscus Coast Highway 309A & B	Orewa	Pt Lot 6 DP 20781
2615	*Metrosideros excelsa*	Pōhutukawa	2	Hibiscus Coast Highway 319A & B	Orewa	Lot 3 DP 71488
2614	*Metrosideros excelsa*	Pōhutukawa (4)	Group	Hibiscus Coast Highway 321A & B	Orewa	Lot 2 DP 71488

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2613	*Metrosideros excelsa*	Pōhutukawa	2	Hibiscus Coast Highway 323 A & B	Orewa	Lot 1 DP 71488
2561	*Metrosideros excelsa*	Pōhutukawa	2	Hibiscus Coast Highway 325	Orewa	Lot 44 DP 12795
2502	*Metrosideros excelsa*	Pōhutukawa	1	Hibiscus Coast Highway 329	Orewa	Pt Lot 88 DP 12795
2295	*Araucaria heterophylla*	Norfolk Island Pine	1	Hibiscus Coast Highway 351	Orewa	LOT 2 DP 475413
2301	*Araucaria heterophylla*	Norfolk Island Pine	1	Hibiscus Coast Highway 355	Orewa	Lot 35 DP 12795
2611	*Metrosideros excelsa*	Pōhutukawa	2	Hibiscus Coast Highway 359	Orewa	Lot 2 DP 46144
2610	*Metrosideros excelsa*	Pōhutukawa	2	Hibiscus Coast Highway 363A	Orewa	Lot 33 DP 12795
2300	*Araucaria heterophylla*	Norfolk Island Pine	1	Hibiscus Coast Highway 371A	Orewa	Lot 30 DP 12795
2503	*Araucaria heterophylla*	Norfolk Island Pine	1	Hibiscus Coast Highway 377	Orewa	Pt Lot 74 DP 12795
2296	*Araucaria heterophylla*	Norfolk Island Pine	1	Hibiscus Coast Highway 384	Orewa	Lot 130 DP 12795
2608	*Metrosideros excelsa*	Pōhutukawa (3)	Group	Hibiscus Coast Highway 387	Orewa	Lot 24 DP 12795
2299	*Araucaria heterophylla*	Norfolk Island Pine	1	Hibiscus Coast Highway 397	Orewa	Pt Lot 21 DP 12795
2505	*Metrosideros excelsa*	Pōhutukawa	1	Hibiscus Coast Highway 405-407	Orewa	Pt Lot 64 DP 12795
2506	*Metrosideros excelsa*	Pōhutukawa	1	Hibiscus Coast Highway 414	Orewa	Lot 117 DP 30339
2507	*Metrosideros excelsa*	Pōhutukawa	1	Hibiscus Coast Highway 415	Orewa	Pt Lot 61 DP 12795
2607	*Metrosideros excelsa*	Pōhutukawa	1	Hibiscus Coast Highway 419	Orewa	Lot 2 DP 334739
2495	*Metrosideros excelsa*	Pōhutukawa	2	Hibiscus Coast Highway 1/422	Orewa	Lot 113 DP 12795
2508	*Metrosideros excelsa*	Pōhutukawa	2	Hibiscus Coast Highway (road reserve outside #431)	Orewa	Pt Lot 54 DP 12795
2509	*Metrosideros excelsa*	Pōhutukawa	1	Hibiscus Coast Highway 437	Orewa	LOT 1 DP 513215
2605	*Metrosideros excelsa*	Pōhutukawa (25)	Group	Hibiscus Coast Highway 453	Orewa	Lot 11 DP 44822 and LOT 12 DP 44822
2294	*Araucaria heterophylla*	Norfolk Island Pine	2	Hibiscus Coast Highway 463	Orewa	Lot 3 DP 44822
2289	*Araucaria heterophylla*	Norfolk Island Pine	1	Hibiscus Coast Highway 2/496	Orewa	Lot 6 DP 171150
2640	*Metrosideros excelsa*	Pōhutukawa (6)	Group	Hibiscus Coast Highway 498	Orewa	Lot 1 DP 75940
2345	*Erythrina indica*	Coral Tree	1	Hill Street 10	Leigh	Pt Allotment 87 LEIGH VILLAGE
2480	*Agathis australis*	Kauri	4	Hillcrest Road 20-22	Orewa	Lot 1 DP 47676 and Lot 2 DP 47676
2377	*Agathis australis*	Kauri	Group	Hillcrest Road 32	Orewa	Lot 7 DP 47676
2485	*Agathis australis*	Kauri	Group	Hillcrest Road 34	Orewa	Lot 8 DP 47676

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2378	*Sequoia sp*	Redwood	1	Hudson Road 60	Warkworth	Lot 20 DP 9212
2996	*Angophora costata*	Smooth Barked Apple	2	James McLeod Road 33B	Shelly Beach	
2543	*Metrosideros excelsa*	Pōhutukawa	1	John Road 20	Whangaparaoa	Lot 11 DP 49742
2342	*Quercus robur, Phoenix canariensis*	English Oak, Common Oak, Southern Magnolia	3	Kaipara Coast Highway 1019	Kaukapakapa	Lot 1 DP 86755
2343	*Phoenix canariensis, Cupressus sempervirens*	Phoenix Palm, Italian Cypress	3	Kaipara Coast Highway 1036	Kaukapakapa	PT ALLOT 13 PSH OF Kaukapakapa DP 22184
2332	*Phoenix canariensis*	Phoenix Palm	8	Karaka Street 6	Parakai	Pt Section 1A and 2 Blk XIV Kaipara SD
2335	*Quercus robur*	Oak	2	Karaka Street 13 and 16	Helensville	Lot 3 Blk III DP 169, Lot 21 Blk III DP 169
2389	*Podocarpus totara*	Totara	1	Kaspar Street 12	Warkworth	Lot 2 DP 44570
2550	*Cupressus macrocarpa*	Macrocarpa	1	Kathy Terrace 1	Whangaparaoa	Lot 28 DP 57094
2976	*Quercus spp.*	Oak	2	Kaukapakapa Road 15	Kaukapakapa	Lot 58 DP 449408
2493	*Metrosideros excelsa*	Pōhutukawa	1	Kohu Street 8	Orewa	Lot 16 DP 12795
2578	*Vitex lucens*	Puriri	1	Kowhai Street 1	Helensville	Lot 2 Blk 4 DP 169
2585	*Podocarpus totara*	Totara	Group	Kowhai Street 4	Helensville	Lot 2 Blk 10 DP 214
2584	*Metrosideros excelsa, Podocarpus totara*	Pōhutukawa, Totara	1 and Group	Kowhai Street 4 and 6	Helensville	Lot 3 Blk 10 DP 214
2564	*Metrosideros excelsa*	Pōhutukawa	1	Ladies Mile 78	Manly	Lot 2 DP 44732
2566	*Dacrydium cupressinum*	Rimu	1	Ladies Mile 96	Manly	Lot 64 DP 11689
2562	*Vitex lucens*	Puriri	1	Ladies Mile 109	Manly	Lot 70 DP 11689
2975	*Quercus spp.*	Oak	1	Lancewood Lane (road reserve outside #8)	Kaukapakapa	
2547	*Podocarpus totara, Vitex lucens*	Totara, Puriri	2	Laurence Street 26	Manly	Lot 82 DP 17816
2313	*Populus nigra 'italica'*	Lombardy Poplar	3	Laurence Street 37	Manly	Lot 9 DP 27688
2370	*Metrosideros excelsa*	Pōhutukawa	1	Lax Crescent 10	Leigh	Lot 9 DP 205237
2374	*Araucaria heterophylla*	Norfolk Island Pine	1	Leigh Road 403	Tramcar Bay	Lot 9 DP 42183
2407	*Metrosideros excelsa, Quercus spp., Pōhutukawa*	Pōhutukawa, Oak	3	Lilburn Street 2	Warkworth	Lot 2 DP 170549
2440	*Styraciflua*	Liquidambear/ Sweet Gum	1	Lilburn Street 5	Warkworth	Lot 1 DP 102195
2398	*Quercus spp.*	Oak	2	Lilburn Street 17	Warkworth	Lot 1 DP 38829
2418	*Metrosideros excelsa, Quercus sp., Podocarpus totara, Pyrus, Dacrydium cupressinum, Cordyline australis, Agathis australis*	Pōhutukawa, Oak, Totara, Pear, Rimu, Cabbage, Kauri	7	Lilburn Street 27	Warkworth	Lot 4 DP 334811
2425	*Vitex lucens*	Puriri	1	Lilburn Street 31-33	Warkworth	Lot 2 SECT 9 Allotment 67 PSH OF Mahurangi SO 1150J
2438	*Metrosideros excelsa, Fagus sylvatica*	Pōhutukawa, Copper Beech	2	Lilburn Street 45	Warkworth	Lot 4 SECT 10 Allotment 67 PSH OF Mahurangi SO 1150J
2439	*Metrosideros excelsa*	Pōhutukawa	1	Lilburn Street (road reserve outside #47)	Warkworth	Lot 1 DP 49474
2384	*Metrosideros excelsa*	Pōhutukawa	1	Mahurangi Street 10	Warkworth	Lot 3 DP 53942
2324	*Quercus palustris*	Pin Oak	1	Main Road 80 (S.H.16)	Kumeu	Lot 2 DP 374327
2325	*Quercus robur*	English Oak	1	Main Road 156 (S.H.16	Kumeu	Lot 3 DP 84630

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2603	*Eucalyptus cinerea*	Silver dollar gum	1	Main Road 390	Huapai	Pt Lot 14 DP 14792
2591	*Populus sp.*	Poplar	1	Main Road 399	Huapai	Pt Lot 11 DP 14792
2621	*Jubaea, vitex lucens, corymbia opaca, Erythrina sykesii, araucaria cunninghamii, Sequoia sempervirens*	Chilean Wine Palms, Puriri, Bloodwood, Coral Tree, Hoop Pine, Redwood and others.		Mansion House Valley	Kawau Island	Pt Lot 2 DP 39418
2305	*Araucaria heterophylla*	Norfolk Island Pine	1	Marellen Drive 5 (Tennis Court)	Red Beach	Lot 20 DP 39719
2304	*Phoenix canariensis*	Phoenix Palm	1	Marellen Drive 19 to 21	Red Beach	Lot 2 DP 59093
2521	*Metrosideros excelsa*	Pōhutukawa	Group	Marie Avenue 23	Red Beach	Lot 2 DP 209844
2612	*Metrosideros excelsa*	Pōhutukawa	Group	Marine View 3	Orewa	Lot 42 DP 12795
2465	*Metrosideros excelsa*	Pōhutukawa	1	Mariners Grove 43	Algies Bay	Lot 38 DP 70873
2422	*Cedrus deodara, Liquidambar styraciflua*	Deodar Cedar, Liquidambar	1	Matakana Road 3	Warkworth	Pt Lot 1 DP 55475
2589	*Quercus spp.*	Oak	Group	Matua Road 122 & 124	Kumeu	LOT 1 DP 486256 and LOT 35 DP 504537
2997	*Podocarpus totara*	Totara	1	Matua Road 186	Huapai	LOT 20 DP 563201
2568	*Vitex lucens*	Puriri	1	McKenzie Avenue 43A	Arkles Bay	Lot 1 DP 203684
2569	*Metrosideros excelsa*	Pōhutukawa	2	McKenzie Avenue 47	Arkles Bay	Lot 8 DP 74558
2572	*Agathis australis*	Kauri	1	McKenzie Avenue 93	Arkles Bay	Lot 6 DP 54052
2334	*Magnolia grandiflora*	Southern Magnolia	1	McLeod Street 5	Helensville	Lot 1 DP 42901
2421	*Podocarpus totara*	Totara	Group	Melwood Drive 3 & 9, Matakana Road 3 & 5	Warkworth	Lot 1 DP 136686, PT LOT 1 DP 55475, LOT 2 DP 146485, LOT 1 DP 146485
2360	Cryptomeria	Japanese Cedar	1	Mill Lane 2	Warkworth	Lot 8 DP 26422
2412	*Quercu spp, Podocarpus totara, Votex lucens*	Oak, Totara, Puriri	Group	Mill Lane 2-22	Warkworth	Lot 3 DP 26422
2359	*Podocarous totara*	Lagunaria Oak Totara	8	Mill Lane 18	Warkworth	Lot 8 DP 26422
2358	Licuala ramsayi, Acacia melanoxylon, Lagunaria, Podocarpus totara, Quercus spp.	Robinia, Australian Fan Palm, Tasmanian Blackwood, Lagunaria, Oak, Totara	13	Mill Lane 18 to 22	Warkworth	Lot 1 DP 26422
2333	*Araucaria heterophylla, Cryptomeria japonica*	Norfolk Island Pine, Japanese Cedar	2, 1	Mill Road 1 (S.H.16)	Helensville	Lot 1 DP 510366
2388	*Cyathea dealbata, Podocarpus totara, Alectryon excelsus, Phyllocladus trichomanoides, Myrsine australis, Piper excelsum, Knightia excelsa, Corynocarpus laevigatus, Sophora, Pinus bungeana, Geniostoma ligustrifolium, Vitex lucens, Cyathea medullaris, Pseudopanax arboreus, Cordyline australis, Phyllcladus trichomanoides, Cyathea medullaris*	Ponga, Totara, Titoki, Celery Pine, Red Matipo, Kawakawa, Rewarewa, Karaka, Kowhai, Lace Bark, Hangehange, Puriri, Black Fern, Five Finger, Cabbage, Tanekaha, Mamaku	Group	Millstream Place 1-11	Warkworth	Lot 4 DP 59673, Lot 1 DP 59673, Lot 2 DP 59673, Lot 3 DP 59673, Lot 5 DP 59673, Lot 6 DP 59673
2291	*Araucaria heterophylla*	Norfolk Pine	1	Milton Road 4	Orewa	Lot 69 ALLT 279 PSH OF Waiwera

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2513	*Quercus spp.*	Oak & Pōhutukawa	Group	Milton Road 6-8	Orewa	Lot 68 ALLT 279 PSH OF Waiwera
2497	*Araucaria heterophylla*	Norfolk Pine	1	Milton Road 15	Orewa	Lot 1 DP 522058
2635	*Araucaria heterophylla, Ficus macrophylla, Camellia japonica, Rhododendron ferrugineum, Cupressus macrocarpa, Buxus sempervirens, Lagunaria*	Norfolk Island Pine, Moreton Bay Fig, Camellia, rhododendron, macrocarpa and sempervirens Norfolk Island hibiscus, palm Pinus-Eucalyptus	Group	Mitchelson Block	Muriwai Regional Park	Lot 1 DP 41363
2363	*Metrosideros excelsa*	Pōhutukawa	1	Monowai Street 3	Wellsford	Lot 4 DP 62681
2368	*Metrosideros excelsa*	Pōhutukawa	1	Monowai Street 7	Wellsford	Lot 5 DP 47752
2977	*Metrosideros excelsa*	Pōhutukawa	1	Moreton Drive (road reserve outside #27)	Manly	
2446	*Cryptomeria*	Japanese Cedar	1	Morpeth Street 6	Warkworth	Lot 1 DP 446228
2382	*Quercus spp.*	Oak	4	Morpeth Street 9	Warkworth	Lot 4 DP 156544
2355	*Eucalyptus, Hesperocyparis macrocarpa, Cupressus macrocarpa*	Lawson Cypress	1	Neville Street 14-16	Warkworth	Lot 1 DP 150337
2395	*Melia azedarach, Quercus spp.*	Melia (2), Oak	3	Neville Street 15	Warkworth	Lot 1 DP 84253
2400	*Agathis australis*	Kauri	1	Neville Street 18	Warkworth	Lot 1 DP 98214
2308	*Phoenix canariensis*	Phoenix Palm	1	Ngapara Street 1	Red Beach	Pt Lot 1 DP 51873
2504	*Metrosideros excelsa*	Pōhutukawa	1	Noel Ave 4	Orewa	Lot 1 DP 54725
2510	*Metrosideros excelsa*	Pōhutukawa	1	Noel Ave 4A	Orewa	Lot 3 DP 54725
2476	*Metrosideros excelsa*	Pōhutukawa	Group	Ocean View Road 29, 31 & 31A	Hatfields Beach	Lot 1 DP 177769, Lot 2 DP 177769, Lot 146 DP 25436
2478	*Agathis australis*	Kauri	1	Old North Road 18	Orewa	Lot 28 DP 12794
2481	*Metrosideros excelsa, Podocarpus torara*	Pōhutukawa, Totara	Group	Old North Road 23	Orewa	Lot 10 DP 29547
2482	*Agathis australis*	Kauri	2	Old North Road 25	Orewa	Lot 11 DP 29547
2483	*Agathis australis*	Kauri	1	Old North Road 30	Orewa	Lot 9 DP 12794
2639	*Pyrus sp.*	Pear Tree	1	Old North Road 934	Waimauku	Pt Allotment 3 PSH OF Ararimu
2410	*Metrosideros excelsa, Quercus spp.*	Pōhutukawa, Oak	2	Palmer Street 20	Warkworth	Lot 7 DP 44107
2574	*Araucaria heterophylla*	Norfolk Island pine	1	Parakai Avenue 3	Parakai	Lot 92 DP 20912
2349	*Phoenix canariensis*	Phoenix Palm	1	Parkhurst Road 133	Parakai	Lot 1 DP 19757
2328	*Phoenix canariensis*	Phoenix Palm	Group	Parkhurst Road 137 to 139	Parakai	Pt Lot 2 DP 3689
2326	*Phoenix canariensis*	Phoenix Palm	1	Parkhurst Road 149 to 151	Parakai	Lot 1 DP 10691
2327	*Araucaria heterophylla*	Norfolk Island Pine	1	Parkhurst Road 155 to 157	Parakai	Pt Lot 2 DP 13126
2350	*Phoenix canariensis*	Phoenix Palm	1	Parkhurst Road 159 to 161	Parakai	Pt Lot 2 DP 3689
2475	*Vitex lucens*	Puriri	Group	Parkside Drive 11	Orewa	Lot 1 DP 404630
2341	*Quercus robur*	English Oak	2	Peak Road 8	Kaukapakapa	Pt Allotment 13 PSH OF Ararimu DP 1036
2417	*Quercus spp.*	Oak	1	Percy Street 25	Warkworth	Lot 1 DP 156544
2448	*Agathis australis*	Kauri	1	Percy Street 62	Warkworth	Lot 2 DP 45678
2449	*Podocarpus totara*	Totara	Group	Percy Street 65	Warkworth	Lot 2 DP 72241

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2464	*Araucaria heterophylla*	Norfolk Island Pine	1	Piccadilly Circus 23A	Snells Beach	Lot 1 DP 127724
2500	*Metrosideros excelsa*	Pōhutukawa	Group	Pine Road 23A	Orewa	Allotment 482 PSH OF Waiwera SO 40073
2620	*Araucaria heterophylla, Quercus spp.*	Norfolk Island Pine Oak (2)	3	Pinecrest Drive 152-200	Whangaparaoa	Lot 1 DP 152517
2375	*Cupressus macrocarpa*	Golden Macrocarpa	1	Point Wells Road 5	Point Wells	Lot 21 DP 32632
2576	*Metrosideros excelsa*	Pōhutukawa	1	Porter Crescent 21A	Helensville	Pt Te Rewarewa ML 1120
2393	*Liquidambar styraciflua*	Liquidambar Cedar, Japanese Cedar	3	Pound Street 14	Warkworth	Lot 17 DP 48124
2601	*Quercus spp.*	Oak	1	Princes Street 4	Riverhead	Lot 2 DP 59640
2432	*Agathis australis, Dacrydium cupressinum*	Kauri, Rimu	2	Pulham Road 4	Warkworth	Lot 1 DP 50192
2401	*Metrosideros sp., Metrosideros excelsa*	Rata, Pōhutukawa	Group	Pulham Road 19	Warkworth	Lot 2 DP 49474
2413	*Acer, Metrosideros excelsa, Podocarpus totara, Dacrydium cupressinum, Vitex lucens, Sophora, Corynocarpus laevigatus, Cordyline australis, Alectryon excelsus, Rhopalostylis sapida, Beilschmiedia tarairi, Cyathea dealbata, Sequoia sempervirens*	Maple, Pōhutukawa, Totara, Rimu, Puriri, Kowhai, Karaka, Cabbage, Titoki, Nikau, Taraire, Ponga, Redwood	2	Pulham Road 23	Warkworth	Lot 3 DP 77563
2416	*Metrosideros excelsa, Metrosideros umbellate, Decrydium cupressinum, Vitex lucens*	Pohutukawa, Rata, Rimu, Puriri.	5	Pulham Road 24	Warkworth	Lot 1 DP 62427
2427	*Metrosideros excelsa*	Pōhutukawa	1	Pulham Road 32	Warkworth	Lot 3 DP 59355
2435	*Podocarpus totara*	Totara	1	Pulham Road 42	Warkworth	Lot 8 DP 59355
2441	*Araucaria heterophylla, Metrosideros excelsa*	Norfolk Island Pine, Pōhutukawa	2	Pulham Road 51	Warkworth	Lot 25 DEEDS W 66/1
2450	*Vitex lucens*	Puriri	1	Pulham Road 67	Warkworth	Lot 2 DP 85589
2453	*Quercus spp., Metrosideros excelsa*	Oak, Pōhutukawa	2	Pulham Road 84	Warkworth	Lot 1 DP 432306
2487	*Metrosideros excelsa*	Pōhutukawa	1	Puriri Ave 2A	Orewa	Lot 4 DP 12795
2486	*Metrosideros excelsa*	Pōhutukawa	1	Puriri Avenue (road reserve outside #3A)	Orewa	
2290	*Araucaria heterophylla, Metrosideros excelsa*	Norfolk Island Pine (2), Pōhutukawa (7)	9	Puriri Avenue 5-15	Orewa	Lot 1 DP 157843
2462	*Vitex lucens, Dacrydium dacrydioides*	Puriri, Kahikatea	1, group	Puriri Avenue 21	Orewa	Lot 8 DP 158749
2356	*Araucaria heterophylla, Quercus, Robur, Schinus mole*	Norfolk Island Pine, Pepper Tree, Oaks (15)	17	Queen Street 9	Warkworth	Lot 2 DP 26658
2998	*Gingko biloba*	Maidenhair	1	Queen Street 21	Riverhead	Lot 1 DP 70394
2581	*Erythrina crista-galli*	Coral/Flame Tree	4	Rautawhiri Road 28B	Helensville	Lot 1 DP 136515
2336	*Quercus robur*	English Oak	4	Rautawhiri Road 36	Helensville	Lot 1 DP 24276
2586	*Quercus spp.*	Oak	3	Rautawhiri Road 109	Helensville	Lot 1 DP 388714
2624	*Araucaria heterophylla*	Norfolk Island Pine	1	Ridge Road 46	Mahurangi East.	Lot 2 DP 323650
2579	*Metrosideros excelsa*	Pōhutukawa	1	Rimu Street 19	Helensville	Lot 1 Blk 4A DP 214
2452	*Podocarpus totara*	Totara	1	Rivendell Place 8	Warkworth	Lot 104 DP 80663
2394	*Liquidambar styraciflua*	Liquidambar	1	Rivendell Place 14	Warkworth	Lot 101 DP 80663
2367	*Metrosideros excelsa, Podocarpus torara*	Pōhutukawa, Totara	2	Rodney Street 63	Wellsford	Lot 7 DP 28103

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2362	*Quercus spp.*	Oak	1	Rodney Street 276	Wellsford	Lot 9 DP 37943
2306	*Washingtonia robusta*	Mexican Fan Palm	1	Rosario Crescent 51	Red Beach	Lot 92 DP 57962
2523	*Metrosideros excelsa*	Pōhutukawa	1	Rushden Terrace 7	Red Beach	Lot 28 DP 34937
2454	*Quercus spp.*	Oak	1	Sandspit Road 1336	Sandspit	Allotment 324 PSH OF Mahurangi SO 41563
2634	*Araucaria heterophylla, Quercus spp.*	Norfolk Island Pine, Oak	2	Scandrett Regional Park	Mullet Point	Lot 1 DP 203800
2627		Garden and Collection of Exotic Trees; Cork Oaks (2), Moreton Bay Fig, Bunya Bunya near the main car park; Macrocarpa, Norfolk Pine, Walnut and Magnolia along the service lane.		Schischka Road 37 (Couldrey Homestead)	Waiwera.	Pt Puhoi
2599	*Agathis australis*	Kauri	1	School Road 22	Riverhead	Pt Allotment 16 PSH OF Paremoremo
2559	*Agathis australis*	Kauri	Group	Scott Road 86	Whangaparaoa	Lot 1 DP 402399
2629	*Cupressus macrocarpa*	Row of Macrocarpas	Group	Scotts Point	Mahurangi East.	Section 205 VILL OF Mahurangi Village SO 21369
2630	*Cupressus macrocarpa*	Row of Macrocarpas	Group	Scotts Point	Mahurangi East.	Section 42 VILL OF Mahurangi Village SO 20073
2631	*Cupressus macrocarpa*	Row of Macrocarpas	Group	Scotts Point	Mahurangi East.	Section 45 VILL OF Mahurangi Village SO 20073
2632	*Cupressus macrocarpa*	Row of Macrocarpas	Group	Scotts Point	Mahurangi East.	Section 49 VILL OF Mahurangi Village SO 20073
2340	*Quercus robur*	English Oak	1	South Ave 3	Kaukapakapa	Lot 1 DP 329504
2396	*Liquidambar styraciflua*	Liquidambar	Group	Southgate Road 15	Warkworth	Lot 7 DP 47386
2419	*Quercus spp. Metrosideros excelsa Quercus spp.*	Oak (2), Pōhutukawa, Walnut	4	Southgate Road 27	Warkworth	Lot 44 DEEDS W 66/3
2315	*Cupressus macrocarpa*	Macrocarpa	1	Spinnaker Point 16	Manly	Lot 11 DP 172853
2329	*Araucaria heterophylla*	Norfolk Island Pine	2	Springs Road 29L	Parakai	Lot 5 DP 10179
2330	*Araucaria heterophylla*	Norfolk Island Pine	1	Springs Road 33G	Parakai	Lot 18 DP 191749
2331	*Phoenix canariensis, Araucaria heterophylla*	Phoenix Palm, Norfolk Island Pine	2	Springs Road 35/1	Parakai	Lot 7 DP 10179
2514	*Podocarpus totara*	Totara (6)	Group	Spyglass Street 21 and 30	Silverdale North	LOT 7 DP 476420 and LOT 8 DP 476420
2311	*Quercus robur Quercus robur*	Italian Cypress, Common Oak	5	Stanmore Bay Road 5	Stanmore Bay	Pt Allotment S190 PSH OF Waiwera DP 11235
2570	*Metrosideros excelsa*	Pōhutukawa	1	Stanmore Bay Road 48	Whangaparaoa	Lot 225 DP 36272
2551	*Metrosideros excelsa*	Pōhutukawa	2	Stanmore Bay Road 108	Whangaparaoa	Lot 1 DP 113803
3002	*Podocarpus totara*	Totara	1	Sunnyside Road 35	Coatesville	LOT 1 DP 533349
2552	*Metrosideros excelsa, Vitex lucens*	Pōhutukawa, Puriri	Group	Swann Beach Road 33, 35, 27	Whangaparaoa	Lot 196 DP 39560, LOT 195 DP 39560, LOT 194 DP 39432
2999	*Cupressus macrocarpa*	Macrocarpa	1	Takatu Road 1136	Tawharanui	Pt Lot 2 DP 38965
2604	*Agathis australis*	Kauri	1	Tapu Road 27	Kumeu	Lot 1 DP 45401
2633	*Metrosideros excelsa, Carya illinoinensis*	Pōhutukawa (2), Pecan	3	Te Muri Cemetery	Mahurangi Regional Park	Section 44 VILL OF Mahurangi SO 20073

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2321	*Quercus robur*	English Oak	1	The Circle 31	Manly	Lot 99 DP 59177
2466	*Vitex lucens*	Puriri	3	The Glade 6	Algies Bay	Lot 33 DP 70874
2471	*Metrosideros excelsa*	Pōhutukawa	2	The Strand 2-4	Waiwera	Lot 1 DP 319223
2592	*Liquidambar styraciflua*	Liquidambar	1	Trigg Road 4	Huapai	Lot 2 DP 158973
2399	*Podocarpus totara*	Totara	1	Victoria Street 17	Warkworth	Lot 2 DP 44610
2402	*Metrosideros excelsa*	Pōhutukawa	1	Victoria Street 19	Warkworth	Lot 1 DP 44610
2411	*Trachycarpus fortunei,*	Fan Palm	1	Victoria Street 21	Warkworth	Lot 2 DP 129361
2414	*Agathis australis*	Kauri	1	Victoria Street 23	Warkworth	Lot 1 DP 98371
2424	Dacrydium cupressinum, Podocarpus totara	Rimu, Totara	3	Victoria Street 30	Warkworth	Lot 2 DP 91209
2428	*Quercus spp.*	Oak	1	Victoria Street 38	Warkworth	Lot 2 DP 74226
2434	*Quercus spp.*	Claret Ash, Oak	2	Victoria Street 41	Warkworth	Lot 11 DP 74226
2442	*Ulmus glabra 'Lutescens'*	Golden elm	4	Victoria Street 54	Warkworth	Lot 10 DP 74226
2379	*Pinus sp.*	Pine	1	View Road 68	Warkworth	Lot 2 DP 192404
2529	*Agathis australis*	Kauri	1	Vista Motu 22	Red Beach	Lot 8 DP 126113
2535	*Metrosideros excelsa*	Pōhutukawa	Group	Vista Motu 38 & 40	Red Beach	Lot 2 DP 163731
2567	*Dacrydium dacrydioides*	Kahikatea	1	Wade River Road 32B	Whangaparaoa	Lot 3 DP 73402
2557	*Metrosideros excelsa*	Pōhutukawa	1	Wade River Road (road reserve outside #192)	Whangaparaoa	Lot 2 DP 49755
2588	*Cupressus macrocarpa*	Macrocarpa	1	Waimauku Station Road 81	Waimauku	Pt Waikoukou 2A2 Block defined on Deposited Plan 11931
2472	*Metrosideros excelsa*	Pōhutukawa	1	Waiwera Road 36	Waiwera	Lot 1 DP 8481
2354	*Araucaria heterophylla*	Norfolk Island Pine	1	Waiwera Place 37	Waiwera	Lot 1 DP 46560
2474	*Metrosideros excelsa*	Pōhutukawa	3	Waiwera Road 56	Waiwera	Lot 3 DP 4653
2381	*Metrosideros excelsa*	Pōhutukawa	2	Walton Ave (road reserve outside #18 & #19)	Warkworth	
2403	*Liquidambar styraciflua, Agathis australis Dacrydium cupressinum*	Liquidambar, Kauri, Rimu	3	Warkworth Street 19	Warkworth	Pt Lot 2 DP 48377
2625	*Dacrydium cupressium*	Rimu		Warkworth Kowhai Park, State Highway 1	Warkworth.	Allotment 430 PSH OF Mahurangi
2526	*Metrosideros excelsa*	Pōhutukawa	1	Weiti Road 12	Orewa	Lot 58 ALLT 279 PSH OF Waiwera
2626	*Araucaria heterophylla*	Oak	1	Wellsford Valley Road, Port Albert Reserve	Port Albert.	Pt Allotment M145 PSH OF Oruawharo SO 14286
2628	*Metrosideros excelsa*	Pōhutukawa	Group	Wenderholm Regional Park	Waiwera.	Pt Puhoi DP 11077
2473	*Metrosideros excelsa*	London Plane Pōhutukawa	8	Weranui Road 41	Waiwera	Lot 62 DP 4653
2527	*Metrosideros excelsa*	Pōhutukawa	1	Whale Cove 1	Red Beach	Lot 27 DP 52195
2534	*Metrosideros excelsa*	Pōhutukawa	1	Whale Cove 3	Red Beach	Lot 1 DP 185992
2536	*Metrosideros excelsa*	Pōhutukawa	1	Whale Cove 5	Red Beach	Lot 2 DP 185992
2538	*Metrosideros excelsa*	Pōhutukawa	2	Whale Cove 21	Red Beach	Lot 20 DP 112227
2530	*Metrosideros excelsa*	Pōhutukawa	Group	Whale Cove 21, 23, 25, 27, & 32	Red Beach	Lot 1 DP 177693, Lot 1 DP 177693, Lot 14 DP 112226, Lot 21 DP 112227

Rodney

ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
2533	*Vitex lucens,*	Puriri	1	Whangaparaoa Road 276	Red Beach	Lot 14 DP 50675
2545	*Metrosideros excelsa*	Pōhutukawa	1	Whangaparaoa Road (road reserve outside #470)	Whangaparaoa	Lot 1 DP 84464
2565	*Metrosideros excelsa*	Pōhutukawa	1	Whangaparaoa Road 854	Manly	Lot 27 DP 44233
2594	*Sequoia sempervirens*	Redwood	Group	Wharf Road 1	Riverhead	PT ALLOT 16 PSH OF PAREMOREMO
2429	*Podocarpus totara, Quercus spp.*	Totara, Oak	Group	Whitaker Road 39	Warkworth	Lot 2 DP 28200
2404	*Vitex lucens*	Puriri	1	Willjames Avenue 19	Algies Bay	Lot 64 DP 63325
2469	*Quercus spp.*	Oak	1	Willjames Avenue 62	Algies Bay	Lot 30 DP 63325
2348	*Quercus robur Quercus robur*	English Oak	2	Willjames Ave 91	Algies Bay	Pt Lot 3 DP 30486
2386	*Quercus spp.*	Oak	1	Wilson Road 10	Warkworth	Lot 1 DP 355630
2460	*Araucaria heterophylla, Podocarpus totara, Vitex lucens, Metrosideros excelsa, Agathis australis, dacrydium cupressimum*	Norfolk pine, Totara, Puriri, Pōhutukawa, Kauri, Rimu	Group	Wilson Road 46	Warkworth	Lot 1 DP 97086
2456	*Grevillea sp*	Grevillea	1	Woodcocks Road 34-44	Warkworth	Pt Allotment 65 PSH OF Mahurangi SO 37843
2369	*Podocarpus totara*	Totara	2	Worker Road 74	Wellsford	Lot 4 DP 56805
2600	*Quercus spp.*	Oak	Group	York Terrace 33	Riverhead	Lot 3 DP 116247
2618	*Vitex lucens*	Puriri		Young Street 27	Scotts Landing	Lot 3 DP 89334
2563	*Eucalyptus sp.*	Gum	1	Zealandia Road 54		Lot 16 DP 66348

Waitakere

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1940	*Magnolia grandiflora, Sophora sp., Trachycarpus sp.*	Magnolia, Kowhai, Fan palm		Abel Tasman Avenue 11	Henderson	Lot 11 DP 44402
1941	*Magnolia grandiflora*	Magnolia	1	Abel Tasman Avenue 9A	Henderson	Lot 2 DP 208077
1813	*Podocarpus totara, Agathis australis*	Kauri, Totara	4	Airport Rd 10-12	Whenuapai	Lot 1002 DP 491586
1824	*Agathis australis*	Kauri	Group	Akatea Road 24 (reserve – Akatea Park)	Glendene	Lot 26 DP 78576
1876	*Quercus robur*	English Oak	1	Annette Avenue (road reserve on corner with Edmonton Avenue)	Henderson	
2057	*Agathis australis*	Kauri	1	Arama Avenue 23	Titirangi	Lot 30 DP 34100
2058	*Agathis australis*	Kauri		Arama Avenue 28	Titirangi	Lot 12 DP 34100
2059	*Agathis australis*	Kauri		Arama Avenue 30	Titirangi	Lot 13 DP 34100
2094	*Metrosideros excelsa, Metrosideros kermadecensis, Podocarpus totara, Dacrydium cupressinum, Agathis australis, Sophora sp.*	Pōhutukawa (1), Kermadec Pōhutukawa (1), Totara, Rimu, Kauri grove, Kowhai (1),		Arapito Road 49	Titirangi	Lot 11 DP 15824
2095	*Agathis australis, Dacrydium cupressinum*	Kauri, Kahikatea	2	Arapito Road 55	Titirangi	Lot 5 DP 34946
2096	*Agathis australis, Dacrydium cupressinum*	Kauri grove, Kahikatea (2)	Grove, 2	Arapito Road 57	Titirangi	Pt Lot 4 DP 34946
2093	*Vitex lucens*	Puriri	1	Arapito Road (road reserve outside #27)	Titirangi	
1870	*Quercus coccinea*	Scarlet Oak	1	Astley Avenue 138	New Lynn	Pt Lot 3 DP 41571
2000	*Liquidambar styraciflua, Metrosideros excelsa, Eucalyptus ficifolia, Dacrydium cupressinum, Cupressus sempervirens*	Liquid Amber (2), Pōhutukawa (1), Red flowering gum (1), Rimu (1), Italian cypress (3)	8	Atkinson Road 161	Titirangi	Pt Lot 1 DP 16077
2001	*Sequoia semperviens*	Coast Redwood	3	Atkinson Road 214	Titirangi	Lot 1 DP 50826
2045	*Libocedrus plumosa*	Kawaka	1	Ava Avenue 16	Titirangi	Allot 732 SO 51527 WAIKOMITI
2020	*Cupressus macrocarpa*	Macrocarpa	1	Avonleigh Road 48	Green Bay	Pt Allotment 293 PSH OF Waikomiti
1796	*Metrosideros excelsa*	Pōhutukawa	1	Babich Road 15C	Henderson Valley	Pt Lot 3 DP 19157
1927	*Metrosideros excelsa*	Pohutukawa	1	Beach Road 11	Te Atatu Peninsula	Lot 4 DP 50131
2065	*Agathis australis*	Kauri	1	Beach Road 71	Te Atatu Peninsula	Lot 21 DP 49820
1823	*Metrosideros excelsa*	Pōhutukawa	1	Beaubank Road 4	Kelston	Lot 44 DP 40638
1826	*Dacrydium cupressinum*	Rimu	2	Bethells Road 10 (Waitakere Primary School)	Waitakere	Pt Allotment 27 PSH OF Waipareira

Waitakere

ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
1815	*Araucaria heterophylla*	Norfolk Island Pine	1	Brandon Road 4	Glen Eden	Lot 54 DP 15692
1978	*Quercus sp.*	Oak	1	Bristol Road 15	Whenuapai	Lot 32 DP 13497
1883	*Quercus sp.*	Oak	1	Buscomb Avenue 27	Henderson	Lot 2 DP 100482
2039	*Vitex lucens*	Puriri	1	Caspian Close 2	New Lynn	Lot 1 DP 176889
1938	*Quercus robur*	English Oak	1	Catherine Street 1-9/21-25	Henderson	Lot 1 DP 71985
1793	*Sequoia sempervirens*	Redwood	1	Catherine Street 30	Henderson	Lot 2 DP 443523
1950	*Cedrus deodara*	Deodar Cedar	1	Central Park Drive 150-154	Henderson	Lot 1 DP 167456
1896	*Metrosideros excelsa*	Pohutukawa	1	Chapman Road 12B	Te Atatu Peninsula	Lot 1 DP 468164
1979	*Sequoia sempervirens, Metrosideros excelsa*	Redwood, Pōhutukawa (3)	4	Clark Road 25	Hobsonville	Pt Allotment 2 SO36513 PSH OF Waipareira
1865	*Metrosideros excelsa*	Pohutukawa	1	Cornwallis Road 120	Cornwallis	Lot 1 DP 15847
1801	*Metrosideros excelsa*	Pōhutukawa	Group of 8	Craigbank Avenue 1	New Lynn	Lot 6 DP 14282
1939	*Quercus sp.*	Oak	1	Crockett Lane 7	Henderson	Lot 3 DP 45405
2031	*Quercus sp.*	Oak	1	Croydon Road 20	New Lynn	Lot 2 DP 73783
2032	*Quercus sp., Metrosideros excelsa*	Oak, Pōhutukawa	2	Croydon Road 21	New Lynn	Pt Lot 14 DEEDS S 119
2018	*Dacrycarpus dacrydiodes*	Kahikatea	1	Daffodil Street 24	Titirangi	Lot 98 DP 55504
2019	*Agathis australis, Dacrydium Cupressinum*	Kauri (2), Rimu	3	Daffodil Street 65	Titirangi	Lot 20 DP 55504
1997	*Eucalyptus spp.*	Gum	1	Dale Road (road reserve outside #10)	Whenuapai	
1897	*Araucaria heterophylla*	Norfolk Island Pine		Dawnhaven Drive 31	Te Atatu Peninsula	Lot 5 DP 59518
2090	*Podocarpus totara, Dacrydium cupressinum*	Totara (4), Rimu	5	De Val Drive 1-5/1	Titirangi	Lot 22 DP 47939
1967	*Cupressus macrocarpa*	Macrocarpa	1	Deirdre Place (road reserve outside #2)	Titirangi	
2143	*Araucaria heterophylla*	Norfolk Island Pine	1	Dellwood Avenue 2	Henderson	Lot 4 DP 61885
1970	*Platanus x acerifolia, Juglans spp.*	London Plane, Walnut	2	Delta Avenue 19	New Lynn	Lot 2 DP 174683

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1969	*Erythrina crista-galli*	Coral tree	1	Delta Avenue 1/62	New Lynn	Lot 29 DP 42166
1973	*Metrosideros excelsa*	Pōhutukawa	2	Don Buck Road 251	Massey	Lot 28 DP 42292
2005	*Cunninghamia lanceolata*	Chinese Fir	2	Durham Street 28	Te Atatu Peninsula	Lot 1 DP 463780
1842	*Agathis australis*	Kauri	2	Edmonton Road 20	Henderson	Lot 4 DP 24633
1863	*Liquidambar styraciflua*	Liquidambar	2	Edmonton Road 76	Henderson	Lot 15 DP 367924
1937	*Agathis australis*	Kauri	1	Edwards Avenue 24	Henderson	Lot 26 DP 46256
1895	*Cupressus sempervirens*	Italian Cypress	1	Ferry Parade (road reserve outside #28-30)	Herald Island	
2080	*Sequoia semperviens*	Coast Redwood	1	Forest Hill Road 202	Waitarua	Lot 1 DP 39237
1858	*Agathis australis*	Kauri	1	Forest Hill Rd 310	Henderson	Lot 10 DP 14292
2081	*Sequoia semperviens*	Coast Redwood grove	Group	Forest Hill Road (road reserve outside #241)	Waiatarua	
2132	*Metrosideros excelsa*	Pōhutukawa	1	Garden Road 57	Piha	Lot 2 DP 80031
2129	*Metrosideros excelsa*	Pōhutukawa	1	Garden Road (road reserve outside #8)	Piha	
1821	*Dacrydium cupressinum, Agathis australis, Dacrycarpus dacrydiodes, Phyllocladus trichomanoides, Kunzea ericoides, Leptospermum scoparium, Sequoia sempervirens*	Rimu, Kauri, Kahikatea, Tanekaha, Kanuka, Manuka, Redwood	7	Glendale Road 31 (reserve – Glen Eden Picnic Ground)	Glen Eden	Lot 1 DP 47207
1817	*Sequoia sempervirens*	Redwood	2	Glendale Road 33a	Glen Eden	Lot 1 DP 98396
1819	*Dacrydium cupressinum, Phyllocladus trichomanoides*	Rimu (2), Tanekaha	3	Glendale Road, 93	Glen Eden	Lot 1 DP 148125
2131	*Vitex lucens*	Puriri	1	Glenesk Road 64	Piha	Lot 59 DP 25709
1791	*Agathis australis*	Kauri - Te Toa	1	Glenesk Road 64	Piha	Pt Lot 3 DP 31544
2083	*Eucalyptus nicholii, Eucalyptus cinerea, Eucalyptus Sp., Lophectomon confertus*	Peppermint Gum, Silver Dollar, Gum/Eucalyptus, Queensland Box	4	Glengarry Road 103B	Glen Eden	Lot 1 DP 206890
2087	*Metrosideros excelsa*	Pōhutukawa	1	Glengarry Road 103C-H, K-N	Glen Eden	Lot 3 DP 202973, Lot 4 DP 202973, Lot 11 DP 202973, Lot 2 DP 206890, Lot 5 DP 348510, Lot 6 DP 348510, Lot 8 DP 348510, Lot 10 DP 348510, Lot 10 DP 348510, Lot 14 DP 367145, Lot 18 DP 380262, Lot 19 DP 380262
2085	*Eucalyptus leucoxylon*	Yellow Gum	1	Glengarry Road 103J	Glen Eden	Lot 7 DP 348510
2086	*Vitex lucens*	Puriri	1	Glengarry Road 103P	Glen Eden	Lot 15 DP 367145

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1818	*Agathis australis*	Kauri	1	Glengarry Road 109	Glen Eden	Lot 2 DP 75057
1872	*Metrosideros excelsa*	Pohutukawa	1	Glengarry Road 173	Glen Eden	Lot 1 DP 53000
1822	*Dacrydium cupressinum*	Rimu	1	Glenmall Place 51	Glen Eden	Lot 4 DP 8759
1899	*Araucaria heterophylla*	Norfolk Island Pine	1	Gloria Avenue 76	Te Atatu Peninsula	Lot 56 DP 55125
2033	*Agathis australis*	Kauri	1	Godley Road 201A	Titirangi	Lot 2 DP 161977
2043	*Quercus robur*	English Oak	1	Golf Road 46	New Lynn	Lot 2 DP 133272
1900	*Liriodendron tulipifera*	Tulip Tree	1	Graham Avenue 14	Te Atatu Peninsula	Lot 25 DP 44506
1901	*Metrosideros excelsa*	Pohutukawa	1	Graham Avenue 49	Te Atatu Peninsula	Lot 13 DP 56347
2144	*Quercus robur*	Common Oak	1	Great North Road 255	Henderson	Lot 3 DP 38636
1971	*Cupressus macrocarpa*	Macrocarpa	1	Great North Road 3143	New Lynn	Lot 2 DP 60200
2010	*Araucaria heterophylla*	Norfolk Island Pine	1	Great North Road 3244A	New Lynn	Lot 1 DP 314843
2011	*Araucaria heterophylla*	Norfolk Island Pine	1	Great North Road 3362	Glen Eden	Lot 17 DP 39837
2012	*Eucalyptus cinerea*	Silver Dollar Gum	1	Great North Road 4037	Glen Eden	Pt Lot 1 DP 170284
1816	*Quercus robur, Araucaria heterophylla, Eucalyptus saligna*	English Oak, Norfolk Island Pine, Sydney Blue Gum	10	Great North Road 4128A (Waikumete Cemetary)	Glen Eden	ALLOT 748 SO 58603 WAIKOMITI, LOT 1 DP 167031, ALLOT 747 SO 58603 WAIKOMIT I
2013	*Quercus robur*	English Oak	1	Great North Road 4204	Glendene	Lot 2 DP 64399
1837	*Vitex lucens*	Puriri	1	Grendon Avenue 10	Titirangi	Lot 30 DP 40665
1929	*Metrosideros excelsa*	Pohutukawa	1	Harbour View Road 41	Te Atatu Peninsula	Lot 15 DP 195674
1959	*Quercus sp., Liriodendron tulipifera, Ginkgo biloba*	Oak (2), Tulip tree, Ginkgo	4	Henderson Valley Road 19	Henderson	Pt Allotment 7 PSH OF Waipareira
1884	*Quercus sp.*	Oak	2	Henderson Valley Road 375 (and road reserve outside #375	Henderson Valley	Lot 2 DP 385427
1902	*Metrosideros excelsa*	Pohutukawa	1	Hereford Street 7	Te Atatu Peninsula	Lot 32 DP 50502

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1981	*Quercus rubra*	Red Oak	1	Hewlett Road 17	Massey	Lot 18 DP 65019
1980	*Metrosideros excelsa, Agathis australis*	Pōhutukawa (2), Kauri	3	Hobsonville Road 104A	Hobsonville	Pt Allotment 41 PSH OF Waipareira
1960	*Quercus sp. Metrosideros excelsa*	Oaks (3), Pōhutukawa	4	Huia Road 266	Titirangi	Lot 1 DP 171761
1866	*Metrosideros excelsa, Dacrycarpus dacrydiodes*	Pohutukawa, Kahikatea grove	1, Group	Huia Road 1232	Huia	Lot 1 DP 351228
1867	*Araucaria heterophylla, Metrosideros excelsa*	Norfolk Island Pine, Pohutukawa	2	Huia Road (reserve - Huia Domain)	Huia	Pt Allotment 9A PSH OF Karangahape
1985	*Quercus robur, Quercus palustris, Podocarpus totara, Phyllocladus trichomanoides, Kunzea ericoides, Metrosideros excelsa*	English Oak, Pin Oak, Totara (18), Group of Tanekaha, Kanuka, Pōhutukawa, Totara,		Hutchinson Avenue 1	New Lynn	Section 10 Blk II Hetana HAM
1892	*Metrosideros excelsa*	Pohutukawa	1	Hutchinson Avenue 1/108	New Lynn	Lot 2 DP 16719
1804	*Vitex lucens*	Puriri	1	Islington Avenue 2	New Lynn	Lot 2 DP 96956
1803	*Metrosideros excelsa*	Pōhutukawa	1	Islington Avenue 13	New Lynn	Lot 1 DP 173842
2067	*Podocarpus totara, Metrosideros excelsa*	Totara, Pōhutukawa	2	Kauri Point Road 26	Laingholm	Lot 417 DP 17523
1968	*Agathis australis, Dacrydium dacrydioides, Phyllocladus genus, Vitex lucens, Knightia excelsa, Dacrydium cupressinum, Rhopalostylis sapida*	Kauri, Kahikatea, Celery Pine, Puriri, Rewarewa, Rimu, Nikau	Group	Kauri Point Road 62	Laingholm	Lot 397 DP 17523
1861	*Agathis australis*	Kauri	1	Kellys Road 1	Oratia	Lot 1 DP 92891
1860	*Quercus robur*	English Oak	1	Kellys Road (road reserve outside #1)	Oratia	
1903	*Agathis australis*	Kauri	1	Kervil Avenue 28	Te Atatu Peninsula	Lot 1 DP 503039
1904	*Quercus robur*	English Oak	1	Kervil Avenue 47	Te Atatu Peninsula	Lot 145 DP 47002
1905	*Araucaria heterophylla*	Norfolk Island Pine	1	Kervil Avenue 95	Te Atatu Peninsula	Lot 183 DP 47003
2140	*Dacrydium cupressinum*	Rimu	1	Kokiri Street 3	Te Atatu South	Lot 26 DP 39215
1794	*Agathis australis*	Kauri	1	Konini Road 139	Titirangi	Lot 3 DP 101745
1885	*Dacrycarpus dacrydiodes*	Kahikatea	1	Konini Road 183-191	Titirangi	Lot 279 DP 24221
1871	*Agathis australis*	Kauri	Groups	Kopiko Rd 22, 24, 30, 36, 38	Titirangi	Lot 332 DP 25642, Lot 2 DP 75748, Lot 2 DP 130345, Lot 1 DP 130345, Lot 331 DP 25642
1996	*Banksia integrifolia, Metrosideros excelsa, Cupressus species*	Banksia, Pōhutukawa, Cupressus species	3	La Rosa Street 37	Green Bay	Lot 30 DP 54161

Waitakere

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1965	*Podocarpus totara*	Totara	1	Laingholm Drive 65	Laingholm	Lot 690 DP 32354
1966	*Vitex lucens*	Puriri	1	Laingholm Drive (road reserve outside #45)	Laingholm	
2014	*Eucalyptus sp*	Gum	1	Lavelle Road 8-12	Henderson	Lot 1 DP 86263
1948	*Agathis australis*	Kauri	1	Lincoln Road 16A	Henderson	Lot 1 DP 392153
1947	*Agathis australis*	Kauri	2	Lincoln Road 16D	Henderson	Lot 4 DP 392153
1844	*Liriodendron tulipifera, Aesculus hippocastanum*	Tulip Tree, Horse Chestnut	2	Lincoln Road 16J	Henderson	Lot 14 DP 392153
1946	*Dacrydium cupressinum*	Rimu	1	Lincoln Road 170	Henderson	Lot 8 DP 41651
1945	*Dacrydium cupressinum*	Rimu	1	Lincoln Road 172	Henderson	Lot 7 DP 41651
1843	*Liquidambar styraciflua, Liriodendron tulipifera, Quercus sp.*	Liquidambar, Tulip tree, Oak (4)		Lincoln Road 22	Henderson	Pt Lot 5 DP 16989
1983	*Dacrydium cupressinum, Agathis australis, Dacrydium dacridioides*	Rimu (1), Kauri (2), Kahikatea	Group	Lincoln Road 23	Henderson	Pt Lot 4 DP 20975
1984	*Liquidambar styraciflua*	Liquidambar	1	Lincoln Road 36	Henderson	Lot 4 DP 50267
1942	*Platanus x acerifolia*	Plane	2	Lincoln Road 55-57	Henderson	Lot 1 DP 194288
2076	*Eucalyptus nicholii*	Peppermint Gum	1	Lincoln Road 70	Henderson	Lot 1 DP 44949
1798	*Podocarpus totara juniperus squamata 'Meyeri', Metrosideros umbellata, Phoenix reclinata, Phyllocladus trichomanoides*	Totara, Juniper, Southern Rata, Senegal Palm (1), Tanekaha	5	Links Road 18	New Lynn	Pt Lot 7 DP 14039
1799	*Ficus macrophylla*	Moreton Bay Fig	1	Links Road 24B	New Lynn	Lot 1 DP 192963
1800	*Quercus robur*	English Oak	6	Links Road 28	New Lynn	Lot 2 DP 90757
2060	*Metrosideros excelsa*	Pōhutukawa	1	Links Road 30	New Lynn	Lot 11 DP 14039
2061	*Metrosideros excelsa, Quercus sp.*	Pōhutukawa, Oak	2	Links Road 30A	New Lynn	Lot 12 DP 14039
2004	*Metrosideros excelsa*	Pōhutukawa	1	London Street 2	Te Atatu Peninsula	Lot 52 DP 49653
1906	*Metrosideros excelsa*	Pohutukawa	1	London Street 11	Te Atatu Peninsula	Lot 69 DP 49653
1828	*Quercus robur*	English Oak	1	Luanda Drive (reserve – Elvira Walk)	Ranui	Lot 182 DP 77543
1974	*Podocarpus totara, Dacrydium cupressinum, Metrosideros excelsa*	Totara, Rimu, Pōhutukawa	3	Luckens Road 8	West Harbour	Lot 3 DP 173673
1975	*Metrosideros excelsa*	Pōhutukawa	1	Luckens Road 36	West Harbour	Lot 3 DP 119211

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1976	*Metrosideros excelsa*	Pōhutukawa	7	Luckens Road 88	West Harbour	Lot 1 DP 40439
1977	*Sequoia sempervirens*	Redwood	1	Luckens Road 138	West Harbour	Lot 2 DP 321285
2036	*Dacrydium cupressinum*	Rimu	1	Manuka Road (road reserve outside #21)	Titirangi	
1797	*Podocarpus totara*	Totara	1	Margan Avenue 39	New Lynn	Lot 15 DP 9257
2130	*Metrosideros excelsa*	Pōhutukawa	1	Marine Parade South (road reserve outside #1)	Piha	
1814	*Liriodendron tulipifera*	Tulip Tree	1	Matipo Road 67	Te Atatu Peninsula	Lot 2 DP 41149
1949	*Podocarpus totara*	Totara	1	McCahon Place 11	Titirangi	Lot 20 DP 432040
2056	*Cupressus macrocarpa*	Macrocarpa	1	McEldowney Road (road reserve outside #36)	Titirangi	
1832	*Quercus robur*	English Oak	26	McEldowney Road, (reserve adjacent to #37)	Titirangi	Pt Lot 1 DP 100640
1845	*Quercus robur*	English Oak	1	McLeod Road 26	Henderson	Lot 1 DP 172051
2092	*Quercus sp.*	Oak	1	Metcalfe Road 176-184	Ranui	Lot 1 DP 404740
2009	*Cupressus macrocarpa*	Macrocarpa	1	Millbrook Road (road reserve outside #46A)	Henderson	
2135	*Dacrydium cupressinum*	Rimu	2	Miltonia Avenue 1	Te Atatu South	Lot 46 DP 57307
2062	*Agathis australis*	Kauri grove, native bush	Group	Minnehaha Avenue 29	Titirangi	Lot 118 DP 22899
2063	*Agathis australis*	Kauri grove, native bush	Group	Minnehaha Avenue 31	Titirangi	Lot 119 DP 22899
2064	*Agathis australis*	Kauri grove, native bush	Group	Minnehaha Avenue 33	Titirangi	Lot 124 DP 30907
1907	*Vitex lucens*	Puriri	1	Montmere Avenue 5	Te Atatu Peninsula	Lot 2 DP 55125
1958	*Quercus sp.*	Oak	1	Montel Avenue 11	Henderson	Pt Lot 5 DP 20253
2139	*Quercus robur, Quercus palustris*	Common Oak, Pin Oak	2	Montel Avenue	Henderson (Henderson Primary School)	Pt Allotment 8 PSH OF WAIPAREIRA
1908	*Araucaria heterophylla*	Norfolk Island Pine	1	Murray Road 3	Te Atatu Peninsula	Lot 12 DP 43922
1909	*Agathis australis, Dacrydium cupressinum*	Kauri, Rimu		Murray Road 15	Te Atatu Peninsula	Lot 18 DP 43922
2071	*Agathis australis*	Kauri	1	Neil Avenue 80	Te Atatu Peninsula	Lot 46 DP 45411
1854	*Populus sp*	Poplars	Group	Newham Place 35 (reserve – Oratia Esplanade)	Henderson	Lot 5 DP 402587
1963	*Agathis australis, Vitex lucens, Metrosideros excelsa*	Kauri (2), Puriri, Pōhutukawa	4	Norman Road 22B	Titirangi	Lot 3 DP 352612
2066	*Quercus sp., Podocarpus totara*	Oak, Totara	2	Northall Road 35A	New Lynn	Lot 2 DP 522281
1810	*Quercus robur*	English Oak	1	Oakpark Place 23 (reserve)	West Harbour	Lot 28 DP 108296
1925	*Quercus sp.*	Oak	1	Old Te Atatu Road 449	Te Atatu Peninsula	Pt Lot 86 DEEDS Whau 14
2091	*Sophora sp.*	Kowhai	1	Old Titirangi Road 242	Titirangi	Lot 1 DP 205053

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ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
1879	*Agathis australis*	Kauri	Groups	Opanuku Road 152, Opanuku Rd 91 and 93 (road reserve)	Henderson Valley	Lot 39 DP 15765, Lot 20 DP 15765, Lot 40 DP 15765
1991	*Agathis australis, Dacrydium cupressinum, Vitex lucens*	Kauri, Rimu, Puriri (grove)		Otitori Bay Road 4	Titirangi	Lot 2 DP 204598
1992	*Agathis australis, Dacrydium cupressinum, Vitex lucens*	Kauri, Rimu, Puriri (grove)		Otitori Bay Road 4A	Titirangi	Lot 1 DP 338281
1831	*Agathis australis*	Kauri	1	Otitori Bay Road (road reserve outside #50)	Titirangi	
1886	*Agathis australis*	Kauri	1	Otitori Bay Road 56 (reserve - Otitori Scenic Reserve)	Titirangi	Lot 39 DP 33106
1838	*Agathis australis*	Kauri	1	Otitori Bay Road 67	Titirangi	Lot 11 DP 17297
1961	*Agathis australis, Vitex lucens, Dacrydium dacrydioides*	Kauri, Puriri, Kahikatea	Group	Otitori Bay Road (road reserve outside #20)	Titirangi	
1962	*Sophora microphylla, Agathis australis, Corynocarpus laevigatus, Dacrydium dacrydioides*	Kowhai, Kauri, Karaka, Kahikatea	Group	Otitori Bay Road (road reserve outside #64)	Titirangi	
2097	*Agathis australis, Dacrycarpus dacrydioides Kunzea ericoides Dysoxylum spectabile*	Kauri, Kahikatea, Kanuka, Kohekohe	Group	Park Road 45	Titirangi	Lot 8 DP 18976
2098	*Dacrydium cupressinum*	Rimu	3	Park Road 50A	Titirangi	Lot 1 DP 56283
2101	*Agathis australis, Dacrydium cupressinum*	Kauri, Kahikatea		Park Road 90	Titirangi	Lot 2 DP 141086
2102	*Agathis australis, Dacrydium cupressinum, Dacrycarpus dacrydioides*	Kauri, Rimu, Kahikatea	Group	Park Road 96 (and road reserve in front of #96)	Titirangi	Pt Lots 1 & 2 DP 18346
2103	*Agathis australis*	Kauri	2	Park Road 110	Titirangi	
2104	*Agathis australis*	Kauri	1	Park Road 112	Titirangi	Lot 1 DP 28786
2105	*Agathis australis, Dacrydium cupressinum*	Kauri, Rimu (2)	3	Park Road 114	Titirangi	Lot 5 DP 16793
2106	*Vitex lucens*	Puriri	1	Park Road 116	Titirangi	Lot 4 DP 16793
2099	*Dacrydium cupressinum*	Rimu	1	Park Road (road reserve outside #54)	Titirangi	
2100	*Vitex lucens*	Puriri	1	Park Road (road reserve outside #60)	Titirangi	

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2117	*Podocarpus sp., Gleditsia triacanthos inermis 'Ruby Lace', Dacrydium cupressinum, Betula pendula, Betula papyrifera, Nyssa sylvatia, Betula pendula, Liquidambar styraciflua, Fraxinus angustifolia, Cinnamomum camphora, Row of Cryptomeria japonica, Chorisia insignis, Idesia polycarpa, Cryptomeria japonica, Nuytsia floribunda, Ilex aquifolium, Nothofagus sp., Betula pendula, Cedrus atlantica 'glauca', Dacrydium cupressinum, Podocarpus cunninghamii, Ulmus procera, Agathis robusta, Taxodium distichum var. distichum, Nyssa sylvatica 'Autumn Cascade', Metasequoia glyptostrobiodes, Podocarpus sp., Podocarpus cunninghamii, Liquidambar styraciflua, Knightia excelsa, Rhopalostylis sapida, Archontophoenix alexandrae, Banana sp., Dacrycarpus dacrydioides, Pseudopanax 'Cyril Watson', Ginkgo biloba, Agathis australis, Liquidambar styraciflua, Magnolia × soulangeana, Phyllocladus trichomanoides, Metasequoia glyptostrobiodes Liriodendron tulipifera, Podocarpus Metasequoia glyptostrobiodes Dacrydium cupressinum Ulmus procera sp., Metrosideros excelsa, Libocedrus plumosa, Agathis robusta, M*	Podocarp, Purple Honey Locust, Rimu, Silver Birch, Paper Birch, Black Tupelo, Silver Birch (2), Liquidambar, Claret Ash, Camphor Laurel, Row of Japanese Cedar, White Floss Silk Tree, Idesia Polycarpa, Chinese Wonder Tree, Japanese Cedar (5), Australian Christmas Tree, Verigated Holly (2), Southern Beech, Maple, Silver Birch, Blue Atlas Cedar, Fir, Rimu (2), Golden Totara, Golden Elm, Queensland Kauri, Swamp Cypress (3), Weeping Blackgum, Maple, Dawn Redwood, Podocarp, Golden Totara (2), Liquidambar, Rewarewa, Nikau Plam, Alexander Palm, Banana Plantation, Kahikatea, Five Finger, Ginkgo, Redwood, Kauri, Liquidambar, Magnolia, Tanekaha, Dawn redwood, Tulip Tree, Podocarp, Grandiflora Magnolia, Pōhutukawa, Kawaka, Australian Kauri, Kowhai, Pōhutukawa,Totara, Kowhai, Dawn Redwood, Rimu, Golden Totara		Parker Avenue 73, 75 & South Lynn Road 5	New Lynn	Lot 3 DP 47048, Lot 6 DP 40481, Lot 5 DP 40481
2118	*Metasequoia glyptostrobiodes, Dacrydium cupressinum, Ulmus procera*	Dawn Redwood, Rimu, Golden Elm	3	Parker Avenue 81	New Lynn	Lot 7 DP 40481
1849	*Pinus nigra*	Pine	2	Parker Road 108	Oratia	Lot 2 DP 50785
1910	*Agathis australis*	Kauri	1	Peachgrove Road 13	Te Atatu Peninsula	Lot 172 DP 38305
1911	*Araucaria heterophylla*	Norfolk Island Pine	1	Peachgrove Road 19	Te Atatu Peninsula	Lot 169 DP 38305
2128	*Metrosideros excelsa*	Pōhutukawa	1	Piha Road 4	Piha	Lot 294 DP 24667
1790	*Metrosideros excelsa*	"The Pōhutukawa on the Rock"	1	Piha Road 23	Piha	Lot 4 DP 43580
1851	*Elaeocarpus dentatus*	Hinau	1	Piha Road 402 (reserve – Auckland memorial Centennial Park)	Piha	
1855	*Libocedrus plumosa*	Kawaka	1	Piha Road 402 (reserve)	Piha	Pt Allotment 92 SO 854 PSH OF Waitakere
1792	*Cupressus macrocarpa*	Macrocarpa	2	Piha Domain	Piha	Pt DP 24667
1802	*Araucaria heterophylla*	Norfolk Island Pine	1	Pine Street (road reserve on corner with Great North Road)	New Lynn	
1887	*Podocarpus totara,Corynocarpus laevigatus, Alectryon excelsa, Myrsine australis, Cyathea dealbata*	Native Bush (Totara, Karaka, Titoko, Mapou, Silver fern)	45	Pōhutukawa Road 49	Whenuapai	Lot 47 DP 15956

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1982	*Cedrus deodara*	Himalayan Cedar	1	Pomaria Road 3	Henderson	Lot 10 DP 45640
1806	*Phoenix canariensis*	Phoenix palm	1	Portage Road 34B	New Lynn	Lot 3 DP 327545
2069	*Metrosideros excelsa*	Pōhutukawa	1	Portage Road 229	Green Bay	Lot 67 DP 13925
2070	*Metrosideros excelsa, Dacrydium dacrydioides*	Pōhutukawa, Kahikatea	2	Portage Road 231	Green Bay	Lot 68 DP 13925
2072	*Agathis australis*	Kauri	1	Pringle Road 3	Te Atatu Peninsula	Lot 1 DP 68647
1877	*Vitex lucens, Sophora sp., Podocarpus totara, Dacrycarpus dacrydiodes, Corynocarpus laevigatus, Metrosideros kermadecensis*	Coastal Forest: Puriri, Kowhai, Totara, Kahikatea, Karaka, Kermadec Pohutukawa	7	Queen Mary Avenue 31	New Lynn	Lot 1 DP 53825
2046	*Agathis australis, Cupressus macrocarpa, Metrosideros sp*	Kauri (2), Macrocarpa (2), Rata	5	Rangiwai Road 2	Titirangi	Lot 11 DP 29204
2047	*Dacrycarpus dacrydioides, Agathis australis*	Kahikatea, Kauri grove		Rangiwai Road 10	Titirangi	Lot 17 DP 29204
2048	*Agathis australis*	Kauri grove		Rangiwai Road 12 & 12A	Titirangi	Lot 2 DP 142697, Lot 1 DP 142697
2049	*Agathis australis*	Kauri grove		Rangiwai Road 16	Titirangi	Lot 1 DP 89714
2051	*Agathis australis*	Kauri	3	Rangiwai Road 20	Titirangi	Lot 1 DP 159640
2052	*Agathis australis*	Kauri grove		Rangiwai Road 36	Titirangi	Lot 2 DP 327678
2054	*Agathis australis, Dacrydium cupressinum*	Group of Kauri, Rimu		Rangiwai Road 42	Titirangi	Lot 24 DP 29204
2050	*Vitex lucens*	Puriri	1	Rangiwai Road (road reserve outside #16)	Titirangi	
2053	*Agathis australis*	Kauri	Group	Rangiwai Road (road reserve outside #36)	Titirangi	
2055	*Podocarpus totara*	Totara	1	Rangiwai Road (road reserve outside #42)	Titirangi	
1807	*Metrosideros excelsa, Juniperus chinensis, Rhododendron sp..*	Pōhutukawa (2), Chinese Juniper, Rhododendron	4	Rankin Avenue 40	New Lynn	Lot 1 DP 49993
1868	*Metrosideros excelsa, Podocarpus totara, Alectryon excelsus, Vitex lucens*	Pohutukawa, Totara, Titoki, Puriri	5	Rankin Avenue (reserve - Gardner Reserve)	New Lynn	Lot 1 DP 115005
1805	*Podocarpus totara, Agathis australis, Dacrycarpus dacrydiodes, Vitex lucens, Metrosideros excelsa, Erythrina crista-galli*	Totara (8), Kauri, Kahikatea, Puriri, Pōhutukawa, Coral Tree	13	Rata Street 13 (Warehouse car park)	New Lynn	Lot 1 DP 160114
2038	*Ginkgo biloba*	Ginkgo	1	Rata Street 48	New Lynn	Lot 4 DP 37997
2037	*Vitex lucens*	Puriri	1	Rata Street (road reserve outside #41)	New Lynn	
1954	*Agathis australis*	Kauri	1	Rathgar Road 20	Henderson	Lot 5 DP 44230
1953	*Quercus sp.*	Oak	1	Rathgar Road 69	Henderson	Lot 12 DP 43275
1829	*Quercus sp.*	Oak	1	Redlands Grove 4	Swanson	Lot 3 DP 117988
1913	*Jacaranda mimosaefolia*	Jacaranda	1	Roby Street 10A	Te Atatu Peninsula	Lot 21 DP 51761

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1912	*Liquidambar styraciflua*	Liquidambar	1	Roby Street 8	Te Atatu Peninsula	Lot 19 DP 51761
2044	*Metrosideros excelsa*	Pōhutukawa	1	Savoy Road 37	Glen Eden	Lot 59 DP 21669
2082	*Dacrydium cupressinum*	Rimu	1	Scenic Drive 222	Titirangi	Lot 13 DP 37552
1835	*Araucaria heterophylla*	Norfolk Island Pine	1	Scenic Drive 300 (reserve)	Titirangi	ARC DEEDS 135 – ALLOT 635 PARISH OF WAIKOMITI
1852	*Agathis australis*	Kauri	Groups	Scenic Drive 573	Henderson Valley	LOT 39 DP 15765, LOT 42 DP 15765, LOT 44 DP 15765, LOT 41 DP 15765, LOT 36 DP 15765, LOT 43 DP 15765, LOT 40 DP 15765, LOT 38 DP 15765, LOT 37 DP 15765, LOT 4 DP 370123
1888	*Quercus sp., Araucaria heterophylla*	Oak,Norfolk Island Pine	4	Scott Road 4	Hobsonville	Lot 1 DP 71841
1889	*Ficus macrophylla, Araucaria heterophylla*	Moreton Bay Fig, Norfolk Island Pine	2	Scott Road 6	Hobsonville	Lot 2 DP 71841
1986	*Quercus robur*	English Oak	1	Seabrook Avenue 2	New Lynn	Section 5 Blk II Hetana HAM
2022	*Cinnamomum camphora*	Camphor Laurel	Group	Seabrook Avenue 151	New Lynn	Lot 6 DP 37664
2023	*Cinnamomum camphora*	Camphor Laurel	Group	Seabrook Avenue 153	New Lynn	Lot 5 DP 37664
2024	*Cinnamomum camphora*	Camphor Laurel	Group	Seabrook Avenue 155	New Lynn	Lot 4 DP 37664
2125	*Metrosideros excelsa*	Pōhutukawa	1	Seaview Road 21 (Piha Domain)	Piha	Pt Lot 71 DP 25709
2124	*Metrosideros excelsa*	Pōhutukawa	1	Seaview Road 36-40	Piha	Pt Lot 247 DP 24231
2127	*Metrosideros excelsa*	Pōhutukawa	3	Seaview Road 63	Piha	Pt Lot 103 DP 24231
2123	*Metrosideros excelsa*	Pōhutukawa	1	Seaview Road 94	Piha	Lot 50 DP 25709
2126	*Metrosideros excelsa*	Pōhutukawa	1	Seaview Road (road reserve outside #63)	Piha	
1944	*Quercus robur*	English Oak	1	Soljan Drive, 33	Henderson	Lot 3 DP 464917
1873	*Agathis australis*	Kauri	Group	South Titirangi Road 500 (reserve - Titirangi War Memorial Park)	Titirangi	Pt Lot 17 DP 6678
2119	*Podocarpus totara*	Totara	1	South Titirangi Road 512	Titirangi	Lot 8 DP 16793
2120	*Dacrydium cupressinum*	Rimu	2	South Titirangi Road 529	Titirangi	Lot 5 DP 23754
2108	*Cryptomeria japonica*	Japanese Cedar	1	South Titirangi Road 540	Titirangi	Lot 1 DP 208029
2109	*Agathis australis, Vitex lucens, Podocarpus totara*	Kauri, Puriri, Totara	3	South Titirangi Road 548	Titirangi	Lot 7 DP 42858
2110	*Vitex luckens*	Puriri	1	South Titirangi Road 559	Titirangi	Lot 6 DP 29913

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2111	*Agathis australis*	Kauri	2	South Titirangi Road 561	Titirangi	Lot 7 DP 29913
2112	*Dacrydium cupressinum*	Rimu	1	South Titirangi Road 563	Titirangi	Lot 1 DP 23036
2113	*Podocarpus totara, Sophora microphylla, Cordyline australis, Dacrydium cupressinum, Agathis australis, Podocarpus totara*	Totara, Kowhai, Cabbage tree, Rimu (2), Kauri, Totara (5)	Group	South Titirangi Road 571	Titirangi	Lot 4 DP 23036
2114	*Vitex luckens*	Rewarewa, Puriri	1	South Titirangi Road 580	Titirangi	Lot 12 DP 65803
2115	*Vitex lucens, Podocarpus totara, Agathis australis*	Puriri (2), Totara (7), Kauri		South Titirangi Road 588	Titirangi	Lot 2 DP 12731
2116	*Podocarpus totara*	Totara	1	South Titirangi Road 593	Titirangi	Lot 16 DP 23036
1839	*Agathis australis*	Kauri	1	South Titirangi Road 654	Titirangi	Lot 2 DP 55556
2021	*Quercus sp.*	Oak	1	South Titirangi Road 757	Titirangi	Lot 1 DP 53019
2121	*Agathis australis*	Kauri	1	South Titirangi Road (road reserve outside #533)	Titirangi	
2107	*Agathis australis*	Kauri	2	South Titirangi Road 539 (road reserve)	Titirangi	Lot 3 DP 16793
2122	*Dacrydium cupressinum*	Rimu	1	South Titirangi Road (road reserve outside #794)	Titirangi	
1808	*Podocarpus totara, Agathis australis, Dacrydium cupressinum, Corynocarpus laevigatus*	Totara (4), Kauri (5), Rimu, Karaka	11	State Highway 16 191	Whenuapai	Pt Lot 1 DP 38693
2025	*Metrosideros excelsa, Dacrydium cupressinum*	Pōhutukawa, Rimu	2	Sturges Road 67	Henderson	Lot 1 DP 395087
1957	*Vitex lucens*	Puriri	1	Sturges Road 76B	Henderson	Lot 1 DP 163464
2026	*Sequoia sempervirens*	Redwoods	Group	Sturges Road 88	Henderson	Lot 1 DP 87319
2027	*Quercus sp.*	Oak	1	Sturges Road 125	Henderson	Lot 3 DP 470959
2971	*Quercus Sp.*	Oak	2	Sturges Road, 125A	Henderson	Lot 2 DP 470959
2028	*Quercus sp.*	Oak	1	Sturges Road 127	Henderson	Lot 2 DP 318017
2030	*Quercus sp.*	Oak	1	Sturges Road 139	Henderson	Lot 1 DP 188223
2078	*Magnolia grandiflora*	Magnolia	1	Summerland Drive 2	Henderson	Lot 8 DP 188223
2641	*Eucalyptus nicollii*	Peppermint Gum	1	Sunnyside Road 36	Sunnyvale	Lot 9 DP 43840
1951	*Eucalyptus sp, Dacrydium cupressinum, Podocarpus totara*	Gum, Rimu (2), Totara (3)	6	Swanson Road 1-3	Henderson	Lot 1 DP 151433
1943	*Cedrus deodara*	Himalayan Cedar	1	Swanson Road 1-8/31	Henderson	Lot 2 DP 57355
1846	*Dacrydium cupressinum*	Rimu	1	Swanson Road 36	Henderson	Pt Lot 5 DP 41933
2002	*Quercus sp.*	Oak	1	Swanson Road 100	Henderson	Lot 7 DP 42241

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1956	*Eucalyptus nichollii*	Peppermint gum	1	Swanson Road 114-152	Henderson	Lot 2 DP 470382
1955	*Platanus x acerifolia*	Plane Trees	Group	Swanson Road 133-179	Henderson	Pt Lot 40 DP 670
1881	*Quercus sp. Dacrydium cupressinum*	Oak, Rimu	2	Swanson Road 182-194	Henderson	Lot 2 DP 113135
1878	*Quercus sp.*	Oak	5	Swanson Road 196 - 202	Henderson	Pt Lot 6 DP 1467
1952	*Quercus sp., Liquidambar styraciflua*	Oak, Liquidambar	2	Swanson Road 269	Henderson	Lot 1 DP 443843
2003	*Quercus sp.*	Oak	1	Swanson Road 704-706	Swanson	Lot 1 DP 166925
1830	*Cupressus macrocarpa*	Macrocarpa	1	Swanson Road (road reserve outside #749)	Swanson	
1825	*Agathis australis*	Kauri	1	Sylvan Crescent 42	Te Atatu South	Lot 33 DP 42777
1875	*Quercus robur*	English Oak	1	Tabitha Crescent (road reserve outside #41)	Henderson	
2073	*Agathis australis*	Kauri	1	Taikata Road 13	Te Atatu Peninsula	Lot 1 DP 332938
2074	*Agathis australis*	Kauri	1	Taikata Road 32	Te Atatu Peninsula	Lot 1 DP 89150
1926	*Agathis australis*	Kauri	1	Taikata Road 81	Te Atatu Peninsula	Lot 1 DP 55525
1932	*Agathis australis*	Kauri	1	Taikata Road 83	Te Atatu Peninsula	Lot 23 DP 40796
2035	*Dacrycarpus dacrydioides*	Kahikatea	Group	Tainui Road 42	Titirangi	Lot 93 DP 37794
2142	*Araucaria heterophylla*	Norfolk Island Pine	1	Taitua Drive 2	Te Atatu South	Lot 2 DP 61753
2034	*Agathis australis*	Kauri	1	Taraire Road 21	Titirangi	Lot 10 DP 36189
2041	*Quercus robur*	English Oak	2	Taupo Street 14A	Green Bay	Lot 10 DP 52969
2042	*Metrosideros kermadecensis*	Variegated Kermadec Pōhutukawa	1	Taupo Street 18	Green Bay	Lot 12 DP 52969
1862	*Erythrina sykesii*	Flame tree	1	Te Atatu Road 2	Te Atatu South	Lot 1 DP 136821
2136	*Metrosideros excelsa, Podocarpus totara, Araucaria heterophylla*	Pōhutukawa, Totara, Norfolk Island Pine	3	Te Atatu Road 36, 36A, 36B, 36C	Te Atatu South	Lot 2 DP 200990, Lot 1 DP 200990, Lot 3 DP 165402, Lot 2 DP 165402
2141	*Cryptomeria japonica*	Japanese Cedar	1	Te Atatu Road 60A (road reserve)	Te Atatu South	
1847	*Quercus robur*	English Oak	1	Te Atatu Road 68B	Te Atatu South	Lot 4 DP 171908
2134	*Metrosideros excelsa*	Pōhutukawa	1	Te Atatu Road 80	Te Atatu South	Lot 10 DP 57307
1924	*Agathis australis, Dacrydium cupressinum, Podocarpus totara 'aurea', Weinmannia racemosa, Libocedrus bidwillii, Metrosideros excelsa, Knightia excelsa, Sophora microphylla, Dacrydium dacrydioides, Podocarpus totara*	Kauri, Rimu, Golden Totara, Kamahi, Kaikawaka, Pohutukawa, Rewarewa, Kowhai, Kahikatea, Totara	Group	Te Atatu Road 99	Te Atatu South	Lot 4 DP 45102

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1928	*Podocarpus totara*	Totara	1	Te Atatu Road 107	Te Atatu South	Lot 3 DP 44074
1933	*Fagus sylvatica 'Purpurea'*	Copper Beech	1	Te Atatu Road 161	Te Atatu South	Lot 1 DP 64476
2133	*Dacrycarpus dacrydioides*	Kahikatea	1	Te Atatu Road 169A	Te Atatu South	Lot 9 DP 21214
1930	*Araucaria heterophylla*	Norfolk Island Pine	1	Te Atatu Road 221	Te Atatu South	Lot 8 DP 31444
2015	*Brachychiton acerifolius*	Illawarra Flame Tree	1	Te Atatu Road 508	Te Atatu Peninsula	Lot 3 DP 53845
2016	*Podocarpus sp*	Podocarp tree	1	Te Atatu Road 628	Te Atatu Peninsula	Lot 1 DP 349327
2017	*Brachychiton acerifolius*	Illawara Flame Tree	1	Te Atatu Road 628A	Te Atatu Peninsula	Lot 2 DP 349327
1914	*Araucaria heterophylla*	Norfolk Island Pine	1	Te Atatu Road 752	Te Atatu Peninsula	Lot 2 DP 47427
1989	*Quercus sp.*	Oak	1	Te Kanawa Crescent 11	Henderson	Lot 1 DP 203245
1988	*Quercus sp.*	Oak	2	Te Kanawa Crescent 11A	Henderson	Lot 2 DP 203245
1990	*Quercus sp.*	Oak	8	Te Kanawa Crescent 17	Henderson	Lot 18 DP 48910
1894	*Dacrydium cupressinum*	Rimu	1	Te Kanawa Crescent 50	Henderson	Lot 2 DP 51895
2079	*Quercus sp.*	Oak	1	Te Pai Place 2	Henderson	Lot 1 DP 96962
1874	*Metrosideros excelsa*	Pohutukawa	1	The Terrace 88 (Esplanade reserve)	Herald Island	Lot 109 DP 31409
1869	*Metrosideros excelsa*	Pohutukawa	1	Titirangi Road 27	Titirangi	Lot 1 DP 67799
1998	*Cinnamomum camphor*	Camphor Laurel	1	Titirangi Road 391	Titirangi	Lot 1 DP 38235
1964	*Dacrydium cupressinum*	Rimu	1	Titirangi Road 400	Titirangi	Lot 3 DP 130604
1795	*Quercus robur*	English Oak	1	Titirangi Road, 418 (Lopdell House)	Titirangi	Allotment 740 PSH OF Waikomiti
1999	*Agathis australis, Dacrydium cupressinum, Dacrycarpus dacrydiodes*	Kauri, Rimu, Kahikatea	Group	Titirangi Road 421, 421A & 423	Titirangi	Lot 1 DP 26523
1891	*Metrosideros excelsa*	Pohutukawa	1	Totara Avenue 1A	New Lynn	Lot 2 DP 161309
1893	*Ficus macrophylla*	Moreton Bay Fig	1	Twin Wharf Road (road reserve outside #5)	Herald Island	
1834	*Agathis australis*	Kauri grove	1	Upland Road 44 (Upper Page Farm)	Huia	Lot 11 DP 436003
1840	*Metrosideros excelsa*	Pōhutukawa	1	View Road 59	Henderson	Lot 1 DP 77916
1841	*Metrosideros excelsa*	Pōhutukawa	1	View Road 61	Henderson	Lot 1 DP 176421

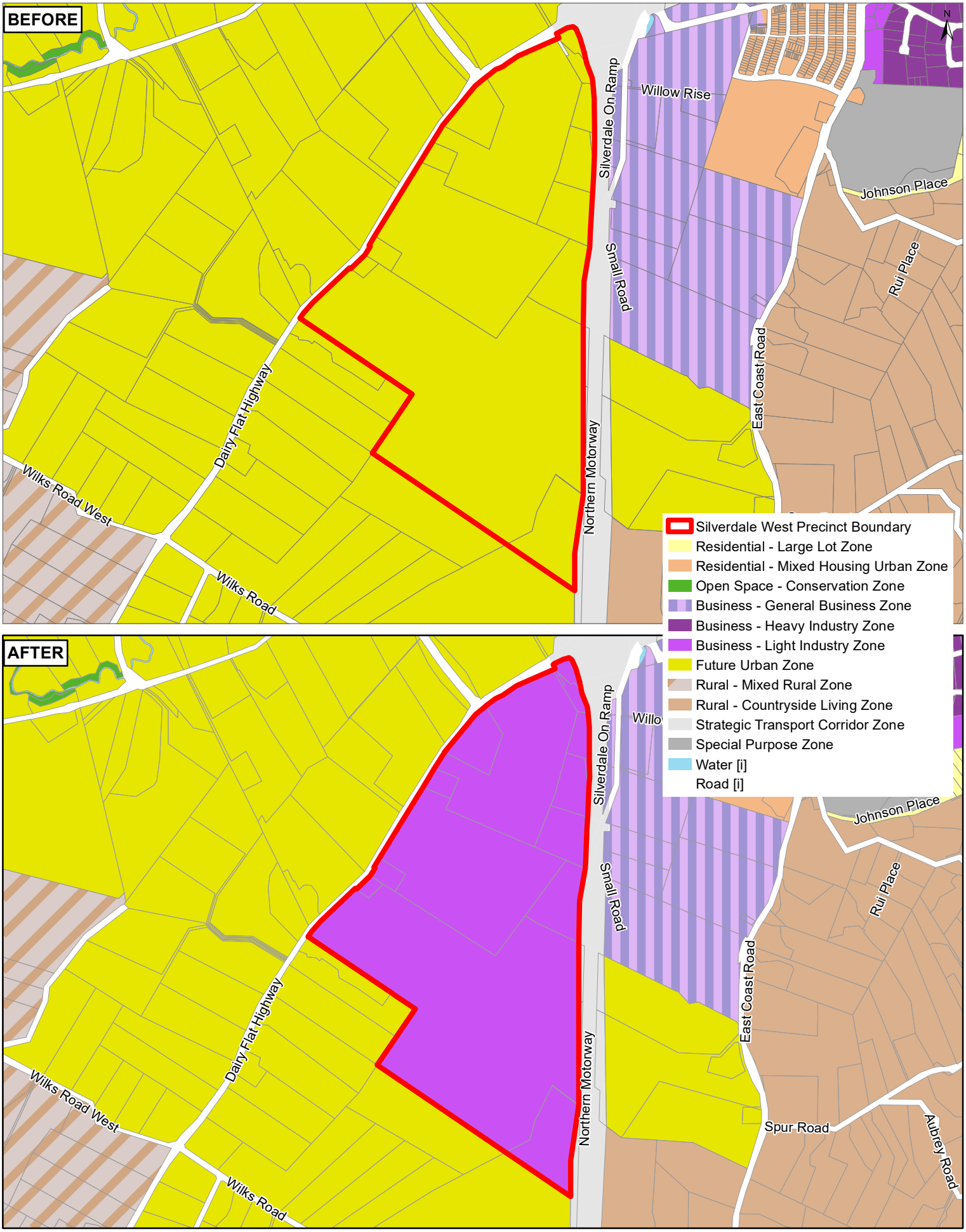
Waitakere

ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
1864	*Acacia melanoxylon*	Australian blackwood	1	Vitasovich Avenue 4 (reserve)	Henderson	Lot 1 DP 91701
2077	*Agathis australis*	Kauri	1	Waione Avenue 3A	Te Atatu Peninsula	Lot 2 DP 525463
1890	*Juglans regia*	Walnut	1	Waione Avenue 15	Te Atatu Peninsula	Lot 10 DP 43702
1917	*Araucaria heterophylla*	Norfolk Island Pine	1	Waipani Road 3	Te Atatu Peninsula	Lot 7 DP 49406
1915	*Agathis australis*	Kauri	2	Waipani Road 1/56	Te Atatu Peninsula	Pt Lot 63 DP 10099
1820	*Dacrydium cupressinum, Agathis australis, Podocarpus totara*	Rimu, Kauri, Totara	8	West Coast Road 370	Glen Eden	Lot 2 DP 46165
1935	*Dacrydium cupressinum*	Rimu	1	West Coast Road 373	Glen Eden	Lot 13 DP 24245
1936	*Metrosideros excelsa*	Pohutukawa	1	West Coast Road 374	Glen Eden	Lot 2 DP 38784
1934	*Quercus sp., Araucaria heerophylla*	Oak, Norfolk Island Pine	2	West Coast Road 400	Glen Eden	Lot 1 DP 42928
1850	*Quercus robur*	English Oak	1	West Coast Road 456	Glen Eden	Lot 1 DP 127880
2008	*Vitex lucens, Cryptomeria japonica, Cedrus deodara, Cedrus libani, Camelia sp., Quercus robur, Magnolia grandiflora, Liquidamber styraciflua*	Puriri, Japanese Cedar, Deodar Cedar, Cedar of Lebanon, Camellia, Oak, Magnolia, Liquidambar		West Coast Road 491	Oratia	Lot 10 DP 135638
1856	*Magnolia sp.*	Magnolia	2	West Coast Road 527	Oratia	Lot 2 DP 131742
1857	*Quercus robur*	English Oak	1	West Coast Road 531	Oratia	Lot 3 DP 131742
1853	*Liquidambar styraciflua*	Liquidambar	1	West Coast Road 636	Oratia	Lot 1 DP 46092
2972	*Quercus robur*	English oak	7	West Coast Road (road reserve outside #438-442	Glen Eden	
2973	*Quercus robur*	English oak	2	West Coast Road 443-449	Glen Eden	Lot 4 DP 328432
2974	*Quercus robur*	English oak	3	West Coast Road (road reserve outside #439-441)	Glen Eden	
1859	*Araucaria heterophylla*	Norfolk Island Pine	6	West Coast Road 692 and West Coast Road 692 (road reserve)	Oratia	Lot 1 DP 78447
2088	*Quercus sp.*	Oak	1	West Harbour Drive 116A	West Harbour	Lot 1 DP 190365
2089	*Quercus sp.*	Oak	1	West Harbour Drive 120	West Harbour	Lot 15 DP 113197
1827	*Dacrycarpus dacrydiodes*	Kahikatea	Groups	West Lynn Road 25a, 33, 35, 43	Titirangi	Lot 1 DP 40232, Lot 1 DP 40145, Lot 2 DP 150876, Lot 6 DP 343952
1919	*Quercus suber*	Cork Oak	3	Wharf Road 48	Te Atatu Peninsula	Lot 1 DP 392325
1920	*Quercus palustris, Acer negundo, Betula pendula*	Pin Oak, Box Elder, Silver Birch	3	Wharf Road 70	Te Atatu Peninsula	Lot 1 DP 134494

Waitakere

ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
2040	*Rhopalostylis sapida, Agathis australis, Podocarpus totara*	Nikau, Kauri, Totara		Willerton Avenue 21A	New Lynn	Lot 2 DP 163010
1811	*Angophora costata*	Gum / Smooth Barked Apple	1	Williams Road 5	Hobsonville	Lot 2 DP 68061
1812	*Metrosideros excelsa*	Pōhutukawa	1	Williams Road (road reserve outside #19)	Hobsonville	
2068	*Metrosideros excelsa, Podocarpus totara*	Pōhutukawa, Totara	2	Wilson Road 2	Glen Eden	Lot 81 DP 8759
1882	*Angophora costata*	Gum	1	Wiseley Road (road reserve adjacent to #28, 30 & 32)	Hobsonville	
1995	*Cupressus macrocarpa*	Macrocarpa	1	Withers Road 73	Glen Eden	Pt Lot 2 DP 7781
2006	*Nothofagus menziesii*	Silverbirch	1	Woodglen Road 46	Glen Eden	Lot 4 DP 52804
2007	*Quercus sp.*	Oak	1	Woodglen Road 63	Glen Eden	Lot 2 DP 46595
1836	*Agathis australis*	Kauri	1	Woodlands Park Road (reserve on corner with Manuka Road – Auckland Centennial Memorial Park	Titirangi	Lot 6 DP 156565
1921	*Dacrydium cupressinum, Agathis australis*	Rimu, Kauri	2	Yeovil Road 11	Te Atatu Peninsula	Lot 151 DP 38305
1922	*Araucaria heterophylla*	Norfolk Island Pine	1	Yeovil Road 14	Te Atatu Peninsula	Lot 111 DP 38305
1923	*Araucaria heterophylla*	Norfolk Island Pine	1	Yeovil Road 46	Te Atatu Peninsula	Lot 95 DP 38305
2075	*Agathis australis*	Kauri	4	Yeovil Road 78	Te Atatu Peninsula	Lot 17 DP 38305
1993	*Agathis australis*	Kauri	Group	York Road 31	Titirangi	Lot 52 DP 38401
1994	*Agathis australis*	Kauri	Group	York Road 33	Titirangi	Lot 53 DP 38401

Attachment E: Updates to GIS Viewer



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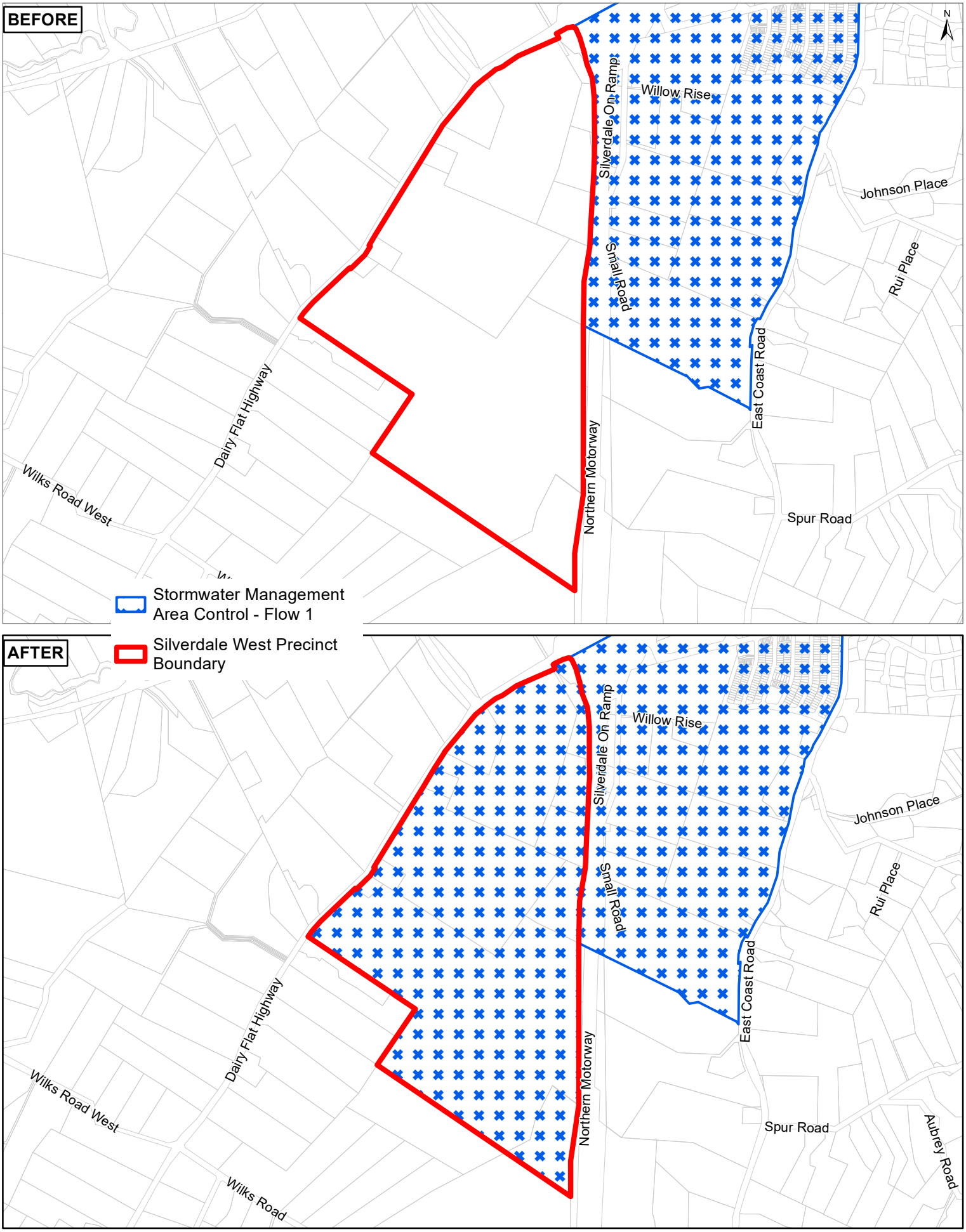
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Date: 18/03/2026

Plan Change 103 Before and After Zones

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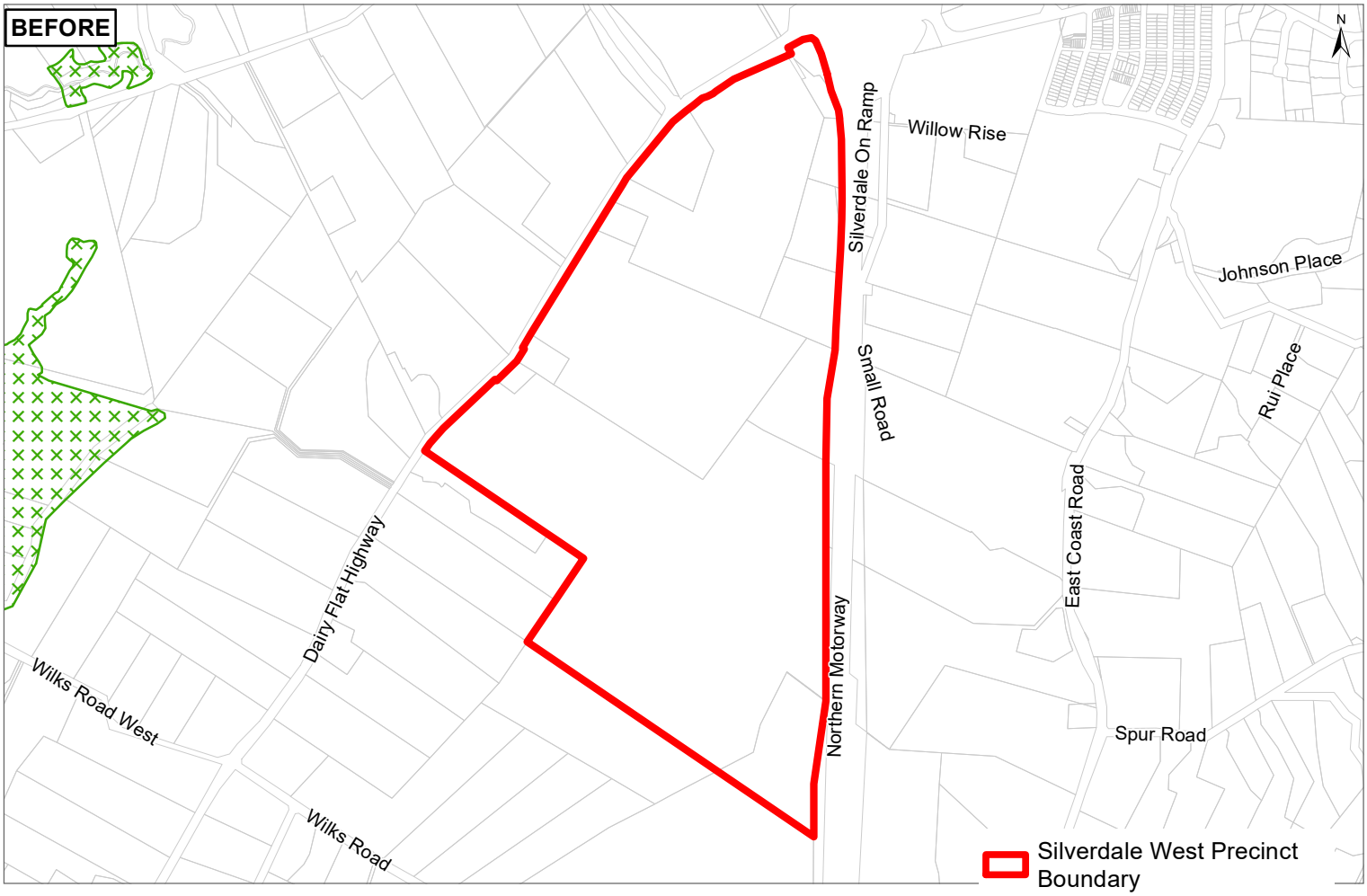
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Plan Change 103
Before and After
Stormwater Management Area Control - Flow 1

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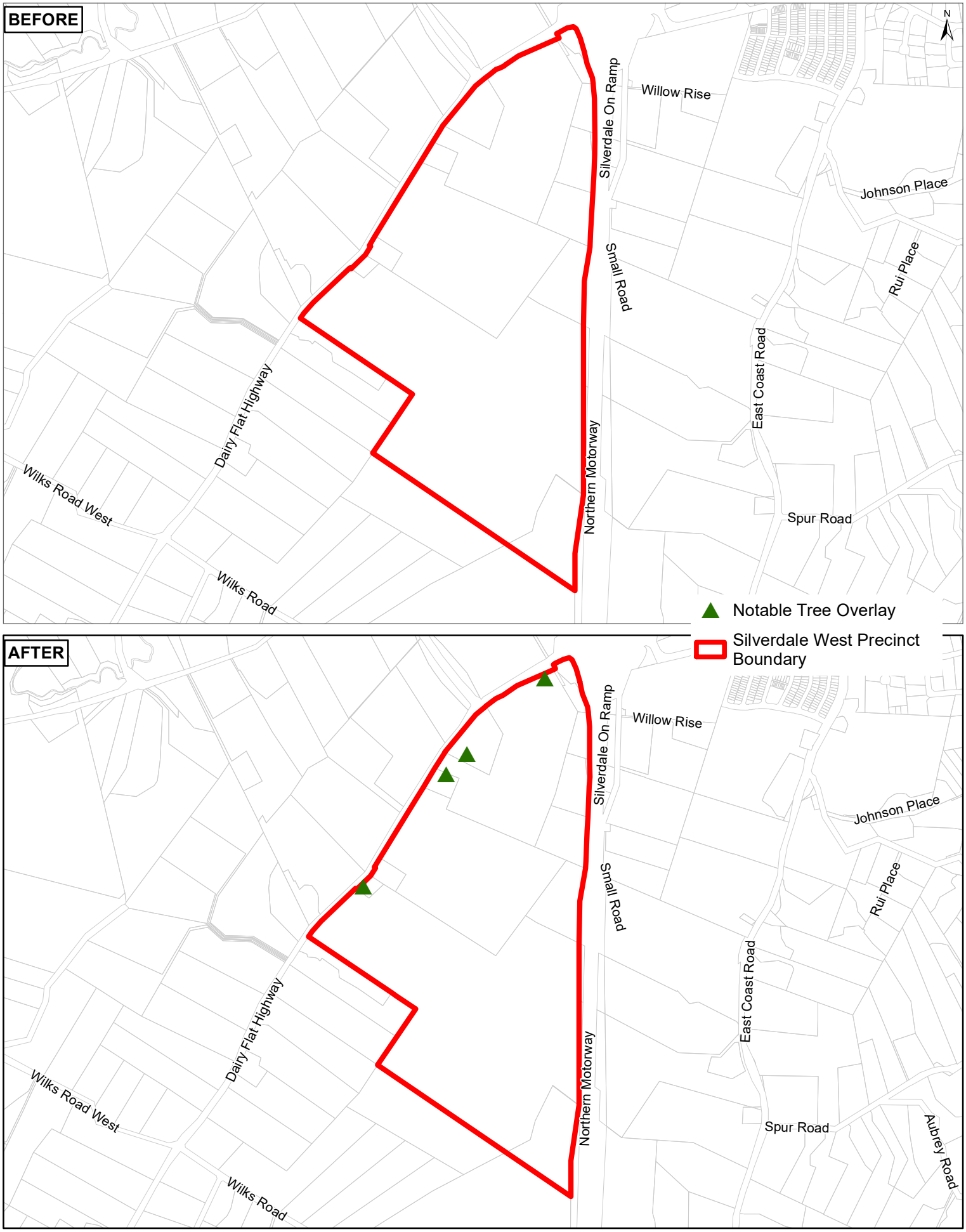
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Plan Change 103
Before and After
Significant Ecological Areas Overlay

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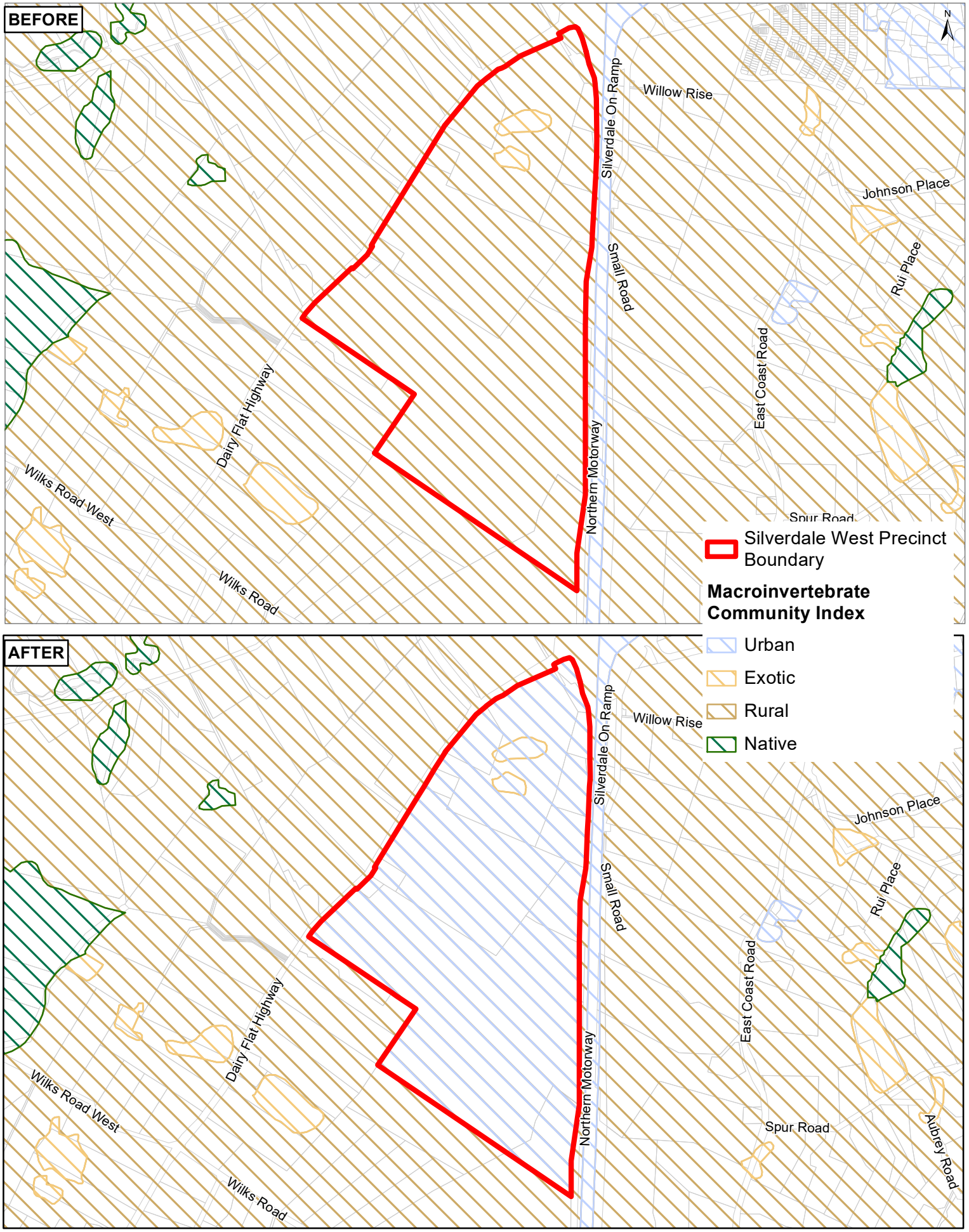
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Plan Change 103
Before and After
Notable Tree Overlay

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Plan Change 103
Before and After
Macroinvertebrate Community Index

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