
I hereby give notice that a hearing by commissioners will be held on:

Date: Wednesday 2nd, Thursday 3rd
and Friday 4th April 2025
Time: 9.30am
Meeting room: Council chamber
Venue: Ground floor, Auckland town hall
301-303 Queen Street, Auckland

PRIVATE PLAN CHANGE 103
ADDENDUM HEARING REPORT
1636-1738 DAIRY FLAT HIGHWAY AND 193
WILKS ROAD, SILVERDALE, AUCKLAND 0792
FLETCHER DEVELOPMENT LIMITED AND
FULTON HOGAN LAND DEVELOPMENT

COMMISSIONERS

Chairperson Karyn Kurzeja (Chairperson)
Commissioners Vaughan Smith
Rebecca Skidmore

Chayla Walker
KAITOHUTOHU WHAKAWĀTANGA
HEARINGS ADVISOR

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Note: The reports contained within this document are for consideration and should not be construed as a decision of Council. Should commissioners require further information relating to any reports, please contact the hearings advisor.

WHAT HAPPENS AT A HEARING

Te Reo Māori and Sign Language Interpretation

Any party intending to give evidence in Māori or NZ sign language should advise the hearings advisor at least ten working days before the hearing so a qualified interpreter can be arranged.

Hearing Schedule

If you would like to appear at the hearing please return the appearance form to the hearings advisor by the date requested. A schedule will be prepared approximately one week before the hearing with speaking slots for those who have returned the appearance form. If changes need to be made to the schedule the hearings advisor will advise you of the changes.

Please note: during the course of the hearing changing circumstances may mean the proposed schedule may run ahead or behind time.

Cross Examination

No cross examination by the applicant or submitters is allowed at the hearing. Only the hearing commissioners are able to ask questions of the applicant or submitters. Attendees may suggest questions to the commissioners and they will decide whether or not to ask them.

The Hearing Procedure

The usual hearing procedure is:

- **The chairperson** will introduce the commissioners and will briefly outline the hearing procedure. The Chairperson may then call upon the parties present to introduce themselves. The Chairperson is addressed as Madam Chair or Mr Chairman.
- **The applicant** will be called upon to present their case. The applicant may be represented by legal counsel or consultants and may call witnesses in support of the application. After the applicant has presented their case, members of the hearing panel may ask questions to clarify the information presented.
- **Submitters** (for and against the application) are then called upon to speak. Submitters' active participation in the hearing process is completed after the presentation of their evidence so ensure you tell the hearing panel everything you want them to know during your presentation time. Submitters may be represented by legal counsel or consultants and may call witnesses on their behalf. The hearing panel may then question each speaker.
 - Late submissions: The council officer's report will identify submissions received outside of the submission period. At the hearing, late submitters may be asked to address the panel on why their submission should be accepted. Late submitters can speak only if the hearing panel accepts the late submission.
 - Should you wish to present written evidence in support of your submission please ensure you provide the number of copies indicated in the notification letter.
- **Council Officers** will then have the opportunity to clarify their position and provide any comments based on what they have heard at the hearing.
- The applicant or their representative has the right to summarise the application and reply to matters raised by submitters. Hearing panel members may further question the applicant at this stage. The applicants reply may be provided in writing after the hearing has adjourned.
- **The chair** will outline the next steps in the process and adjourn or close the hearing.
- If adjourned the hearing panel will decide when they have enough information to make a decision and close the hearing. The hearings advisor will contact you once the hearing is closed.

Please note

- that the hearing will be audio recorded and this will be publicly available after the hearing
- catering is not provided at the hearing.

**A NOTIFIED PRIVATE PLAN CHANGE TO THE AUCKLAND UNITARY PLAN BY
FLETCHER DEVELOPMENT LIMITED AND FULTON HOGAN LAND DEVELOPMENT**

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Reporting officer, Dave Paul, Planner

Reporting on proposed Private Plan Change 103 - 1636-1738 Dairy Flat Highway and 193 Wilks Road, Silverdale, Auckland 0792 Private Plan Change to rezone Future Urban Land at Silverdale West to Light Industry.

**Addendum
Hearing Report for Proposed Private Plan Change 103: Silverdale
West Industrial Area to the Auckland Unitary Plan (Operative in
part)
Section 42A Hearing Report under the Resource Management Act
1991**

Report to: Hearing Commissioners

Hearing Date/s: 2, 3 and 4 April 2025

File Reference PC103: Silverdale West Industrial Area

Report Author Dave Paul - Senior Policy Planner
Regional, North, West and Islands,
Policy, Planning & Governance

**Report
Approvers** Peter Vari, Team Leader, Planning
Regional, North, West and Islands,
Policy, Planning & Governance

**Report
produced** 10 March 2025

Report Author Dave Paul Senior, Policy Planner, North, West and Islands,
Policy, Planning & Governance.

My experience is set out in Attachment 1 of my Primary s42A Report.

Attachments

Attachment AR1	PC103 Addendum 42A Recommended Precinct Modifications
Attachment AR2	Addendum 42A Report Technical Memoranda <ul style="list-style-type: none">• AR2(1) Landscape• AR 2(2) Transportation

1. PROPOSED PLAN CHANGE PROVISIONS

1. This Addendum s42A Report relates to Plan Change 103 (Private): Silverdale West Industrial Area (**PC103**), which proposes to rezone approximately 107ha of land at Silverdale West from Future Urban Zone to Business - Light Industry Zone and to introduce a new precinct. In particular, this report relates to changes proposed by Fletcher Development Limited and Fulton Hogan Land Development (**Requestor**) to PC103 as notified, in response to submissions on PC103.
2. In Direction 1, 17 February 2025 the Chair of the Hearings Panel invited the Requestor to:

file a memorandum outlining what, if any, changes they recommend to the proposal and outline which changes are in response to which submissions. This memorandum should be lodged with the Council's Hearings Advisor, Chayla Walker, by 4pm, Monday 24 February 2025.
3. On 19 February 2025, the Requestor advised the Hearings Panel Chair that it intended to file a revised set of precinct provisions by Monday 24 February 2025. It also requested that the Council's 42A report address the Requestor's revised PC103 provisions, rather than PC103 as notified.
4. On 20 February 2025 the Hearings Panel Chair issued Direction 2 which states:

Pursuant to section 42A of the RMA, the reporting planner is requested to prepare a S42A hearing report based on the application as notified as well as an addendum s42A report on the revised proposal. Both reports are to be with the Council's Hearings Advisor, Chayla Walker by 9am on Monday 10 March 2025 and shall be released to all parties no later than 5pm Tuesday 11 March 2025.
5. This Addendum s42A Report has been prepared to meet Direction 2 and considers the changes proposed to PC103 as notified by the Requestor and should be read in conjunction with the Primary s42A Report. My recommendations on submissions are set out in my Primary s42A Report, subject to one minor change to my recommendation on submission point 19.2 as set out in this Addendum s42A Report.
6. On 24 February 2025 the Requestor submitted a Memorandum to the Hearing Panel including an amended Silverdale West Industrial Precinct and a section 32AA analysis.

2. AMENDED SILVERDALE WEST INDUSTRIAL PRECINCT

7. The amendments proposed to PC103 as notified by the Requestor are in response to submissions on PC103 by Watercare, Auckland Transport, Auckland Council and YJS Holdings.
8. The Requestor has proposed to make amendments to the PC103 precinct provisions in response to submissions, which are set out below.
9. There are several amendments proposed to PC103 by the Requestor that are slightly different to those proposed by the submitters and I address these below. The submitters will need to confirm in their evidence what their views are on the

amendments proposed by the Requestor compared with those they included in their submissions. I address these further below.

10. Where the Requestor has adopted the amendments proposed by the submitter, I do not address these further as they have already been addressed in my Primary s42A Report, as the Requestor has agreed with the proposed amendments sought by submitters.
11. In the submission tables set out below presenting the submissions relating to the Requestors proposed amendments to the PC103 as notified, the Planners recommendation column reflects my recommendations in my Primary s42A Report. Proposed changes to my recommendations on submissions arising from consideration in this report are set out in section 3.

Additional Height Area

12. The Requestor has proposed amendments in relation to the following submission points on the proposed Additional Height Area in PC103.

Sub. No.	Name of Submitter	Summary of the Relief Sought by the Submitter	Further Subs	Planners Recommendation in Primary 42A Report
13.9	Auckland Council	<p>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:</p> <ul style="list-style-type: none"> • 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
13.10	Auckland Council	<p>c. Amend Standard IX.4 Activity Table to add two new activities in the Development Category</p> <ul style="list-style-type: none"> • (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 		Accept

		Restricted Discretionary Activity status. RD		
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13. The Additional Height Area provisions are addressed in my Primary 42A Report in section 9.7 Submissions on Landscape. The notified Precinct provisions for PC103 included the provision for additional height as a standard with a 30m height limit in areas identified on Precinct Plan 1. In its submission, Auckland Council sought that buildings in the Additional Height Area (with a building height over 20m) be a Restricted Discretionary Activity. In my Primary s42A Report I agreed with this approach and recommended that the submission point be accepted. It is also supported by Ms Gilbert in her technical memorandum (Attachment 3 Appendix 3(1)). In its revised Precinct Provisions, the Requestor has proposed that buildings over 20m and up to 30m in the Additional Height Area be a Controlled Activity. Ms Gilbert has addressed this in her supplementary technical memorandum (Attachment AR2(1) to this report) and states:

From a landscape perspective, I do not support a controlled activity status of 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 my experience, can be very difficult to clearly articulate via consent conditions. In my view, a restricted discretionary activity status with location specific assessment matters and matters of discretion is a more preferable planning method to ensure an appropriate outcome from a landscape effects perspective.

14. I agree with this assessment. I also note that resource consent applications for controlled activities cannot be declined and must be granted by the Council and only conditions can be placed on a resource consent. I agree with Ms Gilbert that 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. A resource consent application for a restricted discretionary activity can be granted or refused. In considering the application, the Council must consider only those matters over which it has restricted the exercise of its discretion in its plan.
15. Auckland Council's submission point 13.9 has also sought additional objectives and policies on this matter and should provide suggested wording for the additional objectives and policies they are seeking.
16. My recommendation in my Primary s42A Report to accept the Council submission point 13.9 on this matter, therefore still stands. The amended Precinct provisions in Attachment AR1 therefore retain the restricted discretionary activity status and include associated matters for discretion and assessment criteria. Wording for the additional objectives and policies sought by Auckland Council in submission point 13.9 is still needed.

Staging Tables

17. The Requestor has proposed amendments to PC103 as notified in relation to the following submissions on Section IX6.7 Development Staging of the Precinct.

Sub.	Name of	Summary of the Relief Sought	Further	Planners
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No.	Submitter	by the Submitter	Subs	Recommendation in Primary 42A Report
14.9	Auckland Transport	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.	FS02(S)	Accept
14.10	Auckland Transport	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.	FS02(S)	Accept
14.11	Auckland Transport	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
14.34	Auckland Transport	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
14.35	Auckland Transport	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 <u>with roundabout at Argent Lane / Wainui Road intersection</u> - <u>SH1 shoulder bus lanes from SH18 to Oteha Valley Road.</u>		Accept
14.36	Auckland Transport	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		Accept

		formal pedestrian crossings, and advance cycle boxes, <u>and bus stops</u>		
		Make consequential amendments to IX.11.3 Appendix 3: Transport Infrastructure Upgrades.		
14.37	Auckland Transport	Amend IX6.8 as follows or similar: Purpose: • Manage <u>Mitigate</u> the adverse effects of traffic generation on the surrounding regional and local road network through the <u>identification provision</u> of transport upgrades specifically needed to support development within the precinct.	FS02(S)	Accept
19.10	Watercare Services Limited	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
19.11	Watercare Services Limited	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
19.12	Watercare Services Limited	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

18. In my Primary s42A Report, I noted that AT had requested that the Development Threshold Tables IX.6.7.1 and IX.6.8.1 be amalgamated into one table, but that AT had not provided details of how that should occur. Mr Richards (Beca Transport) agreed with this approach sought by AT. I had recommended that the submissions be accepted but that AT needed to provide detailed amendments in its evidence.
19. Watercare's submission points 19.10-19.12 sought that references to water and wastewater infrastructure be removed from the activity tables.

20. The Requestor agrees with the submissions and has proposed amendments to PC103 as notified to amalgamate the activity tables and to remove the water and wastewater references.
21. However, I found the way that the Requestor shows its deletions and additions in respect of Tables IX.6.7.1 and IX 6.8.1 confusing. I have therefore amended the strike through and underling to what I believe more accurately reflects the changes that the Requestor is proposing to PC103 as notified. These are shown in the amendments in Attachment AR1 (I note that Column 2 in Table IX6.7.1 is derived from former Table IX.6.8.1 but I have not shown it as an addition to Table IX6.7.1 so that the specific wording changes to the heading and matters in the columns can be seen)
22. AT will need to confirm whether the proposed merging of the tables addresses the relief sought in their submission. I recommend accepting the submissions, and the proposed amendments subject to AT's confirmation that the amendments achieve what it sought.
23. AT also seek amended wording to some of the elements within the table (submissions 14.34, 35, 36 and 37) and needs to confirm in its evidence whether, with the merging of the tables, these amendments are still required. In my Primary s42A Report I had recommended accepting these submissions and the proposed amended Precinct in Attachment AR1 includes the AT amendments. In respect of 14.37, I agree with AT that the purpose of the rules is to do more than manage the traffic effects and seek to mitigate them by requiring transport infrastructure upgrades. Mr Richards also supports the AT submission in his primary technical memorandum (Attachment 2 Appendix 3(6) to the Primary s42A Report).

Other Transport Submissions

24. The Requestor has proposed amendments to PC103 as notified in relation to the following other submissions on transportation matters.

Sub. No.	Name of Submitter	Summary of the Relief Sought by the Submitter	Further Subs	Planners Recommendation in Primary 42A Report
14.15	Auckland Transport	Amend Objective 8 as follows or to similar effect: The precinct is <u>subdivided and developed in a comprehensively and integrated way that achieves a high quality developed</u> industrial environment that responds to natural site features and landform, manages the interface with surrounding land use, <u>enables</u> supports public and active transport use and respects mana whenua values.		Accept
14.18	Auckland Transport	Amend Policy 4 as follows or similar: Recognise the importance of employment to the Silverdale / Dairy Flat / Hibiscus Coast area, <u>by providing opportunities for</u>		Accept

		<u>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.</u>		
14.29	Auckland Transport	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).		Reject
14.38	Auckland Transport	Amend IX.6.8 (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;		Accept
14.39	Auckland Transport	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 - <u>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.</u>		Accept
14.41	Auckland Transport	Amend IX.8.1. Matters of discretion (1) to include the following or similar: <u>(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</u>		Accept

		<u>environment.</u>		
14.42	Auckland Transport	Amend IX.8.1 Matters of discretion (8) to include the following or similar: (8) <u>Subdivision</u> or development that does not comply with IX.6.9(1) Road design and upgrade of existing rural roads:		Accept
14.43	Auckland Transport	Amend IX.8.2. Assessment criteria (1) as follows or similar: (a) ... (i) <u>Landowner patterns and the presence of natural features, natural hazards or contours other constraints</u> and how <u>these this</u> impacts the placement of roads;... (iii) The constructability of roads and the ability for it to be <u>connected beyond any property boundary delivered.</u> (c) Whether roads <u>and pedestrian and cycle paths</u> are aligned to provide visual and physical connections to open spaces, including along the stream network, where the site conditions allow.		Accept
14.46	Auckland Transport	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.	FS05(S)	Accept
14.47	Auckland Transport	Amend Appendix 1 Road function and design elements table, to the updated table provided in Attachment 2.		Accept
14.48	Auckland Transport	Amend Appendix 2 Road function and design elements table – External roads to the Precinct, to the updated table provided in Attachment 3.		Accept
14.49	Auckland Transport	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		Accept

		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.		
15.2	YJS Holding Limited	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.	FS03(O) FS04(S)	Accept

25. The Requestor has proposed amendments PC103 as notified, which address many of the amendments sought by AT. In my Primary s42A Report I had recommended that the AT submission be accepted, and that AT's proposed amended wording be included in the amended Precinct in Attachment AR1. There are several responses by the Requestor that propose amendments to PC103 as notified that I do not agree with and I continue to recommend accepting the submission points by AT, including the original wording proposed by AT. These are outlined below.
26. In respect of AT's submission 14.15 on Objective 8, the Requestor has agreed with AT's proposed wording (see 14.15 above) in their submission except for the inclusion of the reference to "high quality". In my Primary s42A Report I recommended accepting submission point 14.15 as I agreed with AT's proposed wording and still consider that reference to "high quality" in the objective is appropriate for an industrial area, especially where there is proposed to be provision for buildings taller than 20m in the Additional Height Area. I have therefore recommended AT's proposed wording in the amended Precinct in Attachment AR1.
27. In respect of AT's submission 14.18 on Policy 4 (see above), the Requestor has proposed amendments to PC103 as notified to include AT's additional wording but has not agreed with the deletion of the phrase '*including the potential for positive travel patterns associated with some people not needing*'. In my Primary s42A Report I recommended that AT's submission point be accepted, to delete the phrase as it unnecessarily complicates the policy. I therefore recommend AT's submission point be accepted, and I support the wording which is set out in Attachment AR1.
28. AT's submission point 14.29, seeks the deletion of activity A4 from Activity Table IX.4.1 which reads:
- Subdivision and/or development that does not comply with Standard IX6.6 Road widening setback along Dairy Flat Highway*
29. I addressed this submission point in Section 9.1.4 of my Primary s42A Report and consider that submission point should be rejected, as the activity and references in the Standard IX6.6 need to be retained as the Notices of Requirement providing for the widening of Dairy Flat Highway are not yet operative as the decision is under appeal. Therefore, I consider that the rules do need to remain in place until the designation is operative.
30. The Requestor refers to submission 14.41 from AT and states that it agrees in part with AT's proposed amended wording and suggests amended wording but does not provide any alternative wording. The Requestor needs to provide the alternative wording in its evidence. Given that the Requestor has not provided alternative wording,

at this stage I consider that the AT submission point should be accepted, including AT's wording set out in its submission as included in Attachment AR1.

31. In submission point 14.43 AT seeks that assessment criteria IX.8.2 1(a)(i) be amended as follows:

Amend IX.8.2. Assessment criteria (1) as follows or similar:

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 the presence of natural features, natural hazards or contours other constraints and how these ~~this~~ impacts the placement of roads;...

32. The Requestor agrees with the amendments proposed by AT except the deletion of the word "contours" in (i)
33. I recommend that submission point 14.43 be accepted. However, AT will need to address why it thinks "contours" should be deleted and replaced with "other constraints" in its evidence. In my opinion, contours seem like a reasonable thing to take into account in the location of collector roads and key pedestrian connections, so I have not deleted the word in the proposed amendments in Attachment AR1. AT may have rationale as to why "other constraints" is preferred.
34. In relation to submission points 14.46 by AT and 15.2 by YJS Holdings, the Requestor has sought to address these points by identifying collector roads in Precinct Plan 1 and proposing a new standard in IX6.9 Road Design relating to ensuring that internal roads extend to adjoining property boundaries. Mr Richards also recommended this in his technical memo (Attachment 2 Appendix 2(6) of my Primary 42A Report). In my Primary s42A Report I recommended that the submission points be accepted, and a collector road be shown on the Precinct Plan. Mr Richards has addressed the proposed amendments in his Addendum Technical Memorandum (AR 2(2)). Mr Richards notes that proposed amendment does not represent all of the local road network, and is different to that shown, in the Requestor's ITA. The Requestor should address this difference in their evidence. Mr Richards also notes that:

The key pedestrian and cycle connection is shown on Precinct Plan 1 as being provided on the same alignment as key local road 2, however Table IX.11.1 Appendix 1: Road Function and Design Elements does not include provision for cycles on local roads (see Figure 3-2). If this section of road is to include cycle facilities, it may be more appropriate for this to be a collector road. Alternatively, it would be necessary to describe how this section of cycleway will be accommodated within the local road cross section.

The Requestor and AT should address this in their evidence. Mr Richards accepts that the Requestors proposed amendment to the PC103 notified Precinct Plan does

provide access to the Stage 2 area which is what is requested in the submission. As outlined above, the proposed amendments to PC103 as notified by the Requestor do not represent all of the local road network and is different to that shown in the Requestor's ITA. The Requestor should address this difference in their evidence.

35. However, AT needs to address whether the key intersections that require a transport design report and strategic cycle connections should be shown on Precinct Plan 1. The submitters need to address the proposed standard in their evidence. Subject to their evidence, I recommend accepting submission points 14.46 and 15.2 by identifying collector roads in Precinct Plan 1 and including new standard in IX6.9 Road Design as proposed by the Requestor.
36. In relation to AT's submission points 14.47 and 14.48 which seek changes to the PC103 notified Precinct Appendix 1 and Appendix 2 relating to road function and design, the Requestor has proposed amendments to PC103 as notified, including amended Road Design Tables IX.11.1 Appendix 1 and IX.11.2 Appendix 2. However, these are different to the Road Design Tables submitted by AT. Mr Richards also addresses the proposed amendments in his Addendum Technical Memorandum (AR 2 (1) Section 4. He outlines that the suggestions in the AT submission have not been addressed including:

Widening the minimum road reserve for collector roads and local road by 3m (however it is noted that these cross sections don't have any on-street parking).

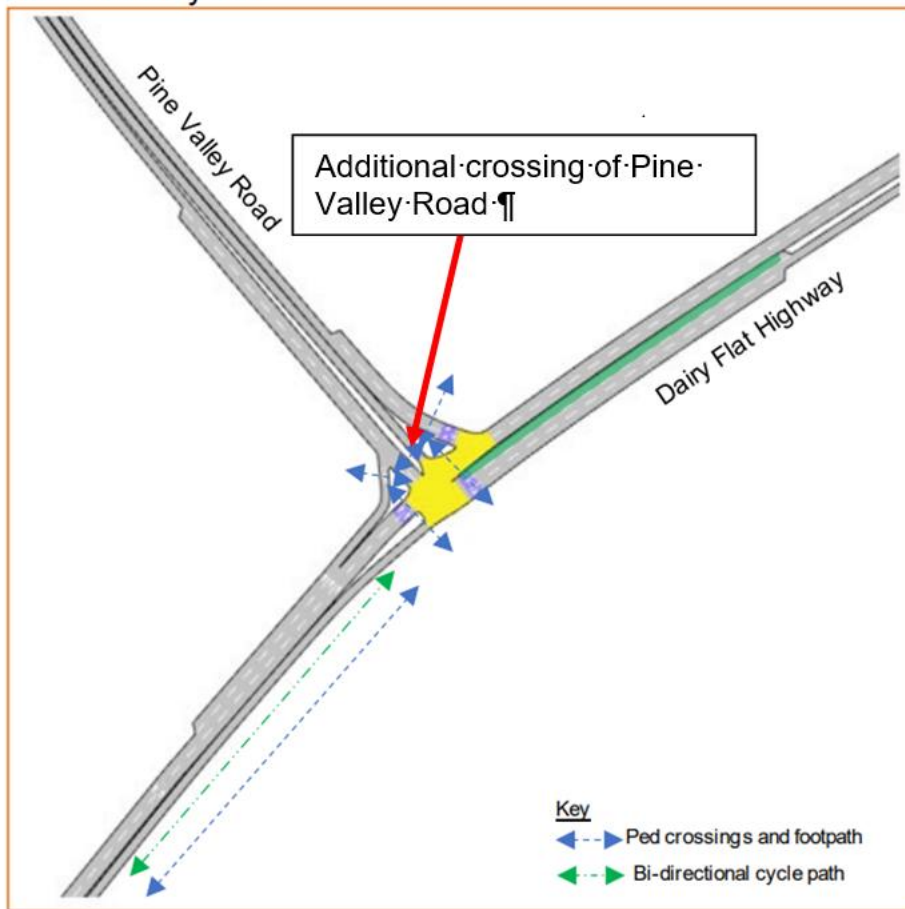
He notes that there are also issues with the provision of on street parking and the width of the roads and that these do not align with the cross sections shown in the ITA. The Requestor needs to address the revised tables in its evidence. AT also needs to comment on the Requestor's amended tables in its evidence.

37. In its proposed amendments to PC103 as notified, the Requestor seeks to address AT's submission point 14.48 under the heading IX11.3 Appendix 3 Transport Infrastructure Upgrades. I believe this is an error and it should refer to AT's submission point 14.49 which relates to IX.11.3 Appendix 3: Transport Infrastructure Upgrades (see table above). Submission point 14.48 relates to Appendix 2 Road function and design and was discussed above. The Requestor needs to clarify this in its evidence.
38. I note that the Requestor indicated that there are amendments to the notified PC103 Appendix 3 Upgrade 2. However, it is not clear from the Requestors amended material what the change is, but I have shown it in the enlarged diagram below. The change shown addresses AT's submission 14.9 about a pedestrian crossing being added across Pine Valley Road.

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)
 - o formal pedestrian crossings incorporated within the intersection layout, plus advance cycle boxes*

Amended layout:



39. The Requestor needs to clarify that this is the only change proposed to Appendix 3. Mr Richards notes that the proposed amendment does not address the comment in AT's submission about the intersection being remodelled. The Requestor and AT should address these points in their evidence.

Other Watercare Submissions

Sub. No.	Name of Submitter	Summary of the Relief Sought by the Submitter ▲	Further Subs	Planners Recommendation in Primary 42A Report
19.2	Watercare Services Limited	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 <u>needs to be</u> closely aligned with the delivery of transport, <u>water supply, wastewater</u> and other infrastructure upgrades needed to support the development of the precinct.		Accept in part
19.3	Watercare Services	Precinct Purpose Amend Implementation second para as		Accept

	Limited	<p>follows: <u>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.</u></p>		
19.4	Watercare Services Limited	<p>Add a new objective 4A as follows: <u>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.</u></p>		Accept
19.5	Watercare Services Limited	<p>Delete Policy 8 and replace with a new policy as follows: (8) Avoid subdivision and development prior to water and wastewater infrastructure capacity being available. <u>(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.</u></p>		Accept
19.6	Watercare Services Limited	<p>Amend Activity Table Activity (A8) as follows: Development not complying with standard IX.6.11(1). Wastewater Connections. <u>Use and development that does not comply with Standard IX6.11 Bulk Water Supply and Wastewater Infrastructure. NC</u></p>		Accept

19.7	Watercare Services Limited	Amend Activity Table Activity (A9) as follows: Subdivision not complying with standard IX.6.11(2). Wastewater Connections. <u>Subdivision that does not comply with Standard IX6.11 Bulk Water Supply and Wastewater Infrastructure. NC</u>		Accept
19.9	Watercare Services Limited	Amend Standards IX.6 (3) and (4) by amending the reference to IX.6.10 to IX6.11.		Accept
19.13	Watercare Services Limited	Amend Standard IX6.11 as follows: Wastewater connections-Bulk Water Supply and Wastewater Infrastructure <u>Purpose: To ensure efficient delivery of wastewater infrastructure including treatment.</u> (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. <u>Purpose:</u> <u>• To ensure subdivision and development within the Precinct is adequately serviced with bulk water and wastewater infrastructure.</u> <u>(1) Bulk water supply and wastewater infrastructure with sufficient capacity for servicing the proposed development must be completed, commissioned and functioning:</u> <u>a. in the case of subdivision, prior to issuing of a certificate of title pursuant to 224(c);</u> <u>b. in the case of land use only, prior to construction of any buildings for activities that would require water and/or wastewater servicing.</u>		Accept

40. The Requestor agrees with the amendments proposed by Watercare in its submission. In my Primary s42A Report I recommended that the submission points by Watercare

proposing amendments to PC103 as notified be accepted, with the exception of submission point 19.2, which I considered should be accepted in part.

41. In respect of submission point 19.2, the Requestor has agreed with the amendments as proposed by Watercare. In my Primary 42A Report I indicated that I did not agree with changing “is” to “needs to be” in the third paragraph as I considered “is” to be more directive. On reflection I now agree with the proposed amendment. I now consider that all of Watercare’s submission points should be accepted.
42. The amendments proposed by Watercare in its submission are included in the proposed amendments to PC103 as notified as set out in Attachment AR1.

Other Auckland Council Submissions

43. The Requestor has also addressed the following submission by Auckland Council.

Sub. No.	Name of Submitter	Summary of the Relief Sought by the Submitter	Further Subs	Planners Recommendation in Primary 42A Report
13.3	Auckland Council	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.	FS02 (S)	Accept in part
13.16	Auckland Council	IX6.2 Streams and natural inland wetlands Delete IX6.2(1) (e)		Accept
13.17	Auckland Council	IX6.2 Streams and natural inland wetlands Delete Standard IX6.2 (2)		Accept
13.18	Auckland Council	Amend Standard IX9 (1)(b) to include the matters to be assessed in a Monitoring and Maintenance Plan for natural wetlands.		Accept

44. The Requestor addressed submission point 13.3 by Auckland Council and disagrees with the submission point but notes that it has suggested reordering the PC103 policies for clarity. I recommend that submission point 13.3 should be accepted in part and agree with the proposed reordering of the policies and have included the reordering in the recommended amendments to PC103 as notified in Attachment AR1.

In my Primary s42A Report in relation to submission point 13.3, I state that the submitter (Auckland Council) has not provided any suggested wording and should do so in its evidence.

45. The Requestor has agreed with the changes proposed to PC103 in submission points 13.16 and 13.17 by Auckland Council. In my Primary s42A Report I recommended accepting the submission points and agree to the deletions set out in the submission points 13.16 and 13.17.
46. On submission point 13.18, the Requestor has agreed with the submitter but has provided slightly different wording to that suggested in the submission. In my Primary s42A Report I recommended accepting the amendments proposed by Auckland Council and still prefer these and include them in the amended Precinct in Attachment AR1. I recommend accepting submission point 13.8, including the amendments to PC103 as notified proposed by Auckland Council.

Minor Amendments

47. The Requestor has proposed a number of minor consequential and editorial amendments to PC103 as notified. I agree with the proposed minor consequential and editorial amendments, and they are included in the amended precinct provisions in Attachment AR1 to this report.

3 AMENDED RECOMMENDATIONS ON SUBMISSIONS

48. 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.
49. That submission 19.2 be **accepted**.

4 STATUTORY AND POLICY FRAMEWORK

50. The following sections summarise the statutory and policy consideration, relevant to the proposed amendments to PC103 as notified put forward by the Requestor.

4.1 National Policy Statements and Auckland Unitary Plan Regional Policy Statement


51. PC103 is proposing amendments to the district plan section of the Auckland Unitary Plan. PC103 must give effect to any national policy statement.
52. Overall, my assessment against the national policy statements as set out in Section 4 of my Primary s42A Report remain the same.
53. Section 75(3)(c) of the RMA requires that a district plan must give effect to any regional policy statement (RPS).
54. Overall, my assessment of PC103 against the RPS as set out in Section 4 of my Primary s42A Report remains largely the same. The proposed amendments made by the Requestor in the revised Precinct provisions address many of the concerns I raised in my Primary s42A Report relating to the policy on the integration of land use and the provision of infrastructure. The proposed amendments to PC103 as notified now

includes a number of amendments proposed in submissions by AT and Watercare that in my opinion better address the integration of land use and transport.

5 CONCLUSIONS

55. Having considered all of the additional information provided by the Requestor, I maintain my recommendations in my Primary s42A Report, except for my recommendation above in respect of submission 19.2.

6 SIGNATORIES

	Name and title of signatories
Authors	Dave Paul – Senior Policy Planner, Regional, North, West and Islands, Policy, Planning & Governance 
Reviewer / Approver	Peter Vari – Team Leader, Regional, North, West and Islands, Policy, Planning & Governance 

Attachment AR1 – Recommended Amendments to the Silverdale West Industrial Precinct in PC103 as notified

Amendments are shown with text to be deleted as struck through and text to be added as underlined.

Attachment AR1

42A Addendum Report Precinct Amendments to PC103 as Notified

Amendments are shown with text to be deleted as struck through and text to be added as underlined.

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 ~~is~~ needs to be closely aligned with the delivery of transport, water supply and 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, 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 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), 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), 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 Standards IX.6.7 or IX6.8, 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. However, John Creek shows evidence of stream erosion and is at risk of further erosion. 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. The precinct includes provisions to ensure that the risk of stream erosion is managed, and the stream channel can adjust and widen in response to development.

Landscape Buffers

The precinct provides a landscaped buffer along State Highway 1 and Dairy Flat Highway 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, or form part of an integrated green network, may will be vested in Council. Indicative open space areas are identified within the precinct; however, the exact extent, ~~and~~ location and ownership 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.

Historic Heritage

The precinct contains significant historic heritage values associated to the notable historic figure Maurice Kelly, and his homestead, public house, stables and stockyard (R10/737). The precinct provisions provide for the management of a portion of the subsurface archaeological remains associated to the 'Maurice Kelly Homestead and Inn (R10/737)', which are in a good state of preservation; the 'Maurice Kelly Heritage Management Area'.

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 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 the surrounding road network;
 - b) encourages in a mode shift to public and active modes of transport; ~~and~~
 - 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.
- (4A) Subdivision and development does not occur in advance of the availability of operational transport (including regional and local transport infrastructure).
- (4B) 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.

- (5) Subdivision, use and development are managed to ensure the maintenance, restoration and enhancement of ecological values within the receiving environment.
- (6) Strong ecological outcomes are embedded within the precinct through the protection and enhancement of key streams and natural wetlands and areas of indigenous vegetation. Riparian margins contribute to the functions of the stream and are protected.
- (6A) Provide for the health and well-being of streams and wetlands within the precinct to enhance these connections through native riparian planting and restoration of degraded habitats whilst providing habitats for threatened and endangered native species.
- (7) Enable buildings of greater height within lower lying areas of the precinct to enable a range of industrial activities.
- (8) The precinct is subdivided and developed in a comprehensively 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.
- (9) Development and subdivision deliver a demonstrate the integration of green networks within the precinct that integrates focused on freshwater systems with publicly accessible open space, and active mode networks, freshwater systems, and green infrastructure, and that connects with existing and future green networks adjoining the precinct. ~~through the precinct.~~
- (10) 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.
- (11) Historic heritage values and archaeological remains of the Maurice Kelly Heritage Management Area, are recognised, managed and enhanced within 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 reduce the need for travel outside the area for work.

Transport, infrastructure and staging

(4A) Ensure that subdivision and development in the Precinct is coordinated with the provision of sufficient transport, stormwater, wastewater, water supply, energy and telecommunications infrastructure.

(4B) Require that subdivision and development in the Precinct does not occur in advance of the availability of operational transport infrastructure.

- (5) 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.

- (6) 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 transport, stormwater, wastewater, water supply, energy and telecommunications infrastructure.~~

(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.

~~(8) Avoid subdivision and development prior to water and wastewater infrastructure capacity being available.~~

Street network, open space and built form

- (9) 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) 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) 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) Ensure that the location and design of publicly accessible open spaces, including but not limited to riparian margins and esplanade reserves, ~~contribute to~~ achieves a green network through the precinct including 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) 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) Require development adjacent to Dairy Flat Highway and State Highway 1 to protect the interface with the surrounding land use and maintain a sense of openness and naturalness through a landscaped setback.
- (15) Enable additional building height to meet the functional requirements of industry while responding to the landform.
- (16) 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~~ while:
 - (a) functionings, among other things, as an appropriate buffer between streams and wetlands and adjacent industrial activity; ~~and~~
 - (b) supportings active transport modes through the precinct; and
 - (c) avoids locating pathways too close to streams primarily in the form of esplanade reserves and riparian margins.

Stormwater management and ecology

- (17) 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) The wetlands and riparian margins of permanent and intermittent streams and wetlands within the precinct are enhanced through ecological restoration through native eco-sourced planting which is in accordance with Te Haumanu Taiao and are sufficient to meet the requirements of the stream channel to adjust and widen in response to development

- (19) Design and construct devices (which ~~may~~ include throttled stream crossing culverts and constructed communal stormwater wetlands-areas) for stormwater treatment and detention of runoff from all impervious surfaces that also contribute to flood management, ecological, recreational and amenity values.
- (20) 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, use and development.
- (21) 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) 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) 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) ~~Utilising at least 75%~~ Utilise and promote native planning in riparian and wetland enhancement and restoration areas and street plantings;
 - (c) Identifying opportunities early to incorporate traditional names or other names put forward by tāngata whenua into open space areas, roads, or other community spaces;
 - (d) Taking an integrated approach to the management stormwater which protects and enhances the mauri of freshwater, in particular with regard to John Creek;
 - (e) Ensuring the mauri of the John Creek Awa, including its tributaries, is are enhanced through development setbacks and native riparian planting; and
 - (f) Ensuring the design of streets and publicly accessible open spaces incorporates Te Aranga design principles.

Historic Heritage

- (24) Recognise, manage and enhance the historic heritage values of the Maurice Kelly Heritage Management Area identified in Appendix IX11.5.
- (25) Enable the use, development and adaptation of the Maurice Kelly Heritage Management Area where:
 - (a) it will not result in adverse effects on the significance of the place;

- (b) it will contribute to the ongoing maintenance and enhancement of the historic heritage values of the place; and
- (c) it is in accordance with good practice conservation principles and methods;
- (d) it will not result in cumulative adverse effects on the historic heritage values of the place;
- (e) it will recover or reveal heritage values of the place;
- (f) it will secure the retention of the place.

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~~ adopted Stormwater Management Plan either needs an approved amendment under the Regionwide Network Discharge Consent to the ~~approved~~ adopted Stormwater Management Plan or a new Private 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 implemented 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 transport-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
(A5)	Subdivision and/or development that does not comply with <u>Column 3 of Table IX.6.7.1 (Infrastructure upgrades including transport upgrades required outside the Silverdale West Industrial Precinct to enable activities or subdivision in column 1) and the associated requirements of Standard IX.6.7 Staging of subdivision and development with transport upgrades within and outside of the Silverdale West Industrial Precinct to support planned future development within the precinct and in the wider area</u>	RD <u>NC</u>

(A6)	Subdivision and/or development that does not comply with <u>Column 2 of Table IX.6.7.1 (Infrastructure upgrades including transport upgrades required within the Silverdale West Industrial Precinct to enable activities or subdivision in column 1) and the associated requirements of Standard IX.6.87 Staging of subdivision and development with infrastructure upgrades including transport upgrades within and outside of the Silverdale West Industrial Precinct to support planned future development within the Silverdale West Industrial Precinct and the wider area.</u>	RD NC
(A7)	Subdivision and/or development of publicly accessible open spaces <u>greater than 1,000m²</u>	RD
(A8)	Development not complying with standard IX.6.11(1). Wastewater Connections. <u>Use and development that does not comply with Standard IX6.11 Bulk Water Supply and Wastewater Infrastructure</u>	NC
(A9)	Subdivision not complying with standard IX.6.11(2). Wastewater Connections. <u>Subdivision that does not comply with Standard IX6.11 Bulk Water Supply and Wastewater Infrastructure</u>	NC
(A10)	<u>New buildings exceeding 20m in height up to 30m in height located in the Additional Height Area as shown on Precinct Plan 2</u>	RD
(A11)	<u>Additions and alterations to buildings that exceed the zone building height, located within the Additional Height Area of precinct plan xx,</u>	RD
(A12)	<u>Land disturbance within the Maurice Kelly Heritage Management Area</u>	RD

IX.5. Notification

- (1) Except as provided for by IX(1A), 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.
- (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.6.110.

(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.6.110

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 the height specified in Standard H17.6.1 (Building height) 20m in height, except that the land identified as being within the ‘Additional hHeight Area’ as specified in IX.10.2 Silverdale West Industrial Precinct: Precinct Plan 2 must not exceed 30m in height.~~

IX6.2 Streams and natural inland wetlands

Purpose:

- To contribute to the maintenance and improvements 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 420m, 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 wWalkways 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 ~~up to~~ 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. Walkways and cycleways must be non-paved and permeable.
- (c) The wetlands and riparian and wetland planting area must be vested in Council or protected and maintained in perpetuity by an appropriate legal mechanism.
- ~~(d)-(2)~~ A building, or parts of a building, must be setback at least 205m 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) A building, or parts of a building, must be setback at least 20m from the edge of a natural wetland at its fullest extent.
- ~~(d) 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).~~

IX.6.2A Lighting

- (1) Lighting must not exceed 0.1 lux above the natural ambient illuminance between Civil Dusk and Civil Dawn measured in a vertical plane within 3m of the boundary of the Significant Ecological Area, permanent and intermittent streams, wetlands and associated riparian margin and wetland planted buffer areas.'

IX.6.3 Yards

Purpose:

- Provide appropriate buffering and screening between industrial activities and open space while: having regard to Crime Prevention Through Environmental Design Principles, recognising the timing of open space zoning, future esplanade requirements, and the 420m riparian yard setback required by IX6.2(2)(4)(d) which achieves an amenity, stormwater and flood management 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 IX6.3.1

Table IX6.3.1: 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	10 20m from the edge of permanent and intermittent streams
<u>Wetland</u>	<u>20m from the edge of a natural wetland at its fullest extent</u>

- (2) Front yards (excluding access points) must be planted with a mixture of native 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).
- (4) Side and rear yards must include a landscape area planted with a mixture of native trees, shrubs or ground cover plants (including grass) within and along the full extent of the yard to provide a densely planted visual buffer (while also providing for Crime Prevention Through Environmental Design principles) 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.~~

IX6.4 Landscape buffer (State Highway 1 interface)

Purpose:

- To provide a visual buffer between industrial activities within the precinct and State Highway 1.
- (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 as shown on IX11.4 Appendix 4 - Landscape Buffer Plan, by the minimum depth 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 ~~Notice of Requirement is lodged~~, or 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.

IX6.5 Landscape buffer (Dairy Flat Highway interface)

Purpose:

- To provide a visual 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 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 once the road widening designation is in place.

- (2) The setback must be planted in accordance with any Landscape Buffer Planting Plan provided in accordance with Special Information Requirement IX 9(4).

IX6.6 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.6.7. Staging of subdivision and development with infrastructure upgrades including transport upgrades within and outside of the Silverdale West Industrial Precinct to support planned future development within the precinct and in the wider area

Purpose:

- ~~Manage~~ Mitigate the adverse effects of traffic generation on the surrounding regional and local road network through ~~the identification of transport~~ the provision 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) 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 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 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 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.

If traffic modelling and analysis demonstrates to Council's satisfaction that an alternative infrastructure 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.6.7(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 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 basis must be made subject to consent conditions as described in Standard IX.6.7(2)(a) and/or Standard IX.6.7(2)(b) above. Those conditions will continue to apply until appropriate evidence is supplied to Council confirming that the relevant infrastructure upgrades are operational.

- (3) For the purpose of Standards IX.6.7 (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 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 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, commercial and/or community activities must demonstrate compliance with this standard in accordance with the Special Information Requirements in IX.9(3).

Table IX.6.7.1 Threshold for subdivision and development: Transport upgrades within and outside of the Silverdale West Industrial Precinct to support planned future development within the precinct and in the wider area

(Drafting Note – Column 2 is derived from former Table IX.6.8.1 but is not shown as an addition so that the specific wording changes to the heading and matters within the table can be seen. To be removed in final version)

	<p>Column 1</p> <p>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 <u>Columns 2 and 3</u></p>	<p>Column 2</p> <p>Transport infrastructure <u>upgrades</u> required (in accordance with IX.11: Silverdale West Industrial Precinct Appendix 3 Transport Infrastructure Upgrades) <u>within the Silverdale West Industrial Precinct</u> to enable activities or subdivision in column 1</p>	<p>Column <u>2-3</u></p> <p>Transport infrastructure <u>upgrades</u> required (in accordance with IX.11: Silverdale West Industrial Precinct Appendix 3 Transport Infrastructure Upgrades) <u>outside of the Silverdale West Industrial Precinct</u> the Silverdale West Industrial Precinct to enable activities or subdivision in column 1</p>
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(a)	<p>The Transport Infrastructure listed in <u>Columns 2 and 3</u> must be constructed and operational prior to the implementation of any subdivision or development within the precinct .</p> <p>Once the prerequisites in <u>Columns 2 and 3</u> have been completed, subdivision and / or development up to 28.4ha of Land Available for Development is enabled (<u>cumulative across Stage 1</u>).</p>	<ul style="list-style-type: none"> ▪ 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. ▪ ▪ 	<ul style="list-style-type: none"> ▪ 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 <u>with roundabout at Argent Lane / Wainui Road intersection</u> ▪
(b)	<p>The Transport Infrastructure listed in <u>Columns 2 and 3</u> must be constructed and operational prior to implementation of any subdivision and / or development above 28.4ha of Land Available for Development. (<u>cumulative across</u></p>	<ul style="list-style-type: none"> ▪ <u>The transport infrastructure upgrades required in Column 2 for (a) above.</u> ▪ 	<ul style="list-style-type: none"> ▪ <u>The transport infrastructure upgrades required in Column 3 for (a) above.</u> ▪ 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

	<p><u>Stage 1).</u></p> <p>Once the prerequisites in Columns <u>2 and 3</u> have been completed, subdivision and / or development up to 36.9ha of Land Available for Development is enabled (<u>cumulative across Stage 1).</u></p>		<p><u>stops</u></p>
(c)	<p>The Transport Infrastructure listed in Columns <u>2 and 3</u> must be constructed and operational prior to implementation of any subdivision and / or development above 36.9ha of Land Available for Development <u>cumulative across Stage 1).</u></p> <p>Once the prerequisites in Columns <u>2 and 3</u> have been completed, subdivision and / or development up to 45.4ha of Land Available for Development is enabled <u>cumulative across Stage 1).</u></p>	<ul style="list-style-type: none"> ▪ <u>The transport infrastructure upgrades required in Column 2 for (a) and (b) above.</u> 	<ul style="list-style-type: none"> ▪ <u>The transport infrastructure upgrades required in Column 3 for (a) and (b) above.</u> ▪ Signalisation of the Wilks Road / Dairy Flat Highway Intersection (including signalised pedestrian crossings and advanced cycle boxes); and ▪ Signalisation of the East Coast Road / Wilks Road intersection (including signalised pedestrian crossings and advanced cycle boxes)
(d)	<p>The Transport Infrastructure listed in Columns <u>2 and 3</u> must be constructed and operational prior to implementation of any subdivision and /</p>	<ul style="list-style-type: none"> ▪ <u>The transport infrastructure upgrades required in Column 2 for (a) to (c) above.</u> ▪ <u>Second signalised intersection connecting the precinct to Dairy Flat Highway (including</u> 	<ul style="list-style-type: none"> ▪ <u>The transport infrastructure upgrades required in Column 3 for (a) to (c) above.</u> ▪ Upgrades to the Silverdale Interchange to:

	<p>or development above 45.4ha of Land Available for Development (<u>cumulative across Stages 1 and 2</u>).</p> <p>Once the prerequisites in Columns <u>2 and 3</u> have been completed, subdivision and / or development up to 53.9ha of Land Available for Development is enabled <u>cumulative across Stages 1 and 2</u>.</p>	<p><u>provision of signalised pedestrian crossings, advance cycle boxes and footpath infrastructure connecting to indicative bus stop locations</u>).</p> <ul style="list-style-type: none"> ▪ 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. ▪ 	<ul style="list-style-type: none"> - Provide a slip lane on the western approach to the Silverdale Interchange which connect 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)	<p>The Transport Infrastructure listed in Columns <u>2 and 3</u> must be constructed and operational prior to implementation of any subdivision and / or development above 53.9ha of Land Available for Development (<u>cumulative across Stages 1 and 2</u>).</p>	<ul style="list-style-type: none"> ▪ <u>The transport infrastructure upgrades required in Column 2 for (a) to (d) above</u> 	<ul style="list-style-type: none"> ▪ <u>The transport infrastructure upgrades required in Column 3 for (a) to (d) above; and</u> ▪ 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 Infrastructure Upgrades shall be deemed to satisfy the Transport infrastructure required in Column 2. An alternative upgrade design that performs to the same standard may also be adopted has similar or better safety and efficiency outcomes may also be adopted to be agreed with Auckland Transport.

~~IX6.8 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) '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;~~
- ~~(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 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**~~

	<p>Column 1</p> <p>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</p>	<p>Column 2</p> <p>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</p>	<p>Column 3</p> <p>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</p> <p>Other infrastructure required to enable activities or subdivision in column 1</p>
(a)	<p>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.</p> <p>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.</p> <p>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.</p>	<ul style="list-style-type: none"> ▪ 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 ▪ 	<ul style="list-style-type: none"> ▪ 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)	<p>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.</p> <p>Once the prerequisites in Column 2 have been completed, subdivision and / or development up to 49.8ha of Land Available for Development is enabled.</p> <p>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.</p>	<ul style="list-style-type: none"> ▪ 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). 	<ul style="list-style-type: none"> ▪ 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.
	<p>Column 1</p> <p>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</p>	<p>Column 2</p> <p>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</p>	<p>Column 3</p> <p>Other infrastructure required to enable activities or subdivision in column 1</p>

(e)	<p>The Other Infrastructure listed in Column 3 must be constructed and operational prior to implementation of any subdivision and / or development within Stage 2.</p> <p>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.</p>		<ul style="list-style-type: none"> ▪ 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)
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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.6.9 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.

- (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 and providing for future upgrade of interim designs to ultimate standard where applicable.

IX6.10 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 and to not increase flooding upstream and downstream.

- (1) Any use, development and /or subdivision must be in accordance with any Stormwater Management Plan adopted under the Regionwide Network Discharge Consent.
- ~~(2) Development not consistent 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).~~
- (2) The construction of the stream crossing culverts and the communal stormwater wetlands must be coordinated across the Stage 1 and Stage 2 areas and must be constructed and operational prior to the implementation of any subdivision and development.
- (3) New buildings and additions to buildings must be constructed using low contaminant generating building materials.

IX6.11 ~~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.

IX.7. Assessment – controlled activities

There are no controlled activities in this 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;
 - (ca) Design and integration of stormwater infrastructure and devices within the road corridor.
 - (d) Retaining walls along public realm interface;
 - (e) Mana Whenua values;
 - (f) Matters of discretion IX.8.1(1)(a)-(e) apply in addition to the matters of discretion in E38.12.1.
- (2) ~~Development Buildings in the Additional Height Area that does not comply with Standard IX6.1 Building Height~~
 - (a) ~~Matters of discretion H17.8.1(4) apply.~~
 - (b) Colour and reflectivity of facades and roofs
 - (c) Roof profile
 - (d) Roof top servicing and plant
- (3) Development that does not comply with Standard IX6.2 Streams and Wetlands
 - (a) Effects on water quality and hydrological function of the catchment, indigenous biodiversity, ecological habitat, indigenous biodiversity and
 - ~~(b) The extent to which any reduction in width of the riparian margin is able to be offset elsewhere within the precinct.~~
 - (c) Eeffects on the functionality and resilience of the riparian habitat, wetlands, and stream bed and bank stabilisation and erosion.
 - (d) Effects on stormwater and flood management.
- (4) Development that does not comply with Standard IX6.3 Yards:
 - (a) Matters of discretion H17.8.1(4) apply.
- (5) Development that does not comply with IX6.4 Landscape buffer (State Highway 1 Interface)
 - (a) Visual amenity effects.

- (6) Development that does not comply with IX.6.5 Landscape buffer (Dairy Flat Highway Interface)
- (a) Visual amenity effects.
 - (b) Effects on the Maurice Kelly Heritage Management Area.
- (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:
- (a) Effects of traffic generation on the safety and operation of the surrounding road network consistent with Policy IX.3 (5) and (6) ~~(4)~~;
 - (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).
- (8) Subdivision or development that does not comply with IX.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) to (10) and (12);
 - (b) Design constraints; and
 - (c) Interface design treatment at property boundaries, particularly for pedestrians and cyclists.
- (9) Subdivision or development of publicly accessible open space greater than 4,000m²:
- (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, and greater than 1,000m²
 - (c) Ownership and maintenance arrangements.
 - (d) Where the area includes a stream, the effects on the riparian margin and the functions of the stream
- (10) Development that does not comply with IX.6.10 Stormwater management:
- (a) The requirements of the adopted Stormwater Management Plan and whether it achieves policies IX.3(17) to (21)
 - (b) Flood effect in a 1% Annual Exceedance Probability (AEP) flood event

(11) Historic heritage values of the Maurice Kelly Heritage Management Area.

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) Landownership patterns and ~~T~~the presence of natural features, natural hazards or contours, other constraints and how these ~~is~~ impacts 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 beyond any property boundary ~~delivered~~.
- (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. ~~and IX.6.8.~~ An alternative upgrade that provides an equal or better traffic outcome within and beyond the precinct may be appropriate;
- (g) Whether conditions offered as part of the land use or subdivision consent application ensures compliance with Standards IX.6.7. ~~and IX.6.8.~~

Retaining walls along the public realm interface

- (h) 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) Whether the design of streets and publicly accessible open spaces incorporate Te Aranga design principles.

Historic Heritage Values

- (j) Whether the proposed works will result in adverse effects (including cumulative adverse effects) on the historic heritage values of the Maurice Kelly Heritage Management Area (Appendix IX11.6) and the extent to which adverse effects are avoided, remedied or mitigated;
- (k) Whether the proposed works will maintain or enhance the heritage values of the Maurice Kelly Heritage Management Area, including by:
- (i) avoiding or minimising the loss of fabric that contributes to the significance of the place;
 - (ii) recovering or revealing the heritage values of the place.
- (l) Whether the proposed works will be undertaken in accordance with good practice conservation principles and methods appropriate to the heritage values of the Maurice Kelly Heritage Management Area;
- (m) Whether the proposal contributes to, or encourages, the retention of the Maurice Kelly Heritage Management Area.

- (2) Subdivision and/or Development of publicly accessible open space greater than 1,000m²:
- (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.
 - (d) Whether the development retains and provides protection for riparian margins and any reduction does not compromise the stream channel stability.
 - (e) Whether streams are supported through planting and riparian margins.
 - (f) Where the stream channels are incised or incising, whether additional riparian margins are provided to allow the stream channel to adjust and widen.
- (3) Development in the Additional height area that does not comply with Standard IX6.1 Building Height:
- (a) Whether development is consistent with Policy IX3(14);
 - ~~(b) The assessment criteria set out in H17.8.2(3).~~
 - (c) Whether buildings utilise subdued, recessive colours, providing variation in materials and finish of facades (roof colours that have a maximum LRV of 40%);
 - (d) Whether there is variation in roof profiles with consideration given to the overall roofscape when viewed from the elevated position around the site; and
 - (e) Whether 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.
- (4) Development that does not comply with Standard IX6.2 Streams and wetlands:
- (a) Whether the development is consistent with Objectives IX.2 (5) and (6) and Policy IX3(17)-(19).
 - (a) The extent to which the development retains and provides protection for riparian margins and any reduction does not compromise the stream channel stability.
 - (b) The extent to which streams are supported through planting and riparian margins.
 - (c) Where the stream channels are incised or incising, the extent to which additional riparian margins are provided to allow the stream channel to adjust and widen.

(d) Whether the ecological outcomes achieved by the proposed planting will be equal to or better than the requirement of IX.6.2 (1).

(e) Whether conditions offered as part of the land modification, development, use and subdivision consent application ensures compliance with Standards IX.6.2. (1) Streams and Wetlands.

- (5) Development that does not comply with IX6.3 Yards:
- (a) The assessment criteria set out in H17.8.2(5).
- (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.
- (7) Development that does not comply with IX6.5 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.
- (8) Subdivision, development or use that does not comply with Standard IX.6.7. Staging of subdivision and development with transport upgrades within and outside of the Silverdale West Industrial Precinct to support planned future development within the precinct and in the wider area:
- (a) A proposal that does not comply with IX.6.7 Staging of subdivision and development with transport upgrades within and 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;
 - (b) Whether the proposal is consistent with Policies IX.3(5) and IX.3(6);
 - (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.6.7.1 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) 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.
- (9) Development that does not comply with IX.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) and (12);
 - (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.

(10) Development that does not comply with IX.6.10 Stormwater management:

- (a) Whether the stormwater management achieves policies IX.3(16) to (20).
- (b) The extent to which the development meets the requirements of the adopted Stormwater Management Plan.
- (c) Whether the flood management device(s) manages flood effects in a 1% Annual Exceedance Probability (AEP) storm event to achieve no increase in flood effects or better.

(11) Development that does not comply with Standard IX.6.2A Lighting:

- (a) The effect on long-tailed bats within the Significant Ecological Area, natural wetland and permanent and intermittent stream including associated planted margins/buffers.

IX.9 Special information requirements

(1) Riparian and wetland planting plans

- (a) An application for land modification, development, use and subdivision which adjoins within 10m 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, eco-sourced and resistant to flooding and not increase flooding and stream erosion.
- (b) A five-year monitoring and maintenance plan must accompany the riparian planting plan which must include:
 - (i) who is responsible for carrying out the plan,
 - (ii) animal/pest control,
 - (iii) plant pest control,
 - (iv) fencing (where appropriate),
 - (v) site preparation spraying,
 - (vi) maintenance of plants (replacement of dead plants, releasing of plants, animal & plant pest maintenance and monitoring and reporting timeframes).

(2) Wetland planting plan

~~(b)~~(a) An application for land modification, development, use and subdivision ~~which adjoins~~ within 20m of a natural wetland within a development area must be accompanied by a five-year Monitoring and Maintenance Plan for the natural wetland.

(b) A five-year monitoring and maintenance plan must include: identifying the location, species, planter bag size and density of the plants, who is responsible for carrying out the plan, animal/pest control, plant pest control, fencing, site preparation spraying, hydrological monitoring (indicators of wetland vegetation and processes), soil monitoring (hydric soil assessment), and maintenance requirements (replacement of dead plants, releasing of plants, animal and plant pest maintenance and monitoring and reporting timeframes) to ensure that wetland plantings establish.

(3) Any subdivision, use and/or development, including any vegetation alteration or removal within 20m of a natural wetland, or within 10m of a stream (permanent or intermittent), or any building (including accessory activities) within 30m of SEA the application shall:

(a) Detail the proposed methods for managing adverse effects on protected fauna, nesting birds during bird breeding season, herpetofauna and the long-tailed bat (including submission of a lighting plan addressing adverse effects from increased light at night and noise on bat habitat); and

(b) Provide a detailed restoration plan, including planting and maintenance for no less than five years, for all areas of SEA.

(c) Advice note: It is recommended that the plan be in accordance with best practice methodologies of Te Haumanu Taiao, or other subsequent Council restoration guide.

(2) Transport Assessment Addendum

(a) An application not complying with Standard IX.6.7 Staging of subdivision and development with infrastructure upgrades including transport upgrades within and outside the Silverdale West Industrial Precinct to support planned future development within the precinct and in the wider area, ~~and Standard IX.6.8 Staging of development with infrastructure upgrades including transport upgrades to support development in the Silverdale West Industrial Precinct,~~ must be accompanied by a Transport Assessment Addendum which details the transportation effects of the infringement, 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 Addendum assessment must include a register of development and subdivision that has been previously approved under Standard IX.6.7 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 IX.6.8 Staging of subdivision and development with infrastructure upgrades including transport upgrades to support development in Silverdale West Industrial Precinct.~~
- (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.6.7 Staging of subdivision and development with infrastructure upgrades including transport upgrades within and outside the Silverdale West Industrial Precinct to support planned future development within the precinct and in the wider area and Standard IX.6.8 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.6.7 Staging of subdivision and development with transport upgrades within and 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 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) Locally appropriate Pplant species should be configured that include larger trees that grow to a minimum height of 20m at maturity; shrubs and groundcovers; tree species shall be a minimum size of 1.8m to 2.2m high at the time of planting and may need to be of an upright or columnar form in response to the landscape buffer width. The buffer plantings may include clearly identified, existing mature vegetation features that achieve a screening and gateway effect. utilised to create multi-layered native planting consisting of low edge planting, mid-height shrubs/trees as well as taller tree species. This planting is to be arranged to achieve a bold landscape statement with a regular structure and rhythm to create a coordinated landscape buffer and strong gateway features reinforcing a gateway feature.
- (c) landscaping buffer planting should consider and avoid adverse effects on the Maurice Kelly Heritage Management Area.

(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. The assessment must address the requirements below:

(a) A stream health and stabilisation assessment by a qualified fluvial geomorphologist and stream ecologist.

(b) A stream health and stabilisation plan inform by (5)(i) that

(i) sets out the type and scale of instream and/or stream margin work required to ensure the ecological and geomorphological effects from the development is managed and there is resilience to any effects of future flow.

(ii) demonstrates that any instream and/or stream margin work is of a standard that will allow the stream channel to progressively improve over time where it is degraded, or maintain high stream values where these values are present.

(iii) prioritises nature based solutions and green infrastructure that demonstrate resiliency and adaptability to changes in climate and flow, instead of relying on permanent hard engineering solutions.

~~(b) Any stream work is of a standard that will allow the stream to progressively improve over time where it is degraded.~~

(6) Flood modelling and assessment

(a) A detailed flood modelling and assessment must be undertaken when subdivision or development requiring a resource consent is proposed to be undertaken on land which may be subject to the 1% Annual Exceedance Probability (AEP) flood plain or overland flow paths. Modelling information must include but is not limited to:

(i) Modelling boundary condition

(ii) Parameters used in the modelling

(iii) Terrain detail for the proposed development

(iv) Assumption regarding the post processing of the flood plain results

(v) 10% and 1% AEP event and climate change

(vi) All stormwater, drainage and mitigation infrastructure, including the throttle structures and communal stormwater wetlands

- (b) The assessment outlined in (a) must be submitted to Auckland Council Healthy Waters and Flood Resilience for review before detailed design stage.

(7) Transport Design Report

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.

(8) 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.

(9) 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.

IX.10. Precinct plans

IX.10.1 Precinct Plan 1 Silverdale West Industrial Precinct: ~~Precinct Plan 4~~

IX.10.2 Precinct Plan 2 Silverdale West Industrial Precinct: Additional Height Area
Precinct Plan 2

IX10.3 Precinct Plan 3 Maurice Kelly Heritage Management Area:

IX.11 Appendices

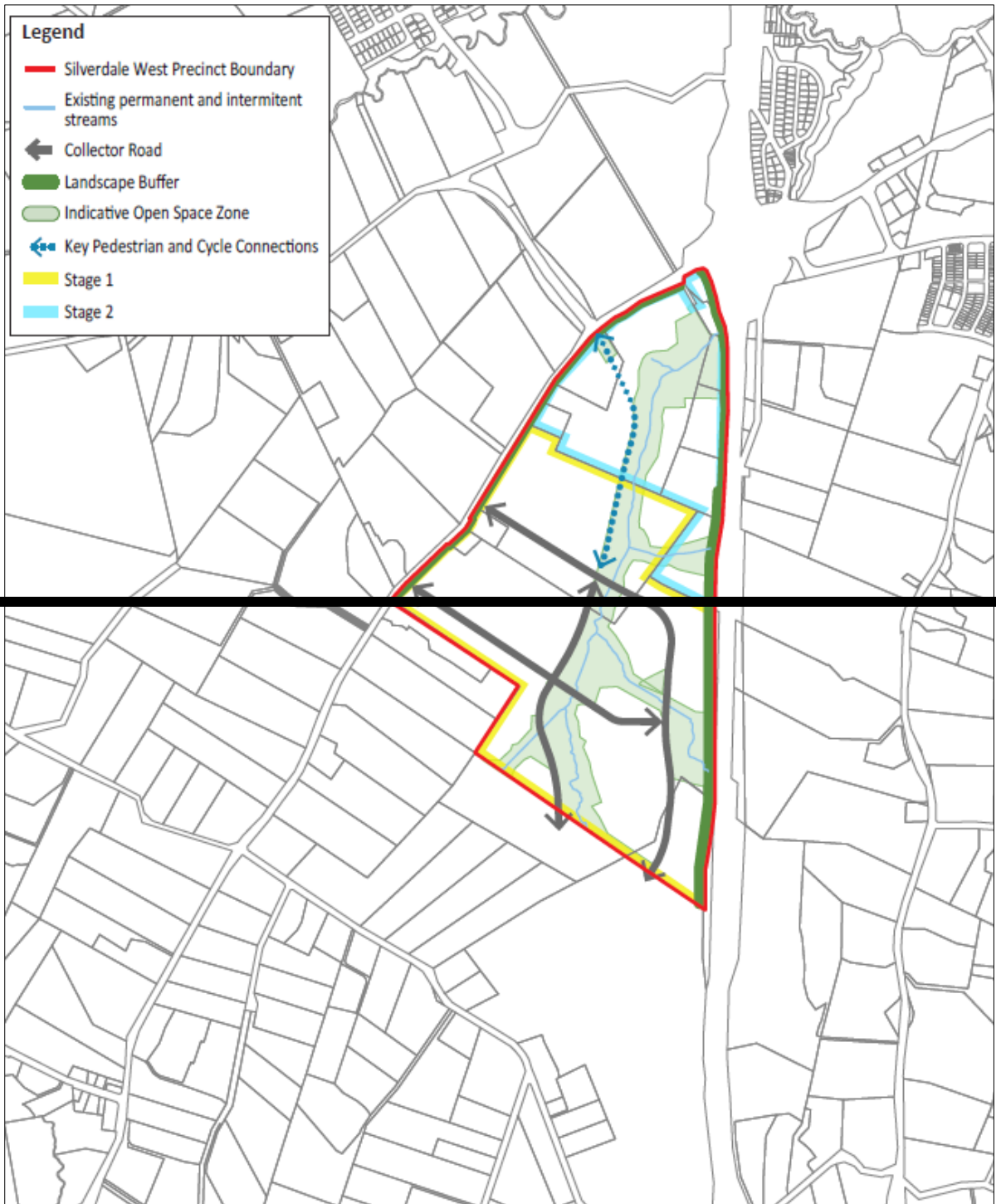
IX.11.1 Appendix 1: Road Function and Design Elements Table

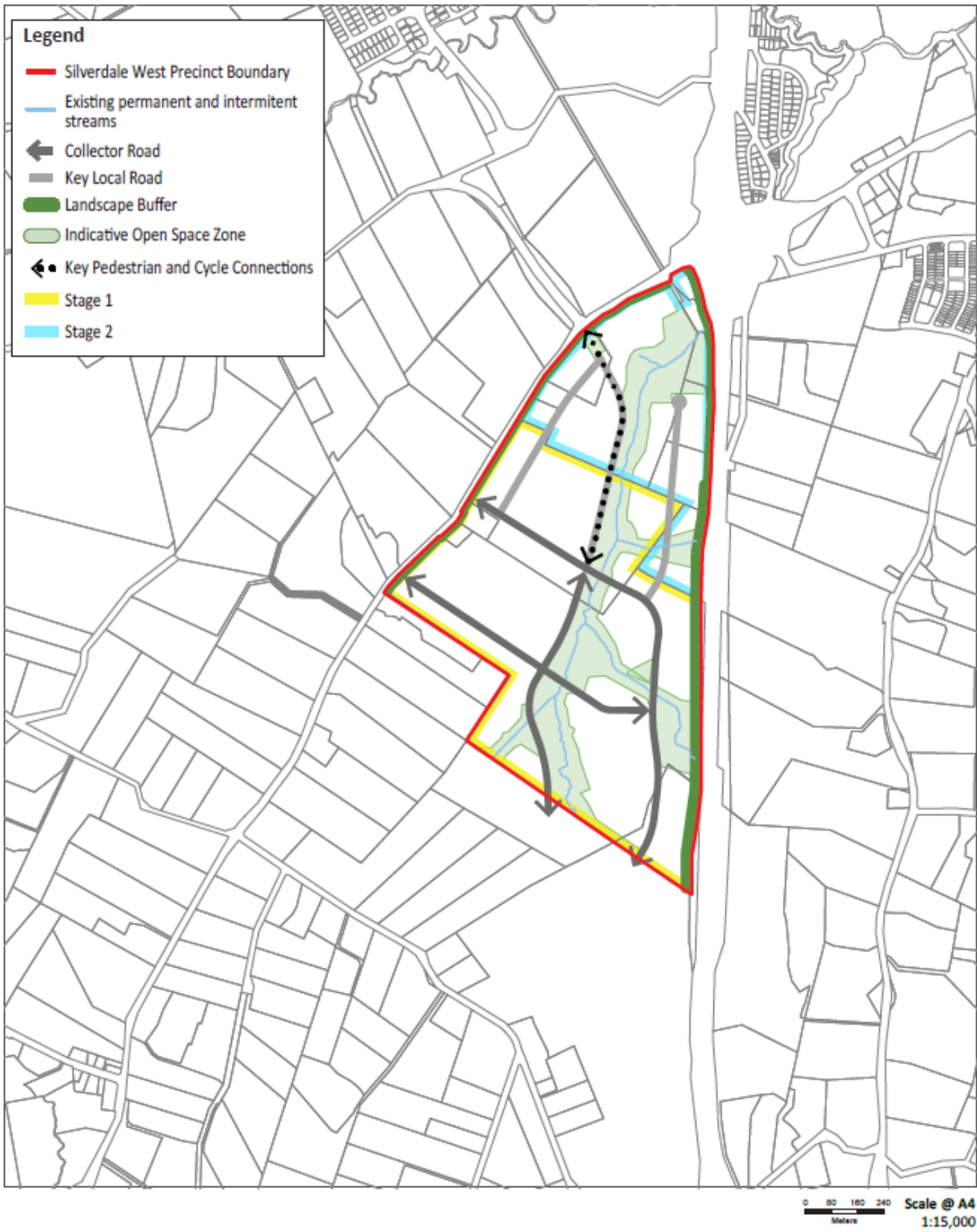
IX 11.2 Appendix 2: Road Function and Design Elements Table – External roads to
the Precinct

IX11.3 Appendix 3: Transport Infrastructure Upgrades

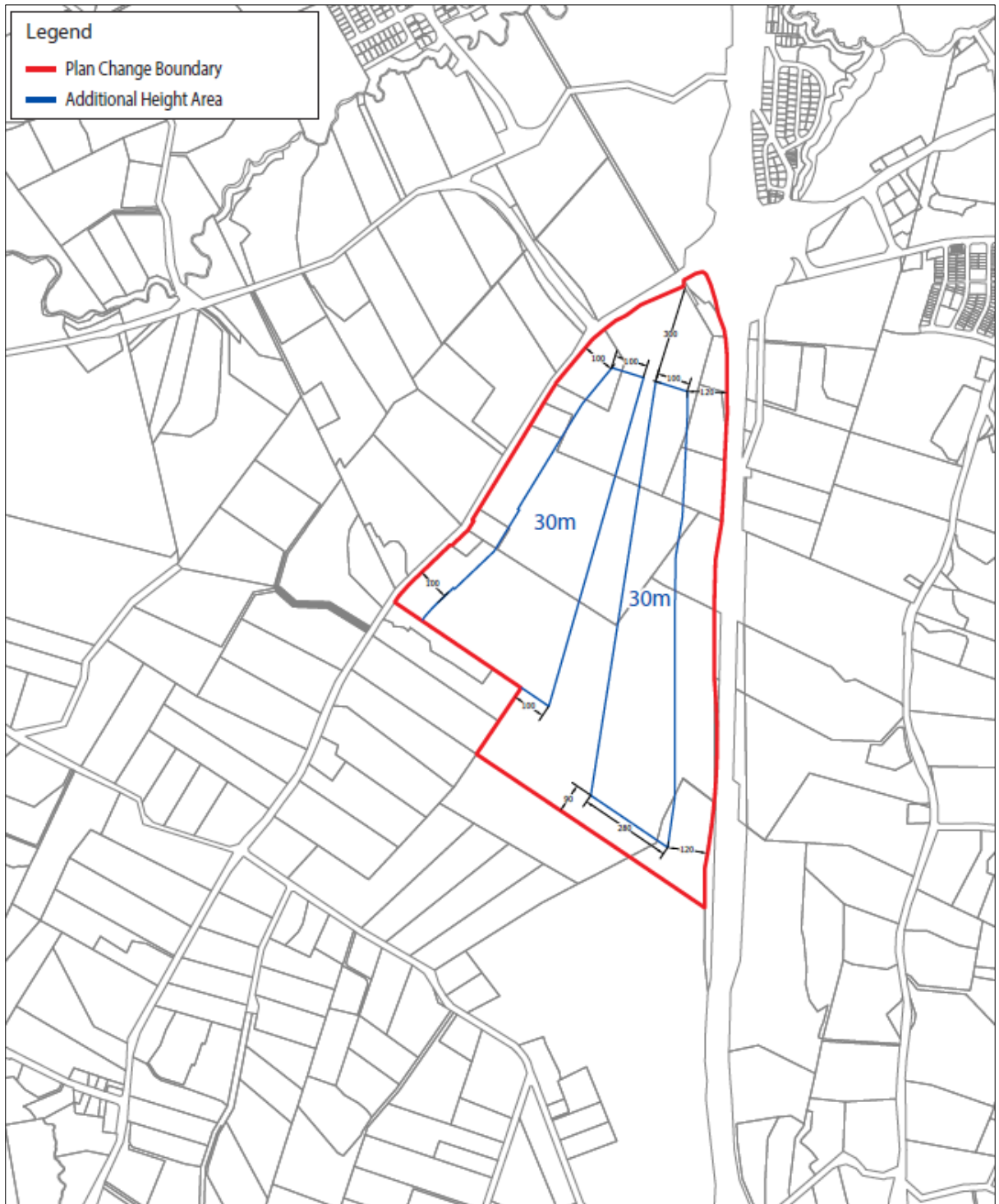
IX11.4 Appendix 4: Landscape Buffer Plan

IX.10.1 Precinct Plan 1-Silverdale West Industrial Precinct: ~~Precinct plan 1~~





**IX.10.2 Precinct Plan 2 Silverdale West Industrial Precinct: Additional Height Area
Precinct Plan 2**



IX10.3 Precinct Plan 3 Maurice Kelly Heritage Management Area



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 <u>Note 1</u>	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
Collector or Road	Collector Road (Type 1)	24m <u>24m</u>	2	50 km/h	No <u>Optional</u>	No	<u>Yes</u>	<u>Yes</u>	Yes Separated on both sides	Yes Both sides	Trees each side	Yes
Local Roads	Local Road (Type 2)	17m <u>20</u>	2	50 km/h	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, 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.11.2 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 <u>(Note 1)</u>	Total Number of Lanes	Speed Limit (Design)	On-Street Parking	Access Restrictions	<u>Median</u> <u>(Note 2)</u>	<u>Freight or heavy vehicle route</u>	Cycle Provision	Pedestrian Provision	Street Trees	Bus Provision <u>(Note 3)</u>
<u>Dairy Flat Highway</u> (south of the northernmost access to Silverdale West)	Arterial Road Two <u>Four</u> Lanes	30m	2 <u>4</u>	50km/h	No	Yes	<u>Yes</u>	<u>Yes</u>	Yes Separated on both sides	Yes Both sides	Yes Trees on each side	Yes
Dairy Flat Highway <u>interim upgrade-precinct frontage</u> (between the northernmost access to Silverdale West and Pine Valley Road)	Arterial Road Four <u>right turn bay</u>	30m <u>Variable</u> <u>(future 30m)</u>	4 with <u>right turn bay</u>	50km/h	No	Yes	<u>Yes</u>	<u>Yes</u>	Yes – <u>on precinct frontage only</u> Separated on both sides	<u>Yes – on precinct frontage only</u> Both sides	Yes Trees on each side	Yes

Dairy Flat Highway (at the Pine Valley Road intersection only)	Arterial Road Four Lanes left turn	32m	4 with left turn lane	50km/h	No	Yes	Yes	Yes	Yes Separated on both sides	Yes Both sides	Yes Trees on each side	Yes
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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, 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

Upgrade 1

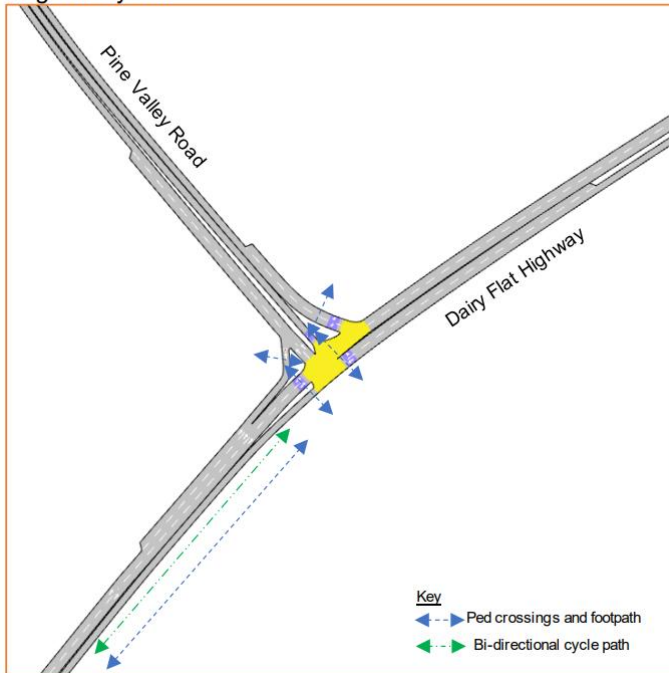
- One signalised intersection connecting the PPC area to the external road network via Dairy Flat Highway
 - o signalised pedestrian crossings incorporated within the intersection layout
 - o advance cycle boxes assumed for all approaches
 - o footpaths connecting to the indicative bus stop location



Upgrade 2 (Table IX.6.7.1 (b) of the Precinct Provisions)

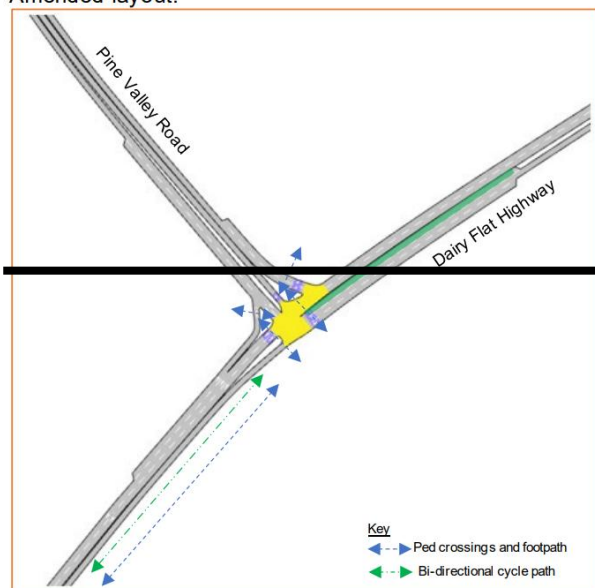
- Upgrade of the Pine Valley Road / Dairy Flat Highway intersection to include a second right turn short bay from the east (turns into Pine Valley Road) (approximately 135m)
 - formal pedestrian crossings incorporated within the intersection layout, plus advance cycle boxes

Original layout:

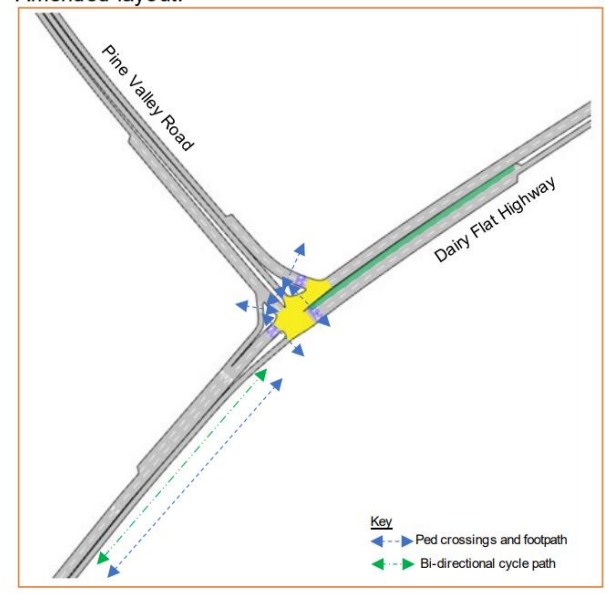


(Note: The Amended Layout plan below right includes a proposed amendment to add a pedestrian crossing on Pine Valley Road)

Amended 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

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:



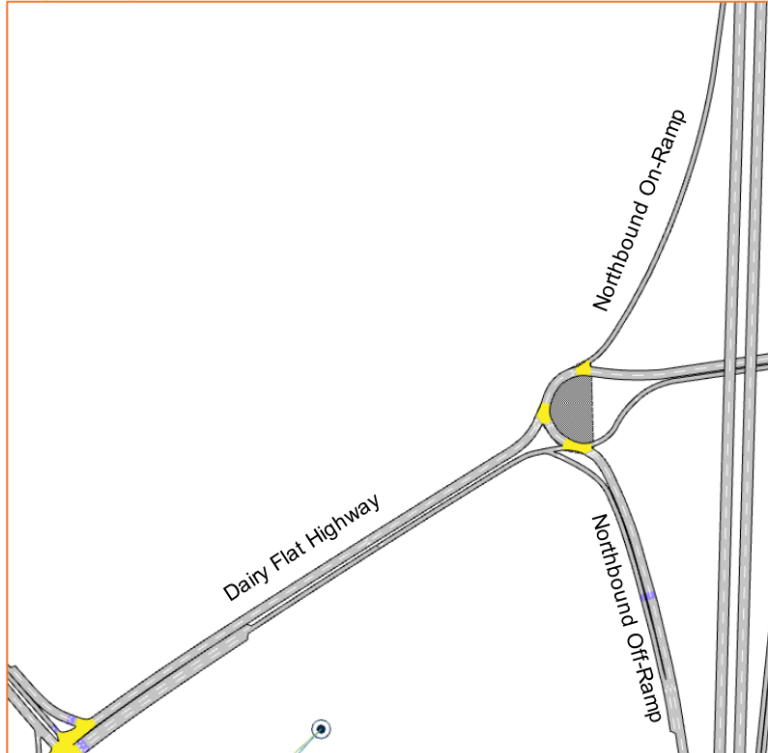
Amended layout:



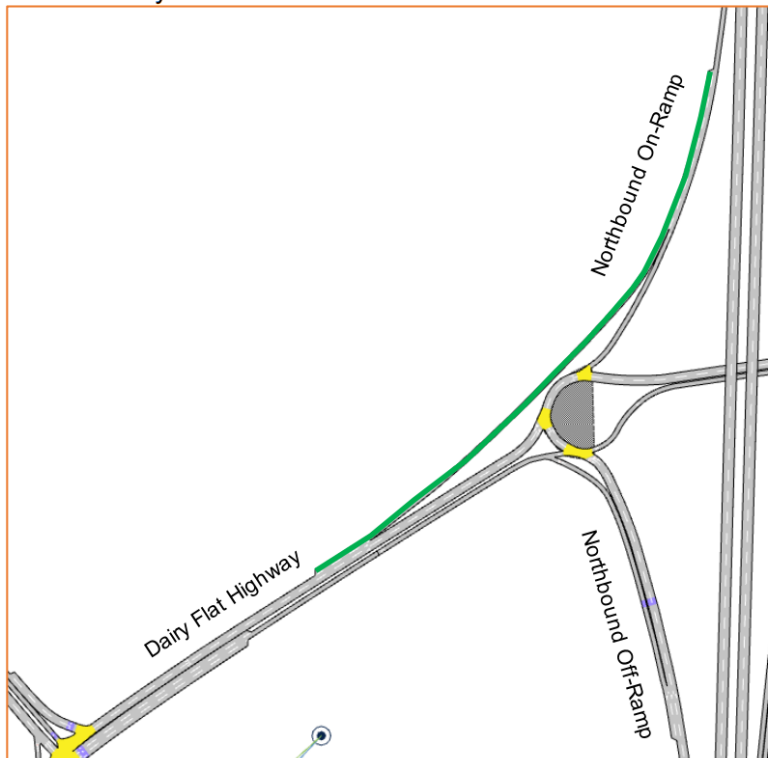
Upgrade 5 (Table IX.6.7.1 (d) of the Precinct Provisions)

- Provision of a slip lane on the western approach to the Silverdale interchange which connects to the northbound on-ramp

Original layout:



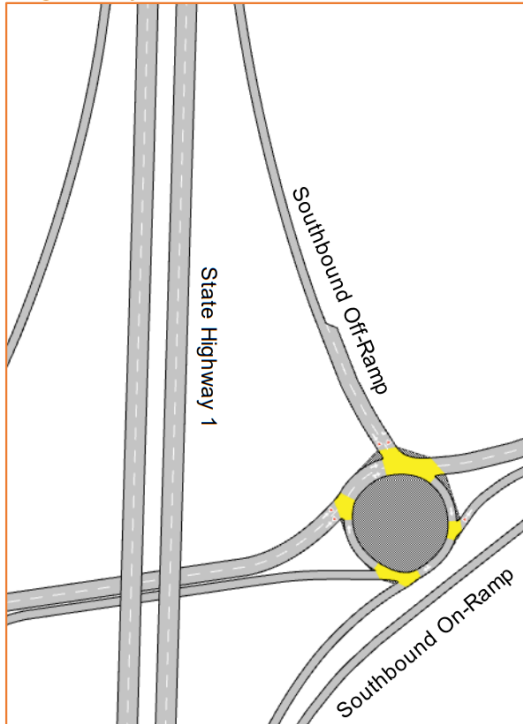
Amended layout:



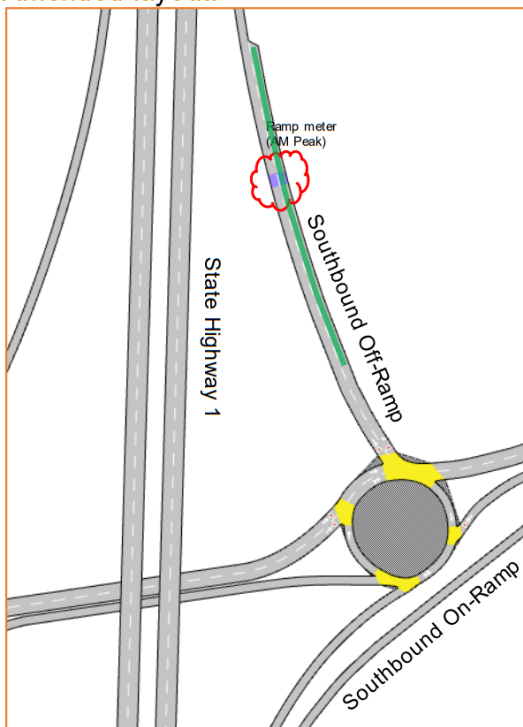
Upgrade 6 (Table IX.6.7.1 (d) of the Precinct Provisions)

- 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:

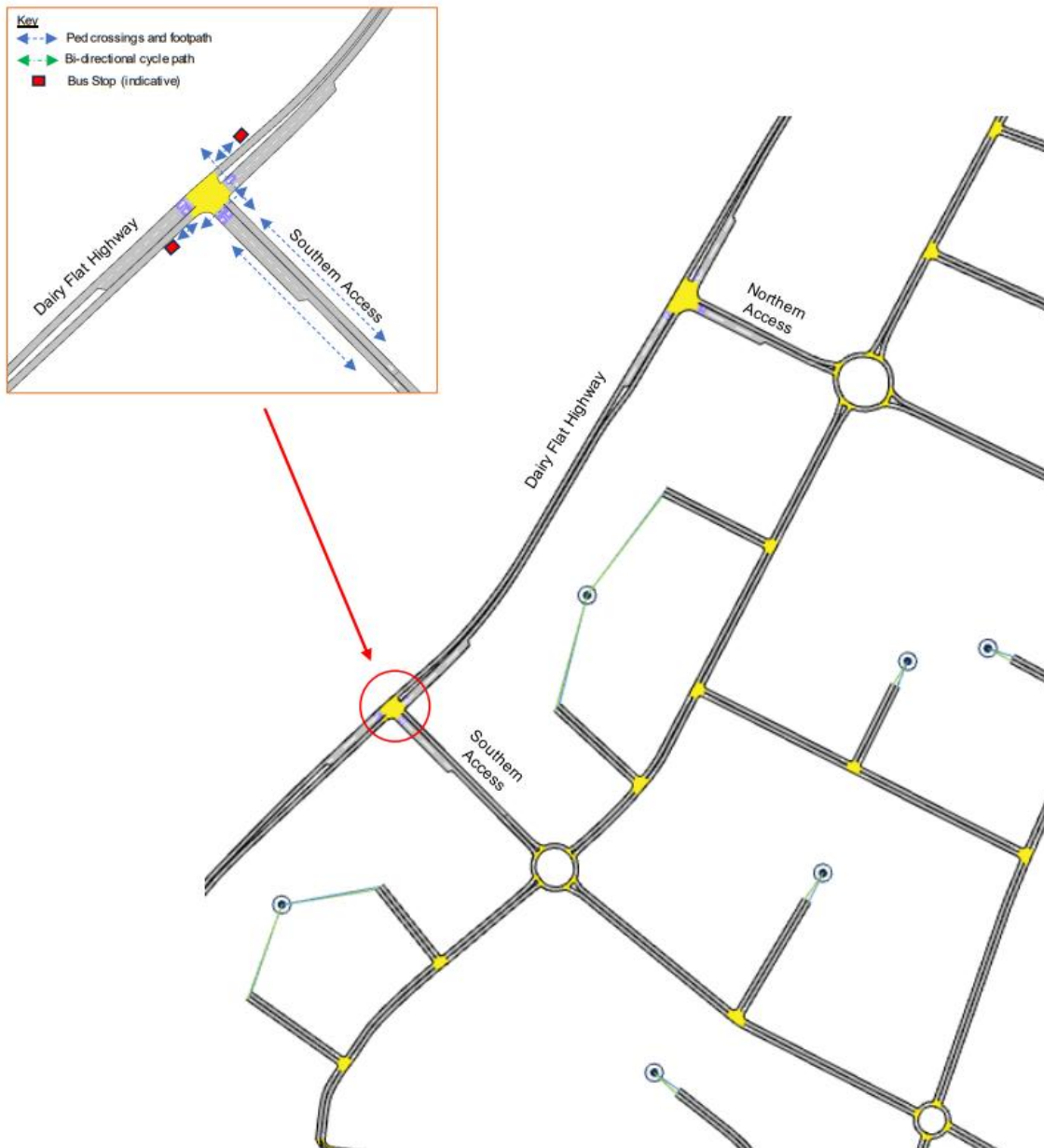


Amended layout:



Upgrade 7

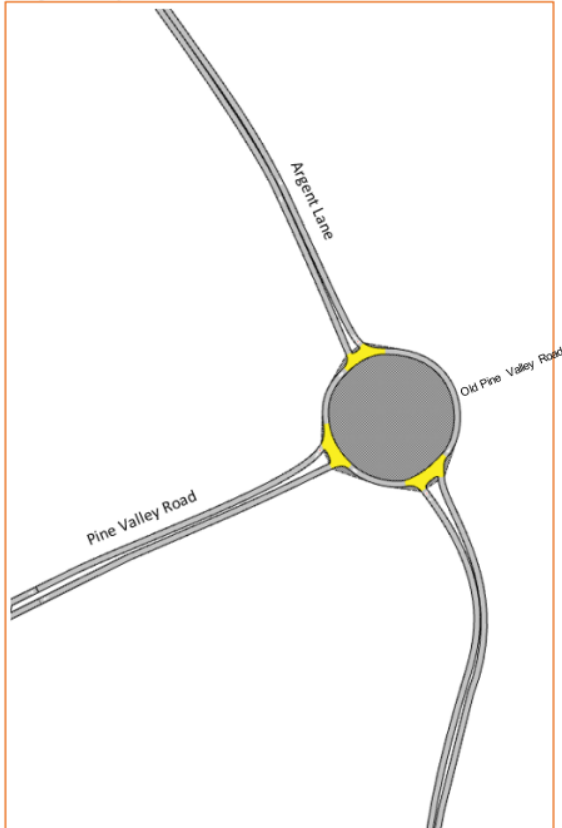
- Provision of a second signalised intersection off Dairy Flat Highway to service the PPC area
 - signalised pedestrian crossings incorporated within the intersection layout
 - advance cycle boxes assumed for all approaches
 - footpaths connecting to the indicative bus stop locations



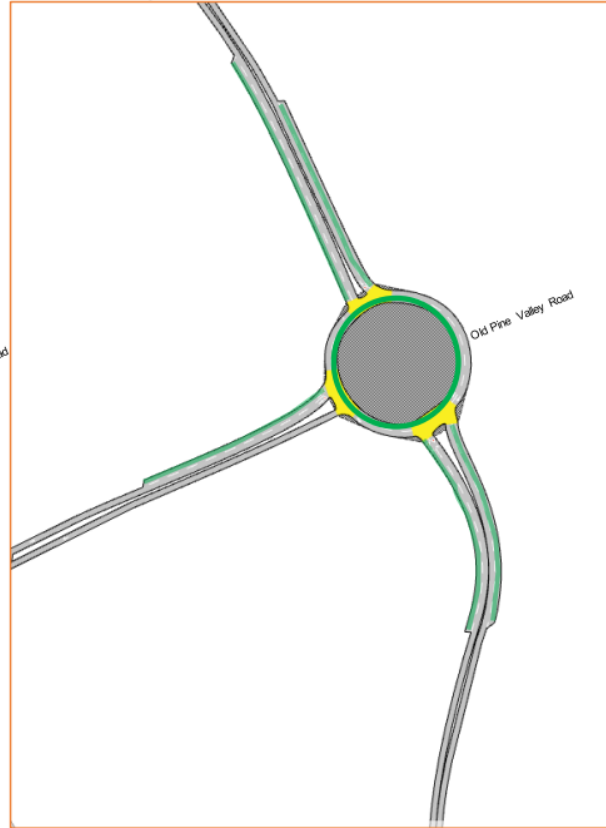
Upgrade 8 (Table IX.6.7.1 (e) of the Precinct Provisions)

- Double-laning of the Argent Lane / Pine Valley Road roundabout

Original layout:

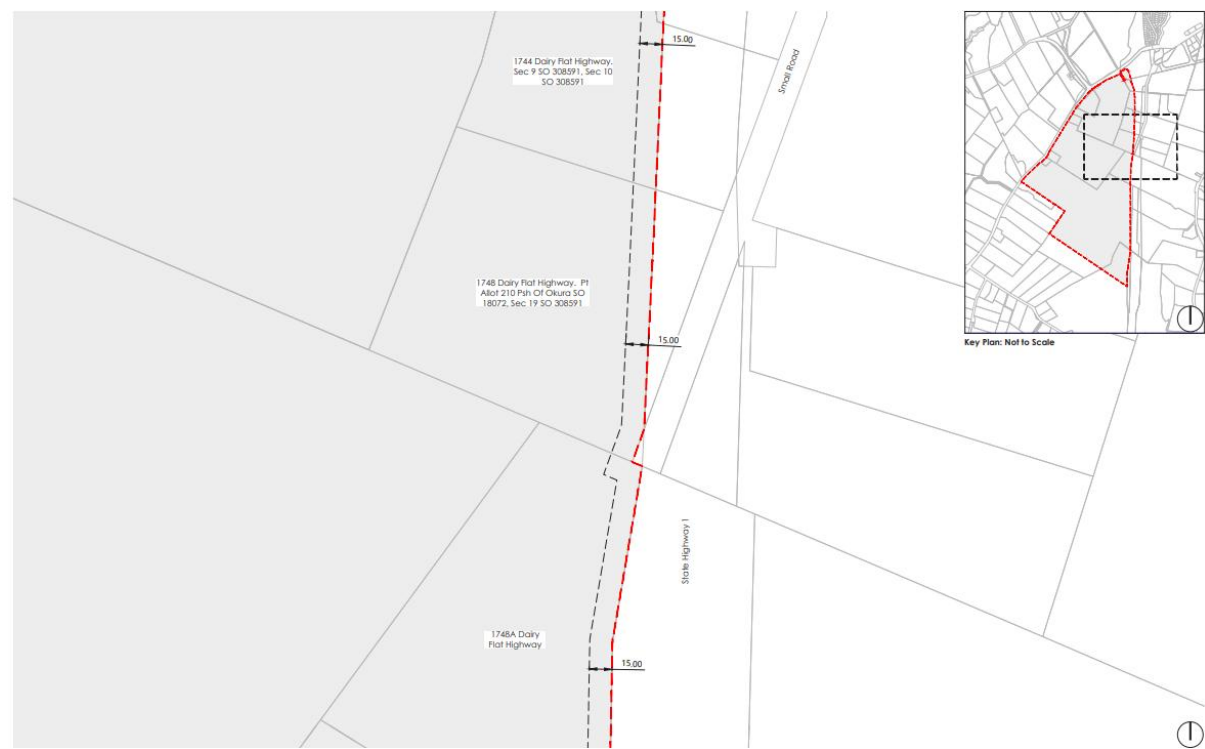
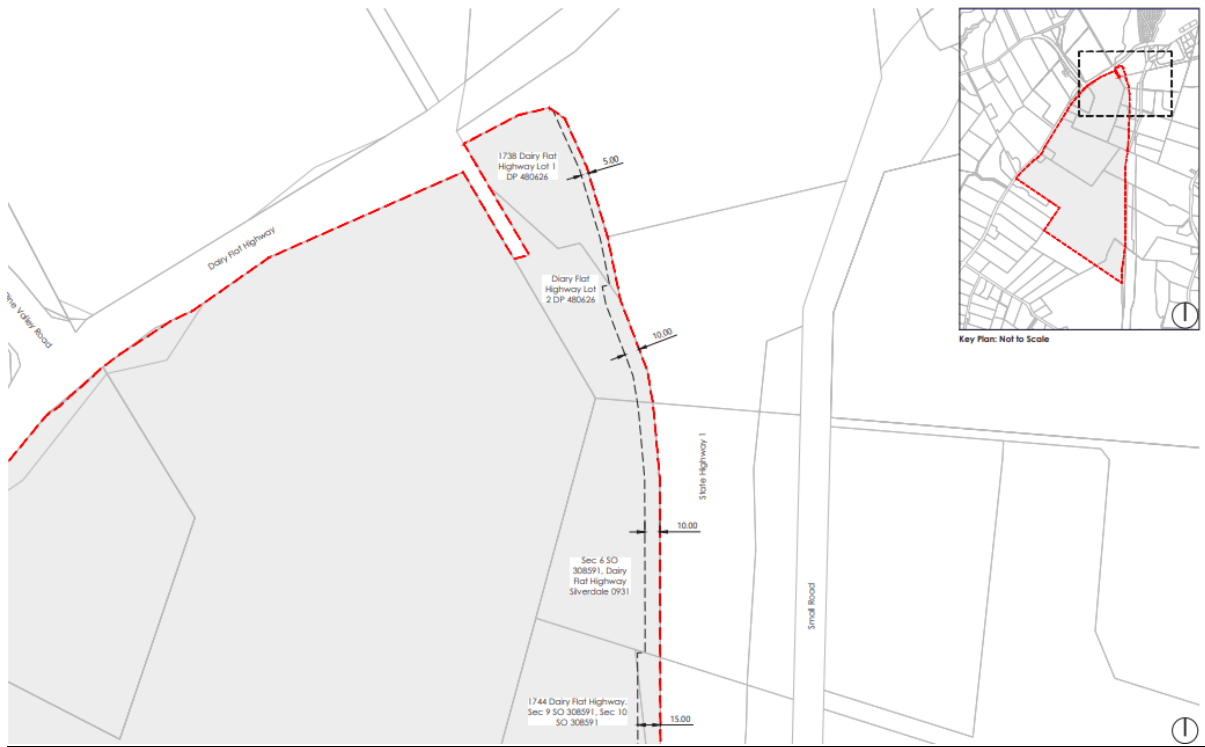


Amended layout:



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 State Highway 1 Landscape Buffer Plan

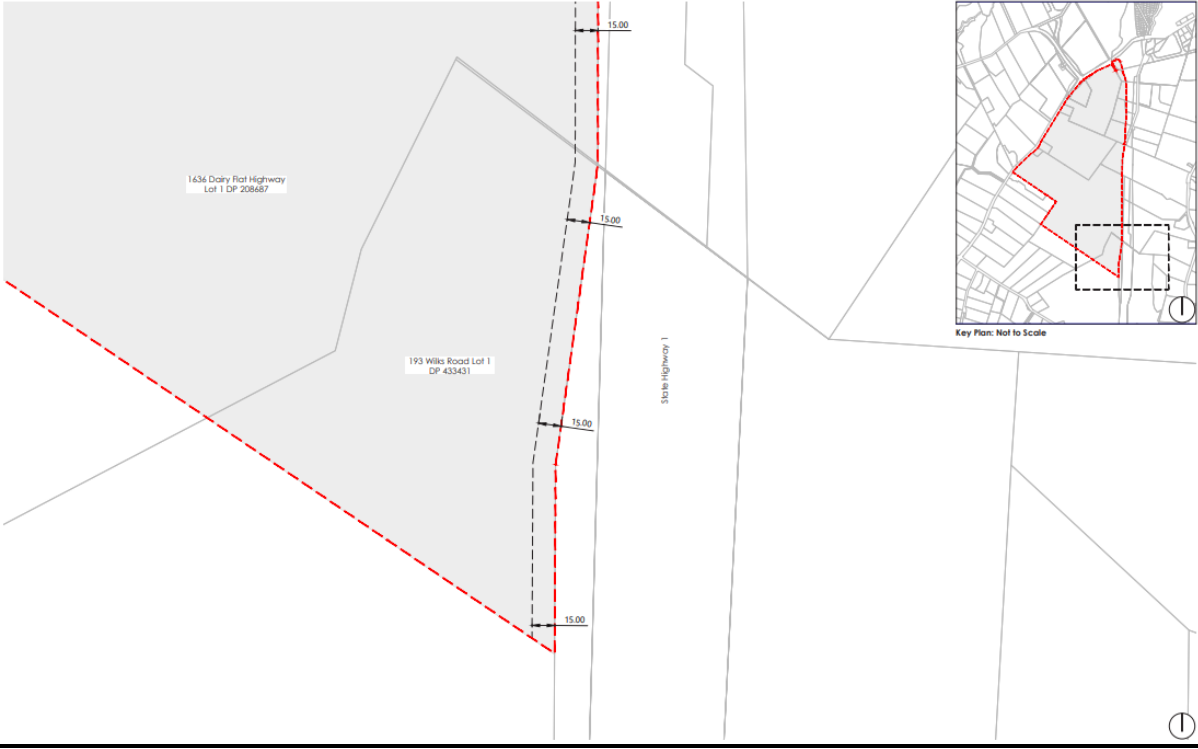
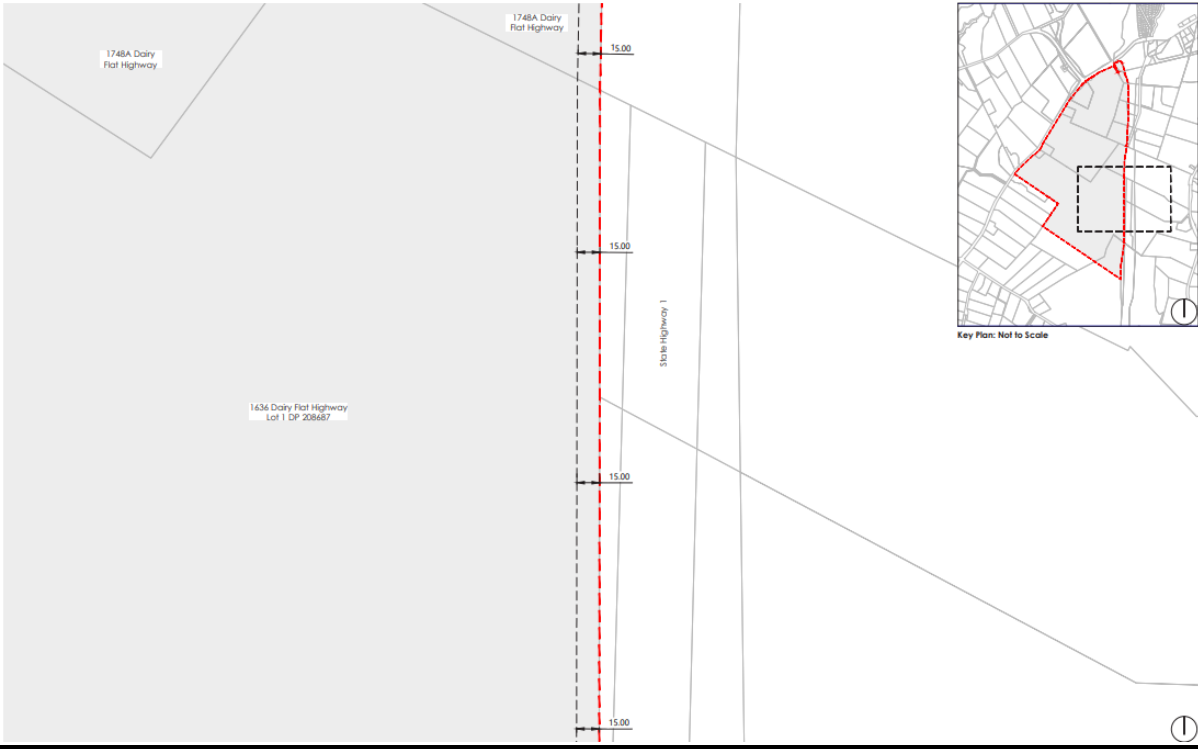


Notes.

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

Attachment AR2 Addendum 42A Report Technical Memoranda

AR2(1) Landscape

AR2(2) Transportation

To: Dave Paul

Date: 27 February 2025

Reference: Plan Change 103

- 1.1 Bridget Gilbert Landscape Architecture Limited (**BGLA**) has been requested by Auckland Council (**Council**) to undertake a Landscape Review of Proposed Plan Change 103 (Private) Silverdale West Industrial Area (**PC 103**). PC 103 seeks to rezone approximately 107ha of Future Urban Zone to a mix of Business – Light Industry Zone and Open Space – Informal Recreation 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 and service infrastructure, as well as landscape, stormwater management, and ecological outcomes.
- 1.2 The proponent has provided an updated set of plan provisions. The purpose of this Memorandum is to provide brief comment in relation to the height variation standard provisions. More specifically, the requestor is recommending that the height of buildings between 20m and 30m high is a controlled activity (with buildings greater than 30m being assessed as a discretionary activity).
- 1.3 I understand that, as a controlled activity, Council must grant consent to an application and can impose conditions to manage effects.
- 1.4 From a landscape perspective, I do not support a controlled activity status of 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 my experience, can be very difficult to clearly articulate via consent conditions. In my view, a restricted discretionary activity status with location specific assessment matters and matters of discretion is a more preferable planning method to ensure an appropriate outcome from a landscape effects perspective.

Bridget Gilbert
B Hort, Dip LA, ALI, NZILA (Registered)

Auckland Council
35 Albert Street
Private Bag 92300
Auckland 1142

5 March 2025

Attention: Dave Paul

Dear Dave,

Proposed Private Plan Change 103 – Silverdale West Addendum to S42A Specialist Report

1 Introduction

This letter provides an addendum to the Beca letter entitled “*Proposed Private Plan Change 103 – Silverdale West, S42a Specialist Report – Transport*” dated 13 February 2025.

This letter responds to the amended “*Private Plan Change IX – Silverdale West Industrial Precinct Provisions (24 February 2025 s32AA version)*” provided by the requestor. It is understood that the Precinct Provisions have been updated to address changes sought by submitters.

2 Executive Summary

From my review of the changes contained in “*Private Plan Change IX – Silverdale West Industrial Precinct Provisions (24 February 2025 s32AA version)*” in regard to transport, I conclude the following:

- Changes to the Precinct Plan include identifying local roads and a requirement for roads to be extended to the property boundary. This addresses concerns around access to the Stage 2 area. There is now some uncertainty around provision for cycling where the local road and key cycle connection overlap.
- There has been changes to the Road Function and Design Elements table which respond to some comments made by Auckland Transport (AT). However there still appears to be inconsistencies to the AT comments and differences to the ITA.
- There has been a change to Transport Upgrade 2 (Dairy Flat Highway / Pine Valley Road Intersection) to include a signalised pedestrian crossing of Pine Valley Road. This responds to an AT request (14.49). Revised traffic modelling has not been provided and no other changes to the transport upgrades have been made.
- Several minor changes have been made in the provisions in response to AT and submitter comments, however some matters have not been addressed.

3 Revised Precinct Plan

IX.10.1: Silverdale West Industrial Precinct: Precinct Plan 1 has been updated to include key local roads in the internal roading network. I have numbered these key local roads 1, 2 and 3 in Figure 3-1 below.

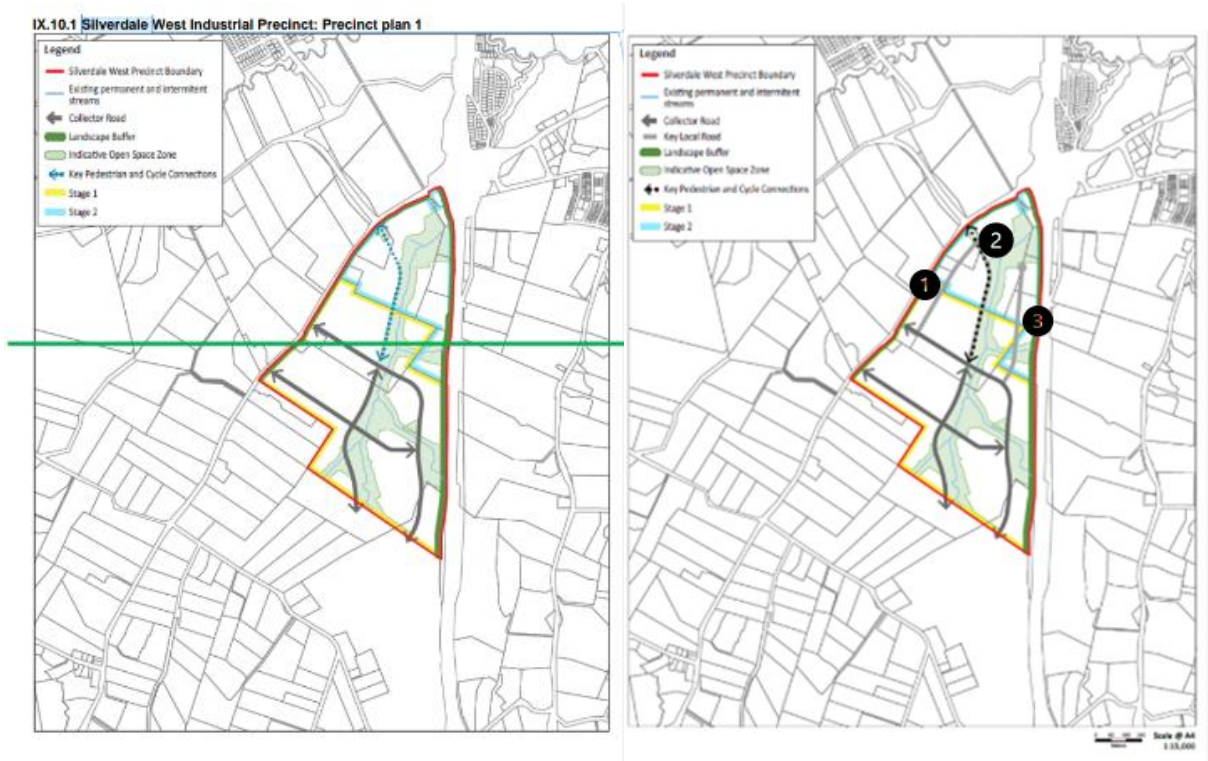


Figure 3-1 Precinct Plan 1 (previous) and Proposed

These key local roads do not represent the entire local road network and present a different network to that shown in Figure 3 of the ITA. However, Precinct Plan 1 does now include an internal road network to and within Stage 2 of the Plan Change, which responds to a request raised in submissions.

The key pedestrian and cycle connection is shown on Precinct Plan 1 as being provided on the same alignment as key local road 2, however *Table IX.11.1 Appendix 1: Road Function and Design Elements* does not include provision for cycles on local roads (see Figure 3-2). If this section of road is to include cycle facilities, it may be more appropriate for this to be a collector road. Alternatively, it would be necessary to describe how this section of cycleway will be accommodated within the local road cross section.

X.11. Appendices

IX.11.1 Appendix 1: Road function and design elements table

Commented [T57]: Amendment for consistency

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)	2	50 km/h	No Optional	No	Yes (3m-wide flush median)	No	Yes Separated on both sides	Yes Both sides	Trees each side (one side only)	Yes (in lane bus stops)
Local Roads	Local Road (Type 2)	17m (without on-street parking)	2	50 km/h	No Optional	No	No	No	No	Yes Both sides	Trees each side	No

Figure 3-2: Road Function and Design Elements with no provision for cycles on Local Roads

It is noted that IX.6.9 Road Design has been updated to include a new clause (2) that stipulates any subdivision for collector/and or key local road within the Precinct must make provision for the extension of the road network to adjoining property boundaries within the Precinct in general accordance with indicative road layout set out on IX.10.1: Silverdale West Industrial Precinct: Precinct Plan 1. This provides the mechanism to ensure that access is provided between Stages 1 and 2. This addresses the submission by YJS Holdings and my earlier recommendation.

4 Road Function and Design Elements

Table IX.11.1 Appendix 1: Road Function and Design Elements has been updated to include some of the AT suggestions in Submission #14.48. However, the suggestions that have not been addressed include:

- Widening the minimum road reserve for collector roads and local road by 3m (however it is noted that these cross sections don't have any on-street parking).

There are also new provisions for the collector and local road cross sections to not have on-street parking. This is contrary as it states a cross section width (without on-street parking) and the adjacent column states on-street parking is optional. This doesn't align with the 21m cross section in ITA and would not fit in the 1.85m berm with on-street parking, so the corridor width may need to be wider.

There is a new provision for a collector road to accommodate a 3m wide flush median. It is unclear how this would be accommodated within the 21m wide cross section, and this is also different to that shown in Figure 15 of the ITA. Again we expect the road reserve will need to be wider than shown.

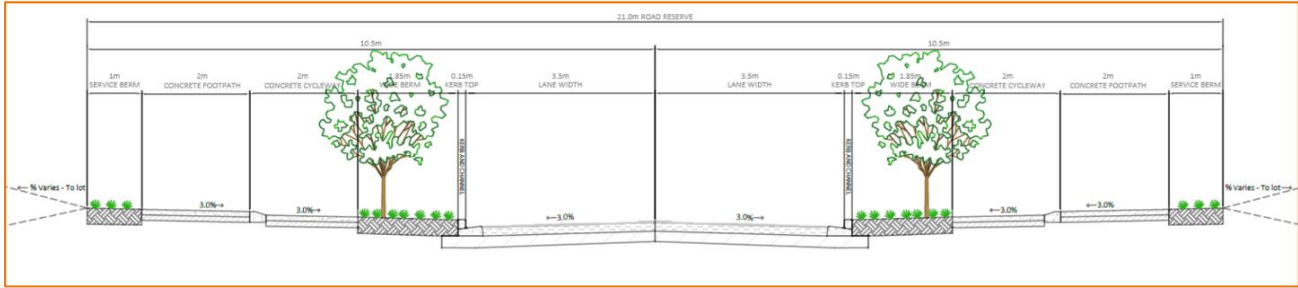


Figure 15: Indicative Cross Section – Collector Road

IX.11.2 Appendix 2: Road Function and Design Elements has been updated to reflect some of the changes recommended by AT.

5 Transport Upgrades 1- 8

Transport Upgrade 2 (Dairy Flat Highway / Pine Valley Road Intersection) has been amended to include a signalised pedestrian crossing across Pine Valley Road in response to an AT request (14.49). Revised traffic modelling has not been provided, so any change in operation of the intersection with this crossing is uncertain.

No other changes to the transport upgrades have been made.

6 Other Changes

As set out in 'Attachment 1: AT submissions with Beca comment' to my previous letter, I agreed with AT on the following proposed changes which have been made in the updated precinct provisions:

- AT submission #14.15 – request to update the wording of Objective 8.

- AT submission #14.18 – updated the wording of Policy 4.
- AT submission #14.29 – deleted activity (A4) relating to Dairy Flat Highway and associated standards.
- AT submission #14.34 – 14.39 – amending the development tables to combine into one table. This was also a recommendation of mine.
- AT submission #14.43 – updating the assessment criteria to reflect future connection to adjacent land
- It is noted that AT submission #14.37 has been partly addressed, by the inclusion of the word provision of infrastructure and wording around infrastructure in place to support the staged development. However, ‘managing’ has been retained rather than ‘mitigating’ adverse effects of transport (AT suggestion), and we note this should be considered by the reporting planner.

For completeness, of the recommendations set out in my 13 February 2025 letter, the following matters have not been addressed through the changes to “*Private Plan Change IX – Silverdale West Industrial Precinct Provisions (24 February 2025 s32AA version)*”:

- Wilks Road / Dairy Flat Highway – wording in Precinct Standards to allow for construction of roundabouts.
- Active mode connection between the PPC area, Hibiscus Coast Station and the surrounding residential area on the eastern side of the Motorway – assessment regarding timing and inclusion into Precinct Standards has not been included.

I consider these matters to remain relevant and still to be addressed.

A transport modelling peer review was also recommended to address AT and Auckland Council’s Councillor concerns. It is unclear whether this has been completed.

There are other AT recommendations I supported that have not been addressed in the most recent changes.

7 Further response to Submission #11

In Submission #11 Mr Weingarth seeks to reinstate the "original proposed connection to Dairy Flat Highway". It is assumed that Mr Weingarth is referring to the Indicative New Collector Road shown in the Silverdale West Industrial Area Structure Plan Map which intersected with Dairy Flat Highway immediately to the north and adjacent to his property. The location sought by Mr Weingarth is outside of the PC103 area. The proposed collector road in the PC103 Precinct is located approximately 140m to the north.

To be clear following my earlier response, I consider that the revised location of the proposed Collector Road within the Precinct Plan area is appropriate. I also consider the provision of two Collector Roads as shown in the Precinct Plan adequate to provide access to the PPC area from Dairy Flat Highway.

Yours sincerely



Craig Richards

Technical Director - Transportation

on behalf of

Beca Limited

Phone Number: +647 577 3899
Email: Craig.Richards@beca.com