

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



Proposal

To rezone the land from Future Urban Zone to Business – Light Industry Zone. The private plan change (**PC107**) seeks to apply a new Whenuapai Business Park Precinct over the land to manage effects of future development on the land and to apply the Stormwater Management Area Flow control.

This plan change is APPROVED. The reasons are set out below.

Private Plan Change:	PC107 - Whenuapai Business Park
Applicant:	Neil Construction Limited
Hearing commenced:	Monday, 14 July 2025, 9.30 a.m.
Hearing panel:	David Hill (Chair) Jack Turner Juliane Chetham
Appearances:	<u>For the Requestor - Neil Construction Limited</u> Patrick Senior (Counsel) Philip Ainsworth (Corporate) Paul Kleynhans (Civil Engineering) Eric Hebner (Traffic) Don McKenzie (Traffic) Laurel Smith (Acoustics) Philip Brown (Planning) <u>For the Submitters:</u> New Zealand Defence Force represented by: Darran Humpheson (Acoustics) Karen Baverstock (Planning [adopting evidence of Alia Cederman]) Rebecca Davies (Corporate) Auckland Council as submitter represented by: Rachel Dimery (Planning) Ron and Marlene Patten represented by: Anthony Blomfield (Planning) Simon Pilkinton (Legal) Watercare Services Limited represented by: Matt Allan (Legal) Rowan Ashton (Legal) Katja Huls (Planning) Nicholas Keenan (Stormwater and flooding)

	<u>For Council:</u> Eryn Shields, Team Leader Myles Anderson, Reporting Officer Harry Shepherd, Principal Transportation Engineer - Katherine Dorofaeff, Principal Planner, Auckland Transport Lee Te, Senior Healthy Waters Specialist Carmel O’Sullivan, Senior Healthy Waters Specialist Brook Waterson, Healthy Waters Specialist James Taylor, Healthy Waters Specialist Peter Runcie, Acoustic Specialist Bevan Donovan, Hearings Advisor Fakakaloe Kutu, Hearings Advisor
Commissioners’ site visit	Thursday, 10 July 2025
Hearing adjourned	Monday, 14 July 2025
Hearing Closed:	Wednesday, 6 August 2025

Introduction

1. This decision is made on behalf of the Auckland Council (**the Council**) by Independent Hearing Commissioners David Hill (Chair), Jack Turner and Julianne Chetham, appointed and acting under delegated authority under sections 34 and 34A of the Resource Management Act 1991 (**the RMA**).
2. The Commissioners have been given delegated authority by the Council to make a decision on Plan Change 107 (**PC107**) to the Auckland Council Unitary Plan Operative in Part (**the AUP or Plan**) after considering all the submissions, the section 32 evaluation, the reports prepared by the officers for the hearing and evidence presented during and after the hearing of submissions.
3. PC107 is a private plan change request by Neil Construction Limited (**NCL**) that has been prepared following the standard RMA Schedule 1 process (that is, the plan change is not the result of an alternative, 'streamlined' or 'collaborative' process as enabled under the RMA).
4. PC107 was lodged on 20 December 2023; further information requests under cl.23 by Council between 26 February 2024 and 16 August 2024; accepted by Council on 10 October 2024; and publicly notified on 8 November 2024 with original submissions closing on 6 December 2024. A summary of submissions was notified on 23 January 2025 with further submissions closing on 7 February 2025. A total of six submissions and four further submissions were made on the plan change.
5. The s.42A Hearing Report was prepared by Myles Anderson and made available to all parties on or about 2 June 2025. The s.42A report included technical reviews on urban design, economics, ecology, traffic and transport, stormwater and flood resilience, acoustics and parks and facilities. The report recommended that PC107 be approved with modifications – in summary to:
 - *Recognise access restrictions on Trig Road to protect its function as a future arterial.*

- *Set an overall Gross Floor Area (GFA) limit to manage effects from the development of the plan change area on the surrounding transport network.*
 - *Ensure PPC 107 recognises the interface with and connection to adjacent future reserves and the surrounding road network.*
 - *Provide for subdivision and development in a way which integrates with the provision of water supply, wastewater and transport infrastructure upgrades.*
 - *Manage stormwater, flooding effects and aquatic ecological health by providing stormwater infrastructure prerequisites, stormwater devices, wider riparian margins and the requirement for development to provide a stream stabilisation plan.*
 - *Protect the functioning of the Whenuapai Airbase by managing reverse sensitivity effects, temporary activities, lighting and activities which increase the likelihood of bird strike.*
 - *Correct grammatical and technical errors in the plan change drafting.*
6. Mr Anderson produced an Addendum s.42A report on 4 July 2025 focussed primarily on the updated plan precinct provisions attached to Mr Brown’s planning evidence for NCL.
7. The hearing was held on 14 July 2024; adjourned for further information and written reply; and formally closed following receipt of that material on 6 August 2025.

SUMMARY OF PLAN CHANGE

8. In broad terms, PC107 is a private plan change request by NCL to rezone some 47.5 ha of land in Whenuapai from “Future Urban Zone” to “Business – Light Industry Zone” and to apply a new “Whenuapai Business Park Precinct.”

Its purpose is said to enable industrial development in a way that:

- integrates land use with provision of bulk infrastructure (transport, wastewater, water supply, stormwater);
- achieves ecological enhancements, such as riparian planting and wetland protection;
- manages reverse sensitivity effects on the neighbouring RNZAF Base Auckland;
- supports Auckland’s strategic plans to address an identified shortage of industrial land in the northwest; and
- aligns with the Auckland Unitary Plan, Regional Policy Statement, Future Development Strategy, and relevant national policy statements.

The precinct provisions set specific rules and standards for transport upgrades, infrastructure timing, ecological outcomes, and amenity at open space and road interfaces, with development restrictions if required upgrades are not in place.

9. As the s.42A report notes:

The plan change area is situated on the eastern side of the Whenuapai Area It is generally bound by Bringham Creek Road to the north and is located immediately adjacent to the Royal New Zealand Air Force Base. The Whenuapai Business Park (WBP) as proposed in PPC 107 is surrounded by FUZ land on all other sides and is situated on the Bringham Creek and Trig Road

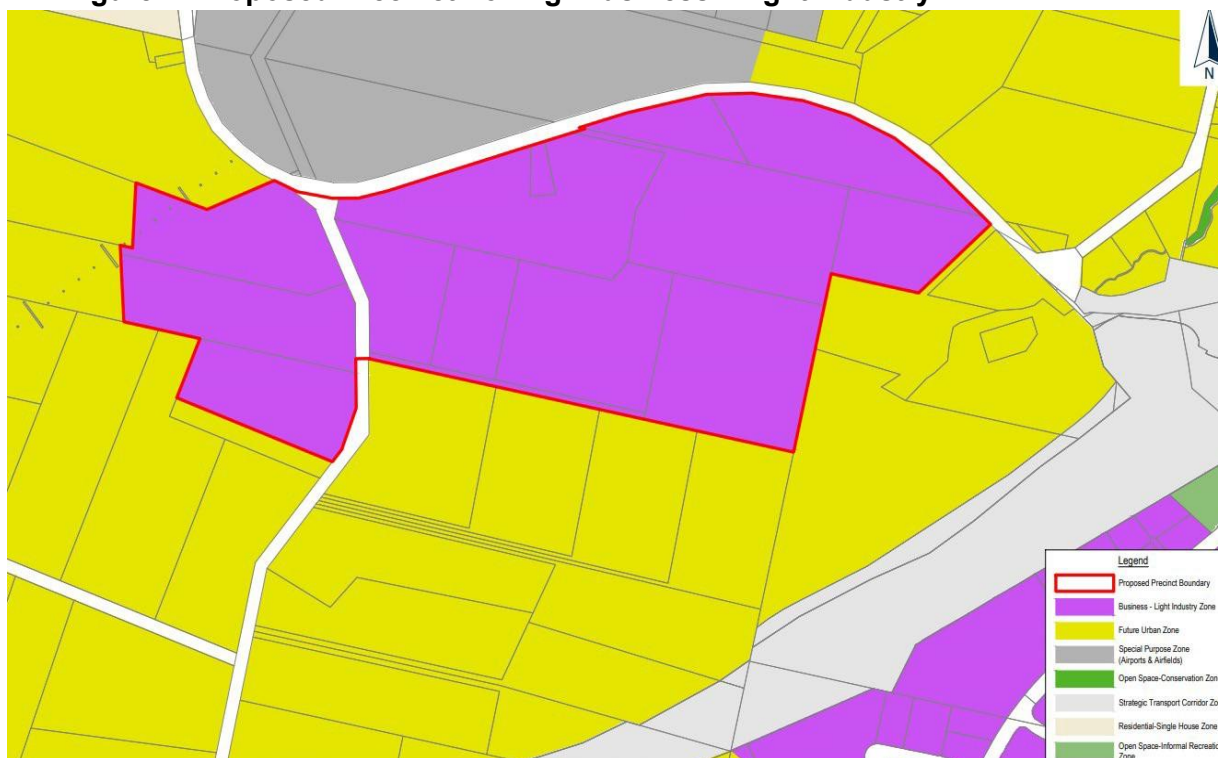
intersection. Access to the area is presently available either from Brigham Creek Road or the end of Trig Road.¹

10. The proposed plan change is described in detail in the request documentation, evidence and hearing report.
11. The following land ownership within the PC107 area is identified in the s.42A report as:

Address	Legal Description	Site Area	Registered Owner
69 Trig Road	Lot 5 & 3 DP 101583	5.71 ha	Neil Construction Ltd
71 Trig Road	Lot 5 & 3 DP 101583 / Lot 2 DP 117365	6.98 ha	Neil Construction Ltd
73 Trig Road	Lot 1 DP 117365	2.61 ha	Neil Construction Ltd
94 Trig Road	SECT 2 SO 528987	3.23 ha	Neil Construction Ltd
96 Trig Road	Lot 1 DP 590594	4.04 ha	M & R Patten
96A Trig Road	Lot 2 DP 590594	4.01 ha	M & C Laurie
141 Brigham Creek Road	Lot 1 DP 169384	6.49 ha	Chin-Jung Hou & Jung-Li Chuang
145 Brigham Creek Road	Lot 1 DP 114117	2,558 m ²	Wen Jing Chen and Yu Jin Wu
151 Brigham Creek Road	Lot 4 DP 101583	6.13 ha	Neil Construction Ltd
153 Brigham Creek Road	Lot 1 DP 334953	1.36 ha	Spark New Zealand Trading Ltd

12. The proposed precinct Light Industry zoning (**LIZ**) is shown below:

Figure 1: Proposed Precinct Zoning: Business - Light Industry



¹ S.42A report at [48].

13. The proposed plan change area is subject to Airspace Restriction Designations – ID 4310 & 4311, Defence purposes – protection of approach and departure paths at Whenuapai Airbase. Some of the sites in the plan change area are also subject to the Aircraft Noise Overlay – Whenuapai Airbase – noise control area 55dB L_{dn} and 65dB L_{dn}.
14. In the interest of brevity we do not repeat further details of the existing sites as these are comprehensively described in the application documentation and the s.42A report. Those descriptions were not in dispute – and nor was the site’s general suitability for live-zoning from Future Urban to Business – Light Industry Zone (noting that it was not disputed that the pre-condition for this under Chapter B2 – Urban Growth and Form of the AUP RPS² was satisfied).

PROCEDURAL MATTERS

15. Two programmatic directions were issued.
16. Because either the matters were not contested or, if so, the evidence on the differences was clearly articulated, the Panel excused from the hearing the following witnesses and topics:
 - Mark Delaney (ecology);
 - Michael Rogan (landscape and visual);
 - Ian Munro (urban design);
 - Fraser Colegrave (economics);
 - Geotechnical engineering - Appendix P to Request application;
 - Site contamination – Appendix Q to Request application; and
 - Archaeology – Appendix R to Request application.
17. No other procedural matters were raised.

RELEVANT STATUTORY AND PLAN PROVISIONS CONSIDERED

18. The RMA sets out an extensive set of requirements for the formulation of plans and changes to them. These requirements are set out in chapter 8 of the Request, Appendix 5 of the s.42A report, Appendix A to Counsel’s opening legal submissions, the section 32 assessment (which considered 4 options) that is chapter 9 of the Request, and the s.32AA report that is Attachment 9 to the s.42A report.
19. We see no particular merit in reciting these again in detail, as those requirements are well settled and understood, were not in dispute, and were comprehensively applied through the documentation and evidence given. Furthermore, the matters that remained in dispute by the end of the hearing were very confined (as we discuss below).
20. Clause 10 of Schedule 1 requires that this decision must include the reasons for accepting or rejecting submissions. The decision must include a further evaluation of any proposed changes to the plan change arising from submission; with that evaluation to be undertaken in accordance with section 32AA. With regard to Section 32AA, we note that the evidence presented by submitters and Council effectively represents this assessment, and that that material should be read in conjunction with this decision, where we have determined that a change to PC107 should be made.

² Policy B2.2.2(3) and (7) and Appendix 1 in particular.

21. As PC107 intends a precinct, the underlying AUP structural premise applies – that is, a precinct should only contain provisions that are strictly necessary to vary the zone outcome as sought. The zone and broader AUP provisions otherwise apply and do not need to be replicated. That principle is relevant, as discussed below, with respect to certain aspects of the relief sought by some submitters.

PLANNING CONTEXT HISTORY

22. 351 hectares of the wider plan change area were previously advanced for live zoning under Council's proposed PC5, notified on 21 September 2017, however this was subsequently withdrawn on 16 June 2022 due to the requirement for unfunded public infrastructure upgrades – as noted in the Request³.
23. As that matter is no longer at issue PC107 is, subject to some amendments, supported by Council.
24. Philip Brown, planning witness for NCL, also noted that an application had been made for development resource consents under the COVID-19 Recovery (Fast-track Consenting) Act 2020 but was unsuccessful because of the AUP requirement that FUZ land be live zoned first.⁴ Hence this PC107 request.

PLANNING CONTEXT

25. The Whenuapai area has been formally identified as a Future Urban area for the past decade under the AUP (2013-2016); the Whenuapai Structure Plan developed by Council in 2016; and the updated Future Urban Land Supply Strategy in 2017, with an expectation that the land would be development ready by now (variously 2018 – 2026).
26. That context is given further impetus through the provision of business land requirements of the National Policy Statement on Urban Development 2020 (**NPS-UD**).
27. As there was no disputing the strategic planning directives related to this land and its light industrial use we therefore move directly to the remaining matters in dispute.

PRINCIPAL ISSUES IN CONTENTION AND FINDINGS

28. In his closing submissions Mr Senior records four matters that were now fully resolved, being:
- traffic modelling information relating to the intersection of Brigham Creek Road and Collector Road 1;
 - proposed design of Brigham Creek Road and Trig Road;
 - updated Stormwater Management Plan (SMP) and the wording of the Precinct Provisions as they relate to stormwater and flooding; and
 - the wording of I1.6.10 Noise relating to reverse sensitivity covenants proposed by New Zealand Defence Force (NZDF).
29. Having considered the submissions and further submissions received, the hearing report, the legal submissions made and evidence presented at the hearing, responses to

³ Request for Private Plan Change, 23 October 2024, at section 6.3.

⁴ Philip Brown, evidence, 16 June 2025, at [27].

questions, and the Closing Submissions, the Panel agrees with Mr Senior that the principal issues remaining in contention include:

- strike out of Auckland Council's further submission.
- changes to the Precinct Provisions proposed by NZDF;
- changes to the Precinct Provisions proposed by Auckland Council (Parks);
- Vehicle Access Restriction on Trig Road;
- I6XX.6.4 Wastewater and Water Supply Infrastructure (Standard 4 - subdivision trigger), including scope and activity status; and
- I6XX.8(4) Special Information Requirement – Transport Assessment (trip generation, network improvements, updated assumptions, and upgrades) proposed by Mr Shepherd.

30. We also include discussion on the following matters that are not covered by the above:

- development exceedance trigger;
- amenity and landscape;
- footpath upgrade of Kauri Road;
- the now-agreed SMP and provisions;
- engagement with Mana Whenua.

STRIKE OUT

31. Mr Senior sought the strike out of Auckland Council's further submission related to Watercare Services primary submission – which opposed PC107 as its primary relief and sought substantial amendments as its secondary relief.

32. In general terms Watercare's submission related to concerns over the potential for flooding of its adjacent downstream Whenuapai Wastewater Pump Station. However, that matter had been resolved between the parties prior to the hearing and both the primary submission and related submission points of its further submission formally withdrawn⁵.

33. Mr Senior's submission relies upon the legal convention that where a submission is withdrawn, as had been formally advised by Watercare prior to the hearing, then any related further submission necessarily lapses because it no longer has the support required from that original submission.

Finding

34. The Panel agrees with Mr Senior. Council's further submission FS01 is accordingly struck out under s.41D(1)(c) RMA.

NEW ZEALAND DEFENCE FORCE

35. Three matters from NZDF's submission remained to be addressed:

- inclusion of designation details;
- identification as a potentially affected person; and
- acoustic mitigation threshold.

⁵ Legal submissions for Watercare, 11 July 2025, at [1.3].

Designations

36. NZDF sought that key details of the relevant designations be included in PC107 rather than a mere reference, as proposed, in light of its experience with operators (in particular cranes users in conflict with the Obstacle Limitation Surfaces (OLS) requirement) who were often unaware of those requirements.
37. Neither NCL, Mr Anderson nor Mr Anthony Blomfield (planning expert for Mr and Mrs Patten) supported the inclusion of that detail – both for consistency (that is not general practice within the AUP) and pragmatic reasons (simply stated - if operators are not reading the AUP no additional detail would make any difference).
38. The Panel agrees and has changed the proposed text layout at *16xx.4 Activity table* slightly to make the two relevant designations more obvious. However, the relevant point is that designations are an integral part of the AUP; these particular designations are substantively no different to the myriad other designations in the AUP; and importing every designation into the relevant provisions is both redundant and essentially impracticable – the Ministry of Defence alone has 15 designations in the AUP – and if so imported would need to undergo a plan change process.

Notification

39. NZDF sought to be identified as a potentially affected person under Chapter C General rules – C1.13(4) of the AUP. Ms Alia Cederman, who tabled planning evidence for NZDF, noted that a similar notification provision and activity introductory statement had been included in the Whenuapai 3 Precinct.
40. Neither Mr Philip Brown nor Mr Anderson supported that inclusion – essentially for the same reason as above and because the two designations already require appropriate engagement.
41. The Panel notes that it is not privy to the reason why that was accepted for the Whenuapai 3 Precinct but agrees that inclusion is not warranted as an exception to the general practice.

Acoustic threshold

42. By the close of the hearing agreement had been reached on the placement of the 55dB L_{dn} engine testing contour within which acoustic insulation of buildings housing sensitive activities will be required. That is now shown on the Precinct Plan and the relevant standard (D24.6.1) referenced in provisions.
43. The Panel accepts the position reached by the parties.

AUCKLAND PARKS – OPEN SPACE

44. Ms Louise Thomas and Ms Rebecca Skidmore (s.42A technical parks and urban design / landscape reviewers respectively) sought additional policy and assessment guidance for the open space buffer depicted in the Precinct Plan adjacent to the two land areas intended, we were told, as future open space reserves.

45. Mr Ian Munro and Mr Michael Rogan (urban design and landscape expert witnesses respectively for NCL) disagreed.
46. In short, they were of the opinion that as there was no certainty regarding the actual future use of the FUZ land advised as future open space reserve – i.e. as FUZ it could be zoned for many different land uses including further LIZ – therefore it was premature to require treatment of the boundary in the Precinct provisions as if that future use was assured. Furthermore, the assumption that it was the responsibility of the LIZ land to provide a screening buffer for the benefit of the intended open space land was misplaced. To do so would also reduce the usable available LIZ land when the strategic planning documents generally accepted that LIZ land was a scarce resource.
47. The Panel agrees with NCL. The two parcels of land identified by the s.42A team as intended for open space are currently zoned FUZ and there is no plan change in progress intended to change that zoning. It is therefore not appropriate that provisions be introduced into a live zoning plan change that are conditioned only by an expectation. The Precinct Plan includes a vegetated buffer along those boundaries and the Panel considers that sufficient at this point in time.

VEHICLE ACCESS RESTRICTION (VAR)

48. A VAR was proposed on Trig Road in light of Council's noted intention to reclassify that as an arterial road in the future. That would prevent direct access to Trig Road from those properties to the west of the road (except via the proposed roundabout intersection stub). NCL has proposed one vehicle crossing each from 94 and 96 Trig Road, onto Trig Road. NCL considers that there is no justification for the imposition of a VAR, referring to the standards that will apply to new vehicle crossings under the Chapter E27 framework to manage any traffic effects associated with the two crossings. In the closing submission, NCL have provided a provisional Precinct Plan (Appendix F) if the Panel decides to impose a VAR, which will explicitly provide for the two vehicle crossings to 94 and 96 Trig Road.
49. The Panel accepts NCL's position that a VAR is not required on Trig Road, and NCL's alternative Appendix F Precinct Plan is not required.

DEVELOPMENT TRIGGER - WATER AND WASTEWATER

50. During the hearing Auckland Council and WSL disagreed with the wording of Standard 4 (I6XX.6.4) in the Precinct Provisions, which proposes a requirement that water and wastewater infrastructure be constructed prior to the completion of an occupiable building. Auckland Council and WSL prefer that water and wastewater infrastructure be in place prior to the building works commencing for occupiable buildings. This matter remained a point of contention between the parties, with NCL maintaining the trigger in Standard 4 in the precinct provisions being the most appropriate, with the use of Sections 95 and 36A of the Building Act being a final RMA compliance trigger in instances where the Standard 4 framework is not complied with.
51. In particular, NCL disagreed with Ms Huls for Watercare and Ms Dimery for Auckland Council on the matter of when development should occur relative to the provision of bulk infrastructure. That requirement is set out in proposed standard I6XX.6.4.

52. Mr Brown proposed that the relevant threshold should be the point at which building *completion* is achieved. That is, that subdivision and building construction should be enabled but not deemed “completed” until the requisite bulk infrastructure was in place and functionally available. “Completion” was to be proven by formal compliance with the Building Act 2004 (either a code compliance certificate under s.95 or a certificate of public use under s.363A). Occupation and use of buildings would not be enabled until after that step is achieved.
53. The key point made by Mr Brown was that if subdivision and construction was not able to progress until all bulk infrastructure was in place and operational, this added unacceptable and unnecessary time (potentially years) and cost to development.
54. Ms Dimery and Ms Huls contended that development (including both subdivision and construction) should not proceed ahead of infrastructure (and capacity) actually being available for connection. Higher order objectives and provisions of the AUP (particularly those in the RPS Urban Growth and Form chapter B2) were cited in support of that position⁶. The trigger sought required the prior completion and commissioning of bulk infrastructure – otherwise consideration as a non-complying activity by reference to AUP Objective E38.2(4) which requires that:

Infrastructure supporting subdivision and development is planned and provided for in an integrated and comprehensive manner and provided for to be in place at the time of the subdivision or development.

55. Ms Huls was particularly concerned that Watercare not be put in the position of being publicly “blamed” for subdivisions or constructed buildings remaining unoccupied / unused because of quite legitimate scheduling delays in bulk infrastructure provision. She proposed that I6XX.6.4 be drafted as follows:

I6XX.6.4 Wastewater and Water Supply Infrastructure

Purpose: To ensure that bulk water supply and wastewater infrastructure with sufficient capacity is available to support development within the Precinct.

- a) *bulk water supply and wastewater infrastructure with sufficient capacity for servicing the proposed subdivision / development must be completed, commissioned and functioning:*
- (i) *In the case of subdivision, prior to issuing of a certificate pursuant to section 224(c) of the RMA; or*
 - (ii) *In the case of land use only, prior to the construction of buildings that would require water and / or wastewater servicing.*

56. Ms Dimery proposed a compromise standard that provides either actual connection to the operational public bulk infrastructure or written confirmation from the service provider that such infrastructure provision is sufficiently advanced and has capacity – as follows:

I1XX.6.4 Wastewater and Water Supply Infrastructure

⁶ See, e.g., Rachel Dimery, Evidence, 27 June 2025, at [9.10], and Katja Huls, Evidence, 27 June 2025, at [10.8].

Purpose: To ensure that bulk water supply and wastewater infrastructure with sufficient capacity is available to support subdivision and development within the Precinct.

(1) Subdivision or development must:

a. *Be able to be connected to publicly available bulk water and wastewater infrastructure that is completed and commissioned with sufficient capacity to service the subdivision or development;*

or

b. *Be supported by written confirmation from the infrastructure services provider for the area that planned capital works required to provide bulk water and wastewater infrastructure that would provide connections for water and wastewater are suitably advanced and will have sufficient capacity to service the proposed subdivision or development.*

57. Mr Anderson supported that amendment in the s.42A Addendum report⁷.

58. The standard I6.XX.6.4 provision provided with Mr Senior's reply submissions maintain Mr Brown's position whereby "completion" is the pause point – as follows:

I6XX.6.4 Wastewater and Water Supply Infrastructure

Purpose: To ensure that bulk water supply and wastewater infrastructure with sufficient capacity is available to support development within the Precinct.

a) *The completion of any new buildings within the Precinct can only proceed following the completion and commissioning of the wastewater and water supply infrastructure as is required within its catchment.*

b) *Standard I6XX.6.4(a) will be considered to be complied with if the identified upgrades are constructed and operational:*

i. *Prior to the issue of a code compliance certificate under section 95 or a certificate of public use under section 363A of the Building Act 2004 for any new occupiable building(s) requiring service connection(s).*

59. NCL accepts a non-complying activity status where that standard is not met - (I6XX.4.1(A2)).

60. The Panel accepts the position of NCL and finds its proposed wording of Standard 4 (I6XX.6.4) appropriate to ensure that infrastructure is in place at the appropriate stage of the development, whilst allowing necessary pre-activities to proceed. That, we conclude, would be the most appropriate and efficient provision in the circumstance.

61. In his legal submissions for Watercare, Mr Matthew Allan raised the *vires* of using a Building Act process to manage effects governed by the RMA. He submitted that was potentially problematic and that the less risky approach proposed by Ms Huls avoided that issue and should be preferred.

⁷ S.42A Addendum report at [3.15].

62. Mr Senior addressed that matter in his closing submissions, noting with respect to scope matters generally that case authorities support a realistic rather than a formalistic approach to the presenting issue. He submitted that there is no regulatory co-mingling; it is simply an evident and certain trigger which allows the necessary planning and consented work to proceed to a defined point. It is both efficient and effective.
63. The Panel has sympathy with Watercare in light of recent adverse media attention relating to delayed expectations, but that is not a sufficient resource management reason for delaying consenting and development work in this instance. We accept Ms Huls' general policy point that objective E38.2(4) is strongly directive but note that the context in this proposed precinct indicates that the necessary infrastructural capacity is either available or certainly in train with adjacent precincts in advanced development form. We were not presented with evidence that Watercare has no intention to service the proposed precinct, for instance, that would certainly bring E38.2(4) full force. We therefore conclude that in this instance E38.2(4) should yield.

WASTEWATER SUBDIVISION TRIGGER

64. NCL proposed removing the subdivision trigger in Standard 4 (I6XX.6.4) requiring wastewater and water supply infrastructure upgrades to be in place prior to subdivision, with failure to do so triggering a consent as a non-complying activity.
65. NCL's position was that subdivision effects are already adequately addressed under Chapter E38 of the AUP. In particular, subdivision rules under E38.4.1(A12) and E38.6.3 provide that, where capacity is not available, subdivision defaults to a discretionary activity. Accordingly, NCL submitted that retaining the subdivision trigger that was included in Standard 4 is duplicative and unnecessary.
66. The subdivision trigger remained an unresolved matter at the close of the hearing, with NCL continuing to seek its removal, relying instead on the E38 provisions to manage subdivision without specific Standard 4 wording.
67. The Panel agrees that duplication of AUP provisions within precinct provisions runs against the general architecture of the AUP⁸ and therefore accepts the position of NCL that a discretionary activity consent under E38 can reliably address any subdivision that occurs prior to wastewater and water supply infrastructure being in place.

DEVELOPMENT EXCEEDANCE TRIGGER

68. There was initial disagreement over the appropriate capacity metric for triggering the interim upper development threshold and need for additional consents and traffic assessments – i.e. whether to use a GFA proxy – being 115,000m², the more traditional traffic count – being 725 vph, or both.
69. In the end the respective traffic experts (messrs Eric Hebner, Don McKenzie and Harry Shepherd) and Ms Katherine Dorofaeff for Auckland Transport, agreed that the GFA calculation that generated the 725 vph was preferred as a single standard because the vph was influenced by factors beyond the development control. Furthermore, that the GFA factor ensured that the transportation review then triggered measured actual rather

⁸ We note that Mr Blomfield made similar remarks in his planning evidence for the Pattens.

than theoretical generation effects before additional development could occur. That proposition was accepted by Mr Anderson.

70. Ms Dorofaeff also recommended that the activity status for exceeding 115,000m² should be Discretionary (DIS) rather than the RDIS proposed by NCL because:

*A more onerous activity category is warranted as additional transport infrastructure may be required. If the Restricted Discretionary status is retained, then I recommend that the assessment criteria at I1.7.2(6) be tightened.*⁹

71. That recommendation was accepted by Mr Anderson.
72. NCL accepted the proposed GFA threshold but opposed the DIS activity status for exceedance of the threshold. Mr Brown's opinion was that as the effects were limited to traffic and transportation effects these could be accurately captured in matters of discretion and did not justify opening the gate to a full discretionary activity consideration. Mr Senior had also referenced the legal principle articulated by the Environment Court of applying "the least restrictive regime"¹⁰.

Finding

73. The Panel agrees that the GFA criterion is the most appropriate metric for the development threshold and that reference to 725 vph is unnecessary.
74. The Panel also accepts Mr Bown's argument that an RDIS for exceeding the 115,000m² GPA interim cap is adequate for the purpose, having satisfied itself that the proposed matters of discretion are sufficient to capture the further assessment that is context-appropriate, necessary and warranted. In that respect we note, in particular, I6XX.7.1. Matters of discretion (1) a), b), and c) and the inclusive reference to related RDIS matters across the AUP.

TRANSPORT ASSESSMENT

75. Following the adjournment of the hearing, NCL provided additional traffic modelling information to Council's traffic expert, Mr Harry Shepherd, who has now confirmed that sufficient evidence had been provided to justify the changes to the intersection design for Brigham Creek Road and Collector Road 1, involving the removal of the eastbound lane. In the hearing the Panel queried whether Auckland Transport (AT) and Supporting Growth Alliance (SGA) were in support of the changes to the intersection design. Confirmation has been provided by AT and SGA, indicating their in-principle approval of the revised intersection design.
76. The Panel accepts the position reached by those parties on this matter.
77. In the hearing, the Panel queried whether AT and SGA were in support of the interim intersection design of Brigham Creek Road and Trig Road. Following the adjournment of the hearing, NCL has provided confirmation from AT and SGA that they support NCL's approach.

⁹ Katherine Dorofaeff, s.42A report Appendix 3, page 141 at [4.12(d)].

¹⁰ Legal submissions, 10 July 2025, at [3.8].

78. The Panel accepts the position reached by those parties.
79. During the hearing, Mr Shepherd, Council's traffic expert, proposed inserting a new Special Information Requirement (SIR) I6XX.8(4) to require additional transport assessments, which NCL opposed.
80. After reviewing the SIDRA modelling, Mr Shepherd maintained that the SIR should be included to provide direction for applications exceeding the GFA/Trip Generation threshold to assess the effects on the intersections along the Trig Road and Brigham Creek frontage, in order to future-proof against changing traffic conditions.
81. NCL considers that the proposed SIR would duplicate Standard 2 (I6XX.6.2 Trip Generation) in the Precinct Provisions, which already requires a qualified traffic assessment when GFA thresholds are exceeded, and the contents for the traffic assessment will be guided by the framework of the Precinct Provisions (including objectives, policies, and assessment criteria). The proposed SIR therefore remained an unresolved matter at the close of submissions.
82. The Panel agrees with NCL that the Precinct Provisions sufficiently address the trigger points for applications to provide a traffic assessment, along with sufficient scope within the framework assessments.

STORMWATER MANAGEMENT PLAN (SMP)

83. Council's Healthy Waters team raised concerns about PC107, in the hearing, relating to the requirements for treatment of stormwater runoff from roofs, the management of stream erosion effects, flooding effects, and the provision of stormwater management infrastructure in the precinct provisions.
84. Following the close of the hearing, NCL engaged further with Healthy Waters, and has amended the Stormwater Management Plan (SMP), Precinct Plan and Precinct provisions to address the residual concerns raised by Healthy Waters.
85. The SMP has been updated to incorporate treatment requirements for stormwater runoff from roofs. The Precinct Plan now identifies reaches of streams that have elevated erosion risk, with special information requirements included for those identified reaches of stream. Healthy Waters has confirmed that it agrees that, at this point, the SMP meets the conditions of Council's Network Discharge Consent, and all issues relating to stormwater treatment and management are now resolved and appropriately provided for within the SMP, and Precinct provisions.
86. The Panel accepts the position reached by the relevant parties – noting that the SMP remains an advanced draft at this stage subject to the confirmation provisions of the Precinct. However, the Panel is satisfied that the fundamentals are now in place.

AMENITY AND LANDSCAPE

87. There was disagreement between Mr Munro and Ms Skidmore (s.42A technical reviewer) over whether additional landscape and urban design provisions should be included in PC107.
88. In short, Mr Munro's opinion (and Mr Rogan's) was that as there was nothing

outstanding or unique in PC107 as a LIZ, and therefore the ordinary provisions of the AUP would and should apply. In any event, if needed those matters could be addressed when subdivision and land use applications are subsequently made.

89. Regardless, Ms Skidmore sought additional matters of discretion related to the interface between the Precinct and Brigham Creek and Trig Road Corridors and between the Precinct and future open space (i.e. the future reserves discussed above).
90. Agreement was reached on wording associated with the road interface assessment criterion – and that was accepted by Mr Anderson¹¹.
91. While the Panel agrees with Ms Skidmore that the outcome she seeks through her amendments has merit, we are not persuaded that there is sufficient justification for including those in the Precinct provisions. We agree with Mr Munro that the wider AUP provisions are sufficient for that purpose and any residual matters can be dealt with at resource consent stage.

KAURI ROAD FOOTPATH

92. For completeness we note that submitter David Allen had sought walking and cycling access provisions on Kauri Road.
93. That was not supported by either Mr Anderson for Council or Mr Brown for NCL. Both noted that Kauri Road is outside of the PC107 area, which has no frontage to Kauri Road. It would therefore be inappropriate, indeed unlawful, to include such provisions.
94. The Panel agrees.

ENGAGEMENT WITH MANA WHENUA

95. While not a matter of contention, for completeness we cover off cultural matters here. NCL provided details of outreach to 9 iwi authorities and received responses from 3, however no specific engagement was confirmed necessary by Mana Whenua.¹²
96. An earlier CVA produced by Te Kawerau a Maki in relation to the previous Fast Track application on the site and relevant Iwi Management Plans were utilised by NCL to inform and address potential effects on mana whenua values, particularly around, freshwater and ecological values.¹³
97. We are satisfied that consultation carried out to date and ongoing commitment to engagement through the subsequent phases of the Project, will ensure PC107's consistency with the statutory framework provisions relevant to Mana Whenua including Chapter B6 of the RPS; Policy 2 of the NPS-FM; and Part 2 RMA sections 6(e), 7(a) and 8.

STATUTORY PROVISIONS

98. The RMA sets out a range of matters that must be addressed when considering a plan change, as identified in the section 32 report (which was included at section 9 of the

¹¹ S.42A Addendum Report at section 8, and Rebecca Skidmore, technical review addendum at [2.6].

¹² Request for Private Plan Change, 23 October 2024, at [Appendix I].

¹³ S.42A report at [20] & Request for Private Plan Change, 23 October 2024, at [11.4].

notified plan change request). That evaluation concluded as follows:

The proposed reidentification to LIZ is consistent with, and gives effect to, the direction established by the WSP and the FDS. In accordance with s32(1)(a), the objectives in the PPC

Precinct are the most appropriate way to achieve the purpose of the RMA, and rezoning the

land for industrial purposes (with a Precinct and SMAF control) is the most efficient and effective means of achieving the objectives of the proposal.¹⁴

99. The s.42A Report broadly agreed noting in section 12 of that report:

Based on the technical reviews, analysis of submissions and statutory and non-statutory documents, I consider that PPC 107 is the most appropriate resource management technique to enable the development of the business park for light industrial activities and is generally consistent with the outcomes identified in the WSP, and will be in accordance with the NPS-UD and has appropriate regard to the RPS.¹⁵

100. We also note that section 32 clarifies that analysis of efficiency and effectiveness is to be at a level of detail that corresponds to the scale and significance of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the proposal.
101. On the broader matter of Part 2 and the higher order instruments, this was comprehensively addressed in section 10 of the application AEE and sections 4-7 of the s.42A Report.
102. Whilst some planning experts for submitters (e.g. Ms Dimery, Ms Cederman and Ms Huls) challenged compliance with particular provisions of the AUP – which we have addressed and made findings on above – there was no direct challenge based on the adequacy of compliance with the necessary statutory requirements for a plan change (including Part 2 and the higher order instruments).
103. Having considered the evidence and relevant background documents, we are satisfied, overall, that PC107 has been developed in accordance with the relevant statutory and policy matters and will clearly assist the Council in its effective administration of the Unitary Plan.

PROVISIONS

104. As is common, a number of iterations of the proposed provisions were developed and presented during the hearing process. The final set of provisions presented with closing legal submissions incorporates changes agreed with Healthy Waters and NZDF - albeit not total agreement was reached as we have discussed above.
105. Having reviewed those final proposed provisions, in the light our findings above, we are now satisfied that they are appropriate.
106. Three attachments are included with this Decision:

¹⁴ AEE, 23 October 2024, at section 9.6.

¹⁵ S.42A Report, at [409].

- (a) Attachment A: A final clean set of Precinct provisions as we have determined;
- (b) Attachment B: A set of marked up provisions showing the changes made post - notification; and
- (c) Attachment C: A set of consolidated Precinct Plans.

DECISION

- 107. Pursuant to Schedule 1, Clause 10 of the Resource Management Act 1991, Proposed Plan Change 107 to the Auckland Unitary Plan (Operative in Part) is approved, subject to the modifications as set out in this decision.
- 108. Submissions on the plan change are accepted and rejected in accordance with this decision. In general, these decisions follow the recommendations set out in the Council's s.42A report and NCL's closing submissions, except as identified above in relation to matters in contention.
- 109. The reasons for the decision, in summary, are that Plan Change 107:
 - a. will assist the Council in achieving the purpose of the RMA;
 - b. is consistent with the Auckland Regional Policy Statement;
 - c. is consistent with the provisions of Part 2 of the RMA;
 - d. is consistent with the cited higher order planning instruments – and, in particular, the NPS-UD 2020 and NPS-FM 2020 / NES-F 2020;
 - e. is supported by necessary evaluation in accordance with section 32;
 - f. accords with the procedural principles of s.18A(b) of the RMA; and
 - g. will help with the effective implementation of the Auckland Unitary Plan.



David Hill
Chairperson

and for Commissioners Juliane Chetham and Jack Turner

9 September 2025

Attachment A: PC107 Whenuapai Business Park Precinct

I6XX. Whenuapai Business Park Precinct

I6XX.1. Precinct Description

The purpose of the Whenuapai Business Park Precinct is to enable the transition of land within the Precinct from semi-rural land uses to a light industrial business area, in an integrated and comprehensive manner to support business and employment growth in the area. The Precinct will facilitate the establishment of significant infrastructure that will support its development and ensure it is integrated into, and enables, future urban development of the wider area. Infrastructure upgrades include new internal roading connections, new and upgraded intersections and an upgrade to Brigham Creek Road and Trig Road. Walking and cycling connections are provided within the Precinct.

Land within the Precinct is identified as Business – Light Industry Zone. This zone is generally consistent with, and implements, the vision encapsulated within the Whenuapai Structure Plan 2016.

Development of the Precinct is guided by the Whenuapai Business Park Precinct Plans 1 to 9.

Stormwater management within the Precinct is guided by the Stormwater Management Plan. As part of the integrated stormwater approach, stormwater treatment requirements and the Stormwater Management Area Control – Flow 1 have been applied to the Precinct.

The Royal New Zealand Air Force (RNZAF) Base Auckland is located to the north of the Whenuapai Business Park Precinct and the approach path infrastructure traverses the western portion of the Precinct. RNZAF Base Auckland is a strategic defence facility of national and regional importance. The presence of RNZAF Base Auckland contributes to the Precinct's existing environment and character. The Precinct acknowledges the significance and presence of RNZAF Base Auckland by ensuring that all subdivision, use and development within the Precinct will occur in a manner that does not adversely affect the ongoing operations of RNZAF Base Auckland. This approach is consistent with Regional Policy Statement provisions that recognise the functional and operational needs of infrastructure (including RNZAF Base Auckland) and seek to protect it from reverse sensitivity effects caused by incompatible subdivision, use and development.

Some of the aircraft that operate from RNZAF Base Auckland are maintained on-site. Engine testing is an essential part of aircraft maintenance. Testing is normally undertaken between 7.00am and 10.00pm but, in circumstances where an aircraft must be prepared on an urgent basis, it can be conducted at any time and for extended periods. The Whenuapai Business Park Precinct Plan 1 includes noise contour boundaries for aircraft engine testing noise. Related provisions impose restrictions on activities in the Precinct that are sensitive to aircraft noise, to manage the potential for reverse sensitivity effects on the operations of RNZAF Base Auckland.

The Precinct is situated within an area broadly identified as the North-West Wildlink, the aims of which are to create safe, connected and healthy habitats for native wildlife to safely travel and breed in between the Waitākere Ranges and the Hauraki Gulf Islands. The Precinct recognises that this area of Whenuapai is a stepping stone in this link for native wildlife and seeks to enhance these connections through riparian planting and restoration of degraded habitats, including the provision of habitats for less mobile or

flightless species.

The Precinct recognises and provides for the vision of Auckland's Urban Ngahere (Forest) Strategy to increase the canopy cover in the Auckland region, by providing opportunities for riparian planting, wetland restoration and additional open space buffer and front boundary planting to contribute to increasing the canopy cover in the area.

All relevant overlays, Auckland-wide and zone provisions apply in this Precinct unless otherwise specified below.

I6XX.2. Objectives [dp]

General

- (1) Whenuapai Business Park Precinct is developed in a staged, comprehensive and integrated manner to facilitate the development of a business area for predominantly light industrial land use activities.

Transport Infrastructure

- (2) Transport infrastructure that is required to service subdivision and development within the Precinct:
 - a) provides for freight;
 - b) provides safe and efficient walking and cycling connections;
 - c) provides for bus access and bus stops to support future improvements to public transport connectivity;
 - d) mitigates traffic impacts on the surrounding road network;
 - e) provides connectivity to facilitate future subdivision and development of adjacent sites; and
 - f) is staged and co-ordinated with subdivision and development.
- (3) Roading connections, new or upgraded intersections and the upgrading of Bringham Creek and Trig Road are provided to support subdivision and development within the Precinct.

Ecology

- (4) Ecological values, including the health and well-being of streams and wetlands within the Precinct, are enhanced.
- (5) Riparian, open space buffer, front yard and boundary planting contributes to increasing the canopy cover and indigenous biodiversity within the Precinct.

Three Waters Infrastructure

- (6) All necessary three waters infrastructure (being water supply, wastewater and stormwater infrastructure) is in place to service development within the Precinct and is staged and coordinated with subdivision and development.
- (7) Stormwater quality and quantity is managed to maintain the health, well-being and preserve the mauri of the receiving environment, and minimise flood risk.
- (8) Stormwater devices should be designed to avoid the attraction of birds that could become a hazard to aircraft operations at RNZAF Base Auckland.

Effects on RNZAF Base Auckland

- (9) The effects of subdivision, use and development on the operation and activities of RNZAF Base Auckland are avoided as far as practicable, or otherwise remedied or mitigated.

I6XX.3. Policies [dp]

General

- (1) Develop Whenuapai Business Park Precinct in accordance with the zoning and all Precinct Plans.
- (2) Ensure that where a stage identified on Precinct Plan 2: (Infrastructure Staging) is subdivided or developed, the associated upgrading or establishment of transport and three waters infrastructure is undertaken and completed at the same time.
- (3) Stages may be developed in any order, or more than one stage can be developed at one time.

Transport

- (4) Require the development of a transport network that implements the elements and connections identified in Precinct Plans 1 and 2 and is in accordance with I6XX.11.1 Table 1: Road Function and Required Design Elements and I6XX.11.2 Table 2: Intersection Type and Design.
- (5) Subdivision and development within each identified stage does not occur in advance of the availability of transport infrastructure to support that stage, as identified on the Precinct Plan 2: (Infrastructure Staging).

Ecology

- (6) Provide for the health and well-being of indigenous biodiversity, streams and wetlands within the Precinct through riparian planting and restoration of degraded habitats.

Three Waters Infrastructure

- (7) Require subdivision and development to be in accordance with the approved Stormwater Management Plan to effectively manage stormwater runoff and to provide for water sensitive design.
- (8) Ensure that stormwater in the Precinct is managed and treated, to ensure the health and ecological value of streams are maintained and enhanced, for all subdivision and development.
- (9) Ensure that stormwater is managed to minimise flood risk, within the Precinct and in the downstream catchment.
- (10) Require the stormwater management outcomes and devices for the site to be planned, designed and implemented to avoid attracting birds and therefore mitigate the potential for bird strike to impact safety and flight operations at RNZAF Base Auckland.
- (11) Ensure that sufficient capacity in the water and wastewater network is provided to enable the servicing of new subdivision and development.
- (12) Ensure subdivision and development is aligned with the timing of the provision of wastewater infrastructure.

Effects on RNZAF Base Auckland

- (13) Require subdivision, use and development within the Precinct to avoid, remedy or mitigate any adverse effects, including reverse sensitivity effects, and safety risks relating to bird strike, lighting, glare and reflection, on the operation and activities of RNZAF Base Auckland.
- (14) Avoid establishing activities sensitive to noise within the area between the 55 dB L_{dn} and 65 dB L_{dn} aircraft engine testing noise boundaries as shown on Precinct Plan 1, unless the noise effects can be adequately avoided, remedied or mitigated at the receiving site through acoustic treatment of buildings, including mechanical ventilation.

I6XX.4. Activity table [dp]

All relevant overlay, Auckland-wide and zone activity tables apply unless the activity is listed in Activity Table I6XX.4.1 below.

Activity Table I6XX.4.1 specifies the activity status of district land use / subdivision in the Whenuapai Business Park Precinct pursuant to sections 9 and 11 of the Resource Management Act 1991.

A blank in the activity status column means that the activity status in the relevant overlay, Auckland-wide or zone provision applies.

In addition to the provisions of the Precinct, reference should also be had to the planning maps (GIS Viewer) which show the extent of all designations, overlays and controls applying to land within the Whenuapai Business Park Precinct.

Development in the Precinct is subject to:

- Designation 4310: Whenuapai Airbase; and
- Designation 4311: Whenuapai Airfield Approach and Departure Path Protection.

This Precinct introduces additional 55 dB L_{dn} and 65 dB L_{dn} noise contour boundaries for aircraft engine testing noise and restrictions for activities sensitive to noise within this area.

Table I6XX.4.1 Activity table

Activity		Activity status
Use and Development		
(A1)	Activities listed as permitted, restricted discretionary or discretionary activities in Table H17.4.1 Activity Table in the Business - Light Industry Zone.	
(A2)	Use and development that does not comply with Standard I6XX.6.1 and/or I6XX.6.4.	NC
(A3)	New activities sensitive to noise and alterations and additions to existing buildings accommodating activities sensitive to noise within the aircraft engine testing noise boundaries.	D

(A4)	Activities that do not comply with Standard I6XX.6.11 Development within the aircraft engine testing noise boundaries.	NC
(A5)	Use and development that does not comply with Standards I6XX.6.2, I6XX.6.3, I6XX.6.5 – I6XX.6.10.	RD
Subdivision		
(A6)	Subdivision listed in Chapter E38 Subdivision.	
(A7)	Subdivision that does not comply with Standard I6XX.6.1.	NC
(A8)	Subdivision that does not comply with Standard I6XX.6.7, I6XX.6.9, I6XX.6.10.	RD

I6XX.5. Notification

- (1) Any application for resource consent for an activity listed in Activity Table I6XX.4.1 above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purpose of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

I6XX.6. Standards

All relevant overlay, Auckland-wide and zone standards apply to the activities listed in Activity Table I6XX.4.1 unless otherwise specified below.

If there is a conflict or difference between the Precinct standards and the Auckland-wide and zone standards, the standards in this Precinct will apply.

All activities listed in Activity Table I6XX.4.1 must comply with the following standards.

I6XX.6.1 Transport Infrastructure Upgrades

Purpose:

- to mitigate the adverse effects of traffic generation on the surrounding road network; and
 - to achieve the integration of land use and transport.
- (1) Prior to the occupation of any buildings within a particular stage, the transport infrastructure shown on Precinct Plan 2: (Infrastructure Staging) must have been constructed for that stage. New and upgraded roads and intersections must be constructed in accordance with I6XX.11.1 Table 1: Road Function and Required Design Elements and I6XX.11.2 Table 2: Intersection Type and Design.
 - (2) Subdivision
 - a) Must be designed to ensure the protection of the future road corridors, intersections and connections shown on Precinct Plans 1 and 2.
 - b) Prior to the Council issuing a certificate under section 224(c) of the Resource Management Act 1991 for subdivision within a particular stage, the transport infrastructure shown on Precinct Plan 2: (Infrastructure

Staging) must have been constructed for that stage.

- c) New and upgraded roads and intersections must be constructed in accordance with I6XX.11.1 Table 1: Road Function and Required Design Elements and I6XX.11.2 Table 2: Intersection Type and Design.

I6XX.6.2 Trip Generation

Purpose:

- to mitigate the adverse effects of traffic generation on the surrounding road network.
- (1) The cumulative extent of buildings within the Precinct shall not exceed 115,000m² GFA unless a traffic monitoring report prepared by a suitably qualified expert has demonstrated that peak hour trip generation from all existing or consented development in the Precinct does not exceed 725 vehicles per hour.

I6XX.6.3 Stormwater Management

Purpose:

- to ensure that stormwater in the Precinct is managed and treated, to ensure the health and ecological values of the streams are maintained; and
- to ensure appropriate stormwater management infrastructure/devices are in place.
- (1) Stormwater quality
 - a) All subdivision and land use development shall be managed in accordance with a stormwater Discharge Consent or an approved Stormwater Management Plan.
 - b) New buildings, and additions to buildings, must be constructed using cladding, roofing and spouting building materials that avoid the use of high contaminant yielding building products which have:
 - i. exposed surface(s) or surface coating of metallic zinc of any alloy containing greater than 10% zinc; or
 - ii. exposed surface(s) or surface coating of metallic copper or any alloy containing greater than 10% copper; or
 - iii. exposed treated timber surface(s) or any roof material with a copper containing or zinc-containing algaecide.
 - c) Stormwater runoff from all impervious areas that is not re-used for internal non-potable uses must be treated with a stormwater management device(s) meeting the following standards:
 - (i) the device or system must be sized and designed in accordance with 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'; or
 - (ii) where alternative devices are proposed, the device must demonstrate it is designed to achieve an equivalent level of contaminant or sediment removal performance to that of 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'.

- d) In the event that dry detention basins or stormwater ponds are proposed, these shall be designed by a suitably qualified and experienced person to:
- i. Minimise bird settling or roosting (including planting with species unlikely to be attractive to large and/or flocking bird species); and
 - ii. Fully drain down within 48 hours of a 2 percent Annual Exceedance Probability (AEP) storm event; and
 - iii. Have side slopes at least as steep as 1 vertical to 4 horizontal (1:4) except for:
 - Any side slope treated with rock armouring; or
 - Any area required for vehicle access, provided that such vehicle access has a gradient of at least 1 vertical to 8 horizontal (1:8).
- (2) Stormwater quantity
 - (a) Prior to the occupation of any buildings within a particular stage, downstream stormwater effects arising from that stage must be appropriately mitigated or managed in accordance with an approved Stormwater Management Plan.

I6XX.6.4 Wastewater and Water Supply Infrastructure

Purpose:

- to ensure that bulk water supply and wastewater infrastructure with sufficient capacity is available to support development within the Precinct.
- (1) The completion of any new buildings within the Precinct can only proceed following the completion and commissioning of the wastewater and water supply infrastructure as is required within its catchment.
 - (2) Standard I6XX.6.4(1) will be considered to be complied with if the identified upgrades are constructed and operational:-
 - (a) Prior to the issue of a code compliance certificate under section 95 or a certificate of public use under section 363A of the Building Act 2004 for any new occupiable building(s) requiring service connection(s).

I6XX.6.5 Bird strike

- (1) If roof gradients are less than 15 degrees, measures to discourage bird roosting on the roof of the structure are required where building design may be conducive to potential bird roosting.
- (2) Any measures to discourage bird roosting on the roof of the structure shall be maintained thereafter to the satisfaction of Auckland Council in consultation with NZDF.

I6XX.6.6 Yards

Purpose:

- provide a buffer and screening between industrial activities and neighbouring sites, to mitigate adverse visual and nuisance effects; and

- increase canopy cover and linkages between green spaces.
- (1) A building or parts of a building must be set back from the relevant boundary by the minimum depth listed in Table I6XX.6.6.1:

Table I6XX.6.6.1

Yard	Minimum Depth
Front	3.7m where the front yard faces an internal road identified on Precinct Plans 1 and 2.
Side	5m where an open space buffer is identified on Precinct Plan 1.
Rear	5m where an open space buffer is identified on Precinct Plan 1.

- (2) Front yards (excluding access points or the location of infrastructure) 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) Side and rear yards must be planted with native vegetation comprising a mixture of trees, shrubs or ground cover plants (including grass) within and along the full extent of the yard to provide a densely planted visual buffer of at least 3m in depth and must be appropriately maintained thereafter.

I6XX.6.7 Riparian Margins

- (1) At the time of subdivision or development, land within 10m of the streams and wetlands identified on Precinct Plan 1 as 10m Riparian Margin Ecological Enhancement must be planted with native vegetation from the top of the bank of the stream or the wetland's edge.

I6XX.6.8 Height in Relation to Boundary

- (1) Buildings or parts of buildings must not project beyond a 35 degree recession plane measured from a point 6m vertically above ground at the site boundary where those site boundaries adjoin an open space buffer as identified on Precinct Plan 1.

I6XX.6.9 Lighting, glare and reflection

Purpose:

- to avoid or minimise the effects of lighting on aircraft descending to land at RNZAF Base Auckland.
- (1) Any subdivision and development must avoid effects of lighting on the safe and efficient operation of RNZAF Base Auckland, to the extent that lighting:
- (a) Avoids simulating approach and departure path runway lighting;
 - (b) Ensures that clear visibility of approach and departure path runway lighting is maintained; and
 - (c) Avoids glare or light spill that could affect flight safety or aircraft operations.

(2) External building materials must be constructed with the following:

(a) Roof surfaces and external building surfaces (excluding vertical surfaces) greater than 10m above ground level must not exceed a reflectivity (specular reflectance) of 20% white light.

(3) No person may illuminate or display the following outdoor lighting between 11:00pm and 6:30am:

(a) Searchlights; or

(b) Outside illumination of any structure or feature by floodlight that shines above the horizontal plane.

I6XX.6.10 Noise

Purpose:

- to ensure that potential reverse sensitivity effects on the adjacent RNZAF Base Auckland are appropriately avoided, remedied or mitigated within the Precinct.

(1) A reverse sensitivity covenant shall be included on each title issued within the precinct. This covenant shall be registered with the deposit of the survey plan, in a form acceptable to the New Zealand Defence Force, under which the registered proprietor will covenant to waive all rights of complaint, submission, appeal or objection it may have under the Resource Management Act 1991 and successive legislation or otherwise in respect of any noise effects associated with the lawful operation of RNZAF Base Auckland.

I6XX.6.11 Development within the aircraft engine testing noise boundaries

(1) Between the 55 dB Ldn and 65 dB Ldn noise boundaries as shown on Precinct Plan 1, new activities sensitive to aircraft noise and alterations and additions to existing buildings accommodating activities sensitive to aircraft noise must be designed and constructed to meet the requirements of D24.6.1.

I6XX.7. Assessment – controlled activities

There are no controlled activities in this precinct.

I6XX.8. Assessment – restricted discretionary activity

I6XX.8.1. Matters of discretion

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

(1) Matters for all restricted discretionary activities (including otherwise permitted activities that infringe a permitted standard):

a) Whether the infrastructure required to service any subdivision or development is provided;

- b) The effects of the proposal on the future ability to construct the road corridors and connections shown in Precinct Plans 1 and 2;
- c) Whether the proposal will provide for the safe and efficient functioning of the current and future transport network;
- d) The requirements of the approved Stormwater Management Plan to manage stormwater and flooding effects;
- e) The provision of stormwater related infrastructure and devices required to manage stormwater and flooding effects;
- f) The effects on the health, well-being, mauri and ecology of the stream and wetland;
- g) Effects on the operation of RNZAF Base Auckland including reverse sensitivity effects and any measures to avoid, remedy or mitigate these effects;
- h) Lighting associated with development, structures, infrastructure and construction.

I6XX.8.2. Assessment Criteria

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

(1) For subdivision:

- a) The extent to which any subdivision or development layout is consistent with and provides for the upgraded roads and new indicative roads and connections shown on Precinct Plans 1 and 2;
- b) Whether the proposed subdivision includes the delivery of the transport infrastructure identified on Precinct Plan 2: (Infrastructure Staging) and in accordance with I6XX.11.1 Table 1: Road Function and Required Design Elements and I6XX.11.2 Table 2: Intersection Type and Design;
- c) Whether the proposed road corridors and connections will service the Precinct in a safe and efficient manner;
- d) Whether the proposed subdivision enables development that would require transport infrastructure upgrades to be provided;
- e) Whether the proposed subdivision will adversely affect the safe and efficient operation of the current and future transport network;
- f) Whether a safe and efficient road design is provided;
- g) The extent to which any subdivision or development layout provides for the functional requirements of the existing or proposed transport network, roads and relevant transport modes;
- h) Whether the proposal includes methods to ensure the construction of road corridors and connections, within its stage shown in Precinct Plan 2: (Infrastructure Staging); and
- i) Whether the following required works are located, designed and undertaken in a staged manner, in accordance with the Precinct Plan

2: (Infrastructure Staging), that facilitates and avoids unnecessary rework in future upgrades to Brigham Creek Road and Trig Road to provide strategic network connections to service wider growth:

- i. Proposed new roundabout on Trig Road, and Trig Road upgrade;
- ii. Upgraded Brigham Creek Road/ Trig Road intersection - roundabout, and Brigham Creek Road upgrade;
- iii. New Brigham Creek Road left in, left out intersection and Brigham Creek Road upgrade; and
- iv. New Brigham Creek Road signalised intersection and Brigham Creek Road upgrade.

(2) For stormwater management not complying with standard I6XX.6.3:

- a) Whether development and/or subdivision is in accordance with the approved Stormwater Management Plan and Policies I6XX.3(7)-(9));
- b) The design and efficacy of new and upgraded stormwater related infrastructure and devices with consideration given to the likely effectiveness, ease of access, operation and integration with the surrounding environment; and
- c) Whether there is sufficient infrastructure capacity to provide for flood conveyance and protect land and infrastructure.

(3) For riparian margins not in accordance with standard I6XX.6.7(1), whether the health, well-being and mauri of the streams and wetlands, including the flood mitigation function of the stream and ecological outcomes achieved by the proposed riparian planting, will be equal to or better than the requirement of I6XX.6.7(1).

(4) For stormwater detention/retention ponds/wetlands not complying with the standard I6XX.6.3, the extent to which the proposal minimises the attraction of birds that could become a hazard to aircraft operating at RNZAF Base Auckland.

(5) The effects on the operation of the RNZAF Base Auckland, including potential reverse sensitivity effects and effects on aircraft safety, in relation to:

- a) Lighting, glare and reflection;
- b) Temporary structures and construction; and
- c) Noise.

(6) For land use not complying with standard I6XX.6.2 Trip Generation:

- a) The extent to which the wider transport network can accommodate peak hour trip generation from the Precinct that exceeds 725 vehicles per hour, while maintaining reasonably efficient movement of traffic; and
- b) The extent to which new transport infrastructure upgrades are required to accommodate the trip generation proposed, and the

likely timing for such upgrades to have been completed and operational.

I6XX.9. Special information requirements

(1) Transport Design Report:

- a) Any proposed new road intersection or upgrading of existing road intersections illustrated on Precinct Plans 1 and 2 must be supported by a Transport Design Report and concept plans, prepared by a suitably qualified transport engineer, confirming that the location and design of any road and its intersection(s) supports the safe and efficient function of the existing 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.
- b) In addition to the report and plan required in (1)(a) where an interim upgrade is proposed, information detailing how the design allows (where possible) for the ultimate upgrade to be efficiently delivered must be provided.

(2) Any application for resource consent for subdivision or development, including any vegetation alteration or removal within 20m of a natural wetland or within 10m of a stream (permanent or intermittent) shown on Precinct Plan 1 shall:

- a) Detail the proposed methods for managing adverse effects on protected fauna, nesting birds during bird breeding season, herpetofauna and the habitat of long-tailed bat, including addressing adverse effects from increased light and noise on bat habitat; and
- b) Provide a detailed restoration plan, including planting and maintenance for no less than three years, for the stream, wetland and their buffer/riparian margins. The plan shall be in accordance with best practice methodologies of TP148 and/or Auckland Unitary Plan Appendix 16, or other subsequent Council restoration guide.

(3) Any application for buildings must assess whether standard I6XX.6.2 Trip Generation is complied with by including details of the existing and consented GFA for buildings within the precinct.

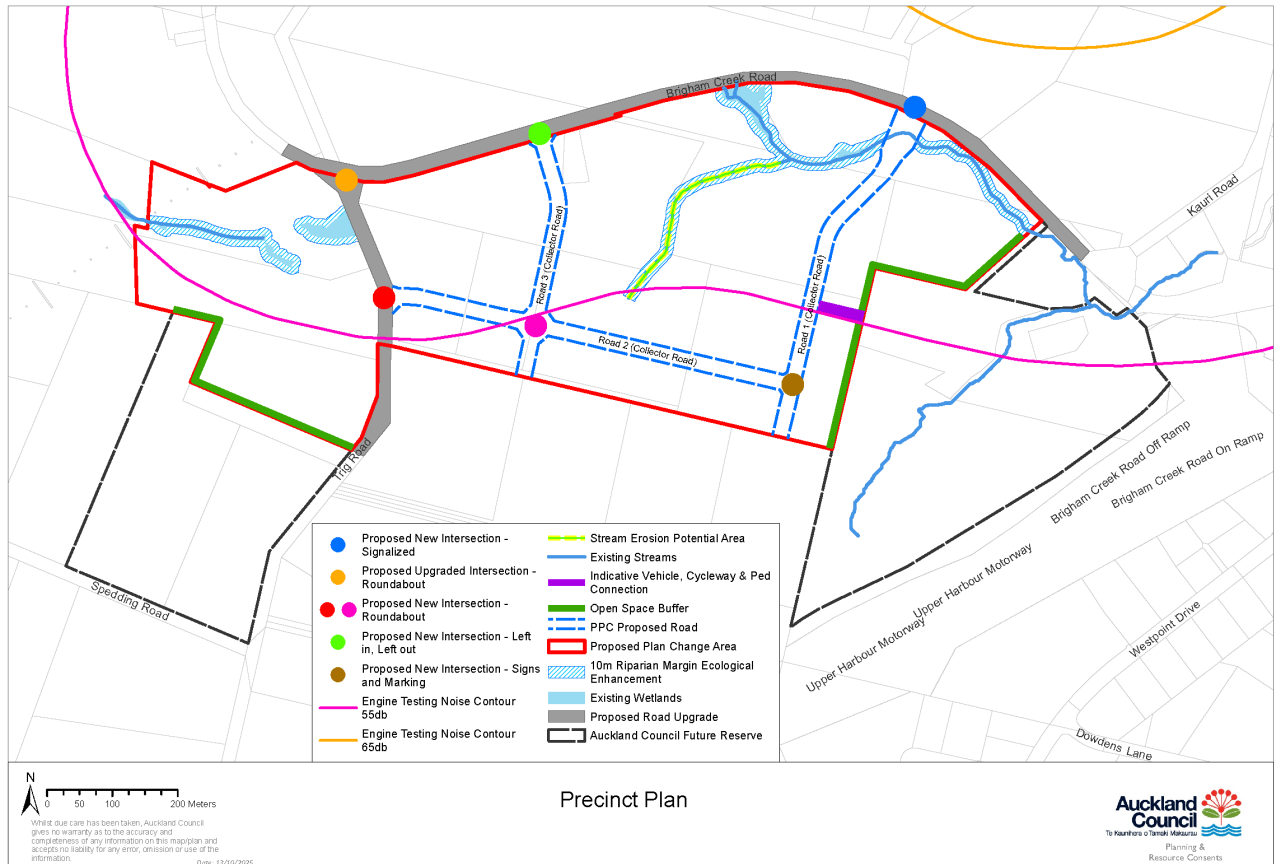
(4) Any application for resource consent for subdivision or development that adjoins the 'stream erosion potential area' as identified on Precinct Plan 1 must provide a fluvial geomorphological assessment to inform the type and scale of riparian margin/instream work required to ensure the effects from the development and any structures in the stream are managed, and there is resilience to any effects of future flow and climate change; and

- a) The fluvial geomorphological assessment is required to include a stream health and stabilisation assessment by a suitably qualified person; and
- b) A stream health and stabilisation plan informed by (a) above that includes appropriate mitigation measures to progressively improve stream health over time where it is degraded or maintains high stream values where these values are present; and
- c) Prioritises nature-based solutions and green infrastructure; and

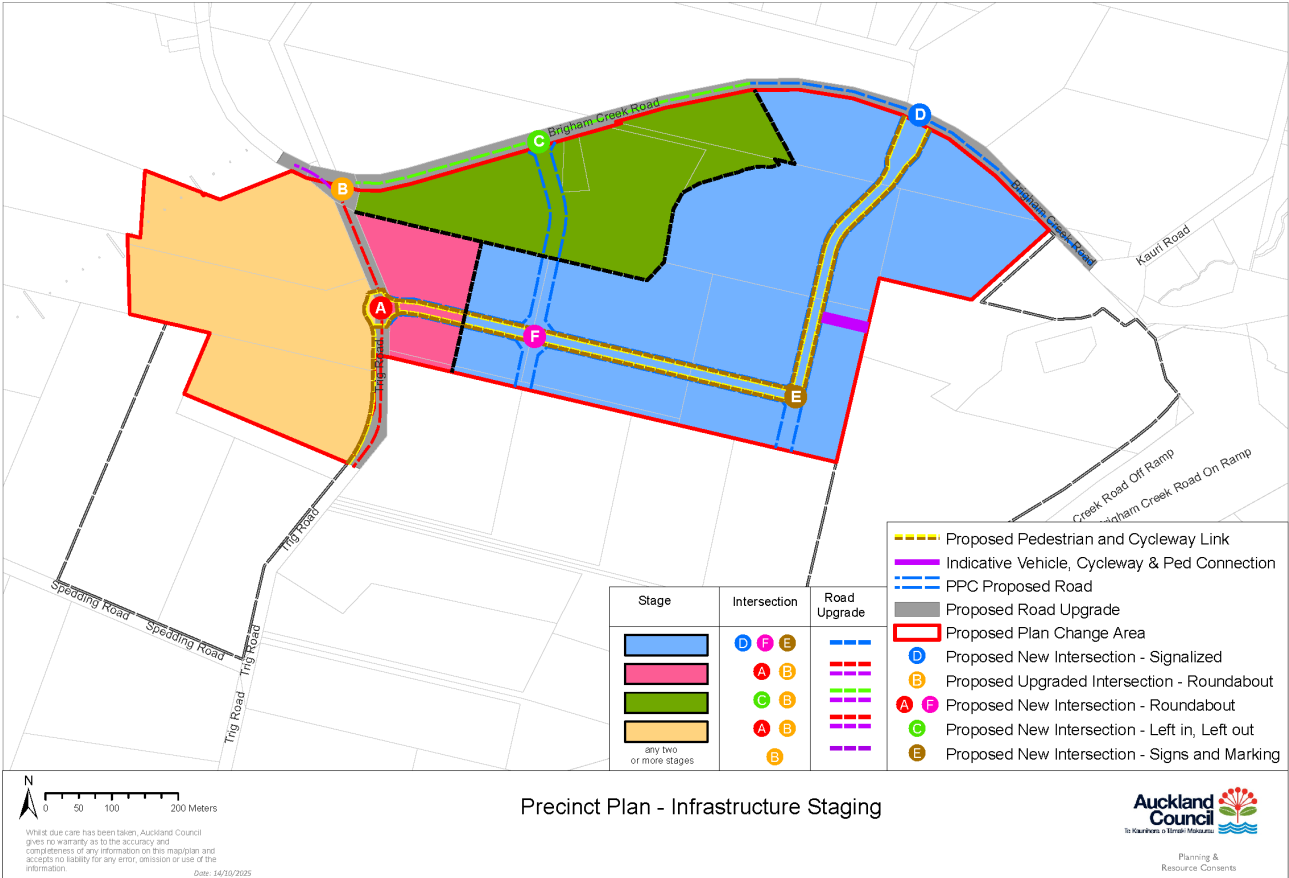
- d) Details who is responsible for implementing the recommendations of stream health and stabilisation plans, and any ongoing monitoring and maintenance requirements.

I6XX.10. Precinct Plans

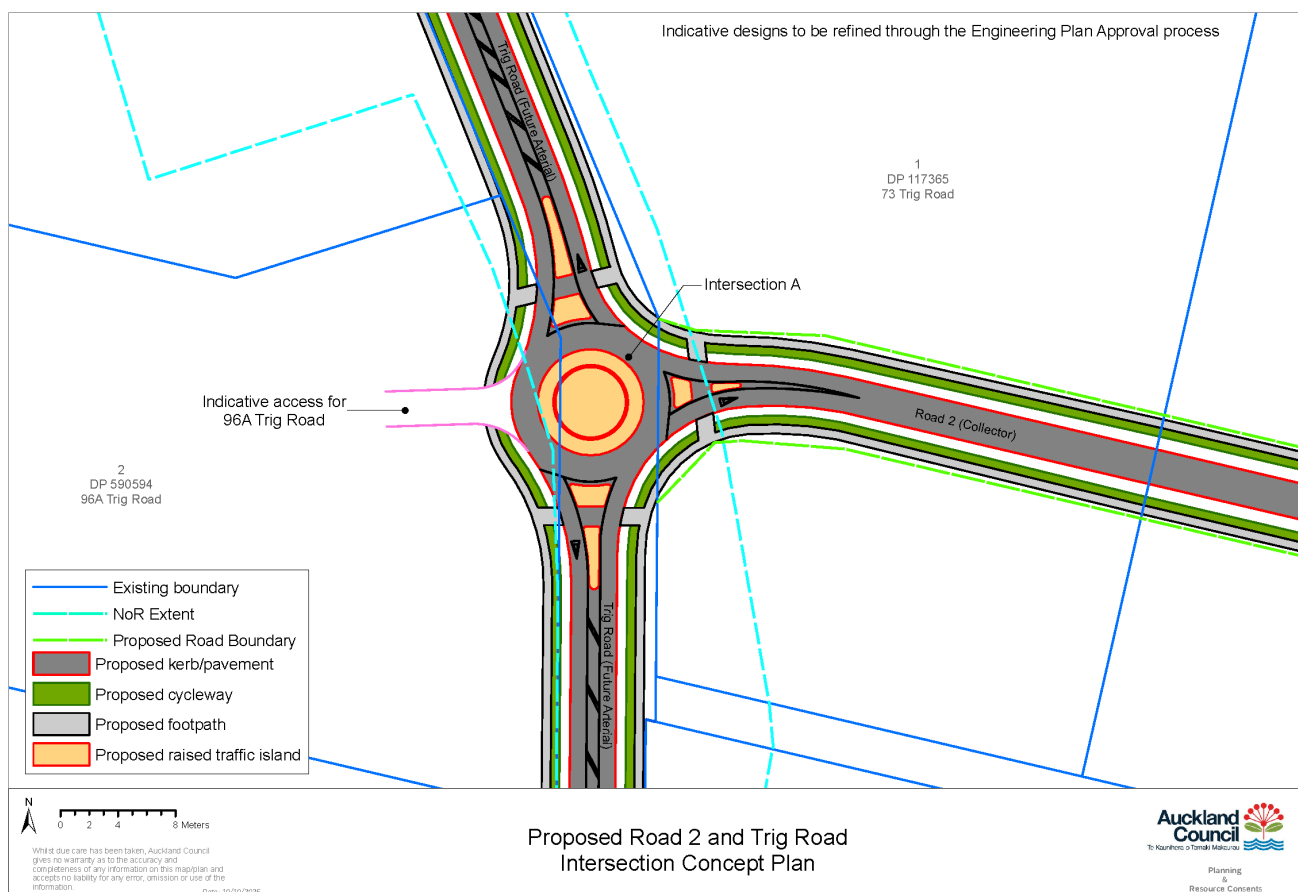
I6XX.10.1 Whenuapai Business Park Precinct Plan 1



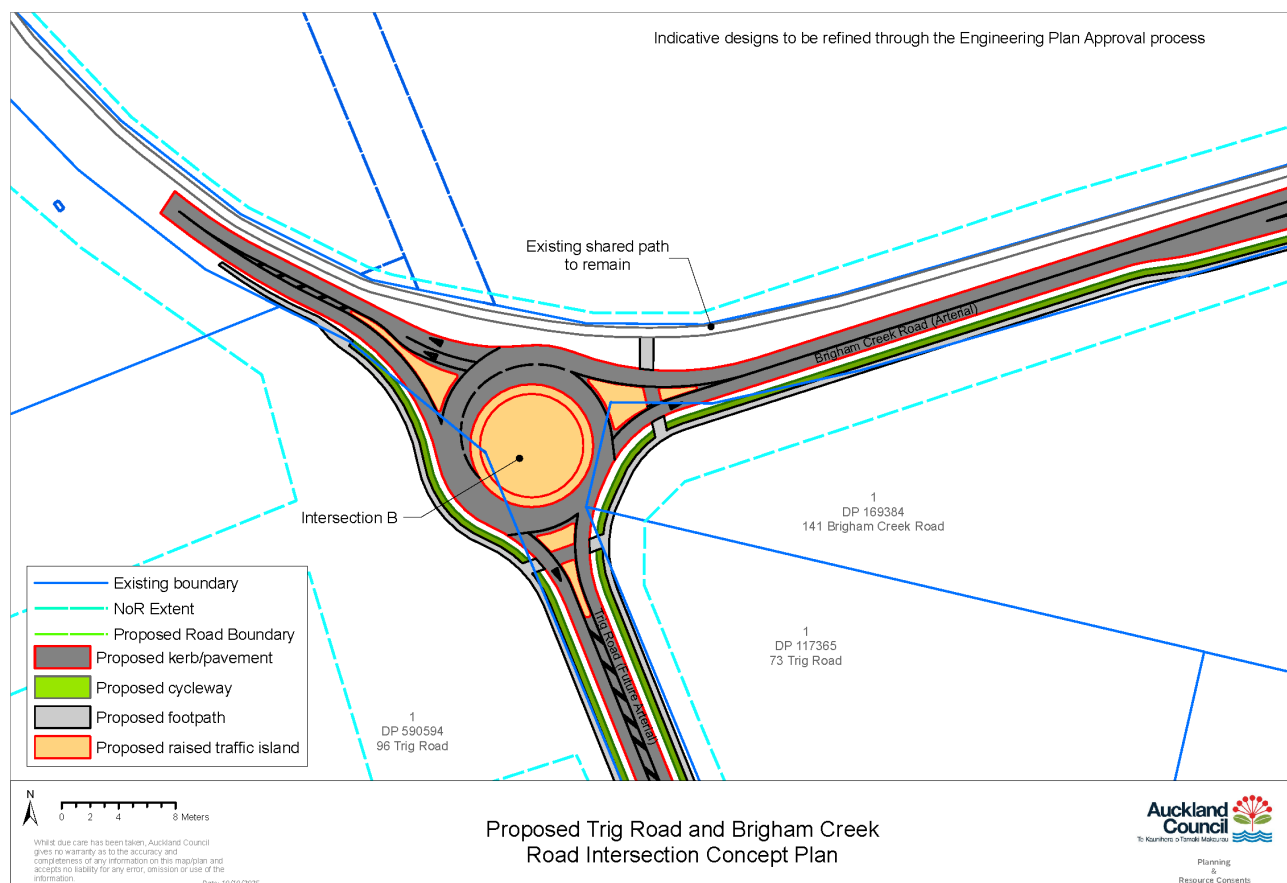
I6XX.10.2 Whenuapai Business Park Precinct Plan 2: Infrastructure Staging



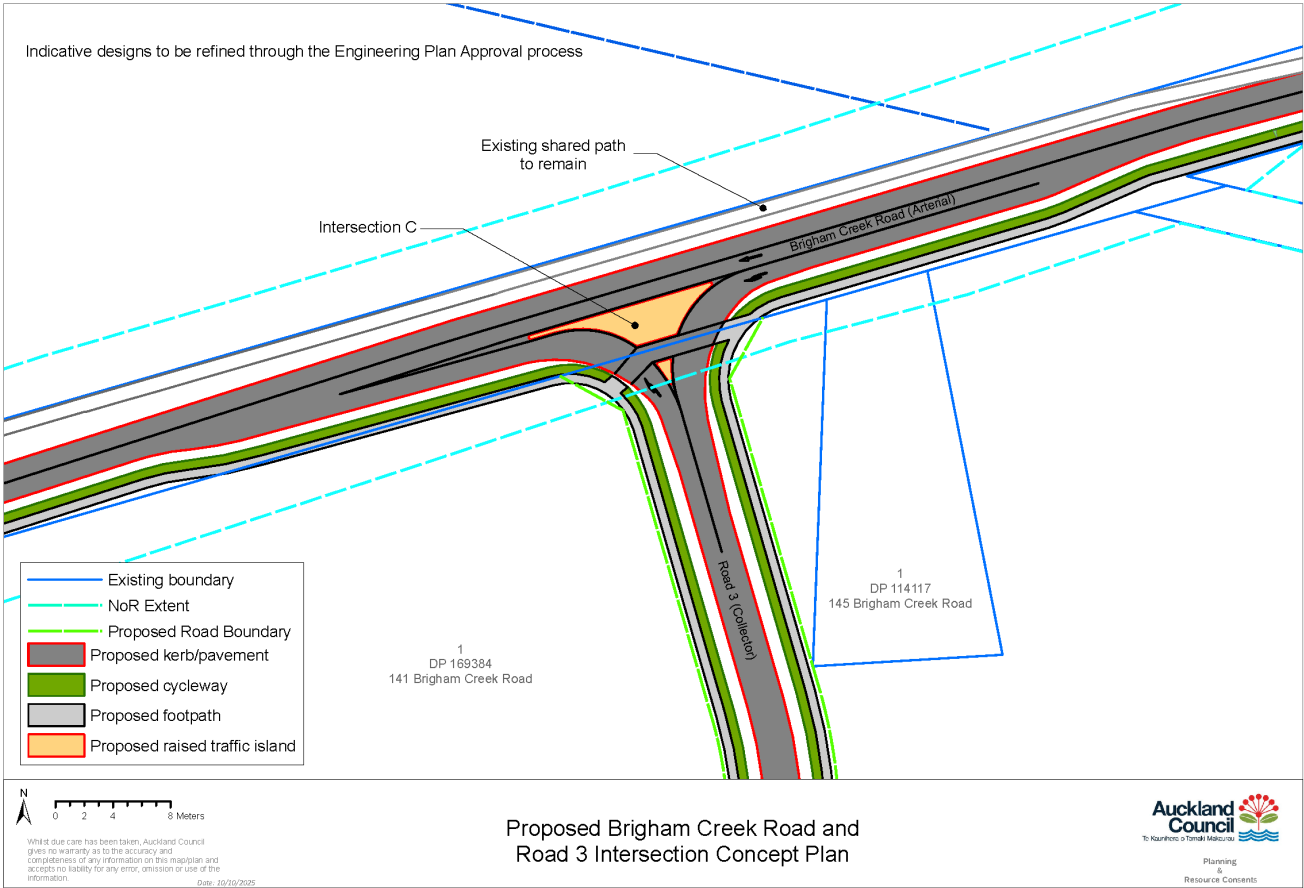
I6XX.10.3 Whenuapai Business Park Precinct Plan 3: Proposed Road 2 and Trig Road Intersection Concept Plan



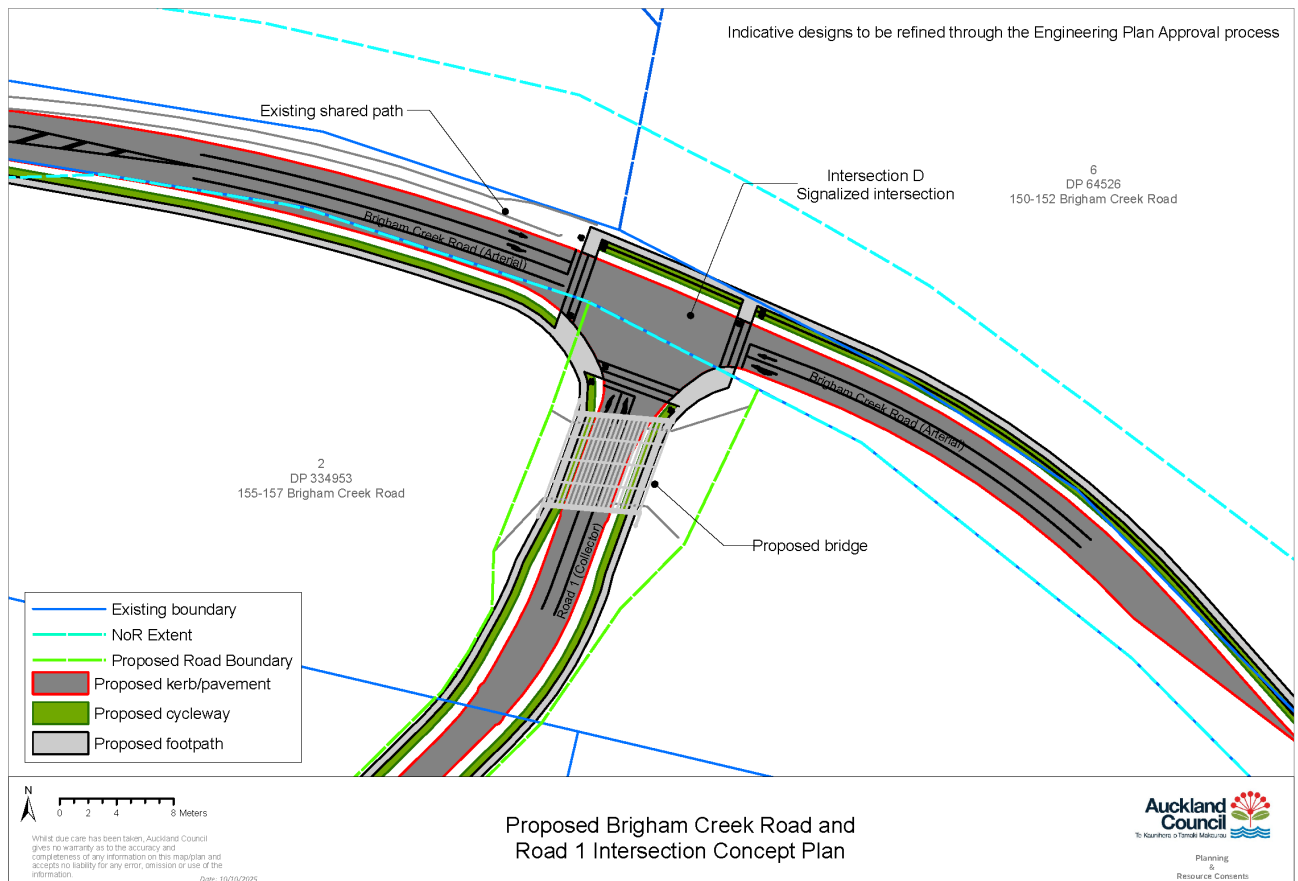
I6XX.10.4 Whenuapai Business Park Precinct Plan 4: Proposed Trig Road and Brigham Creek Road Intersection Concept Plan



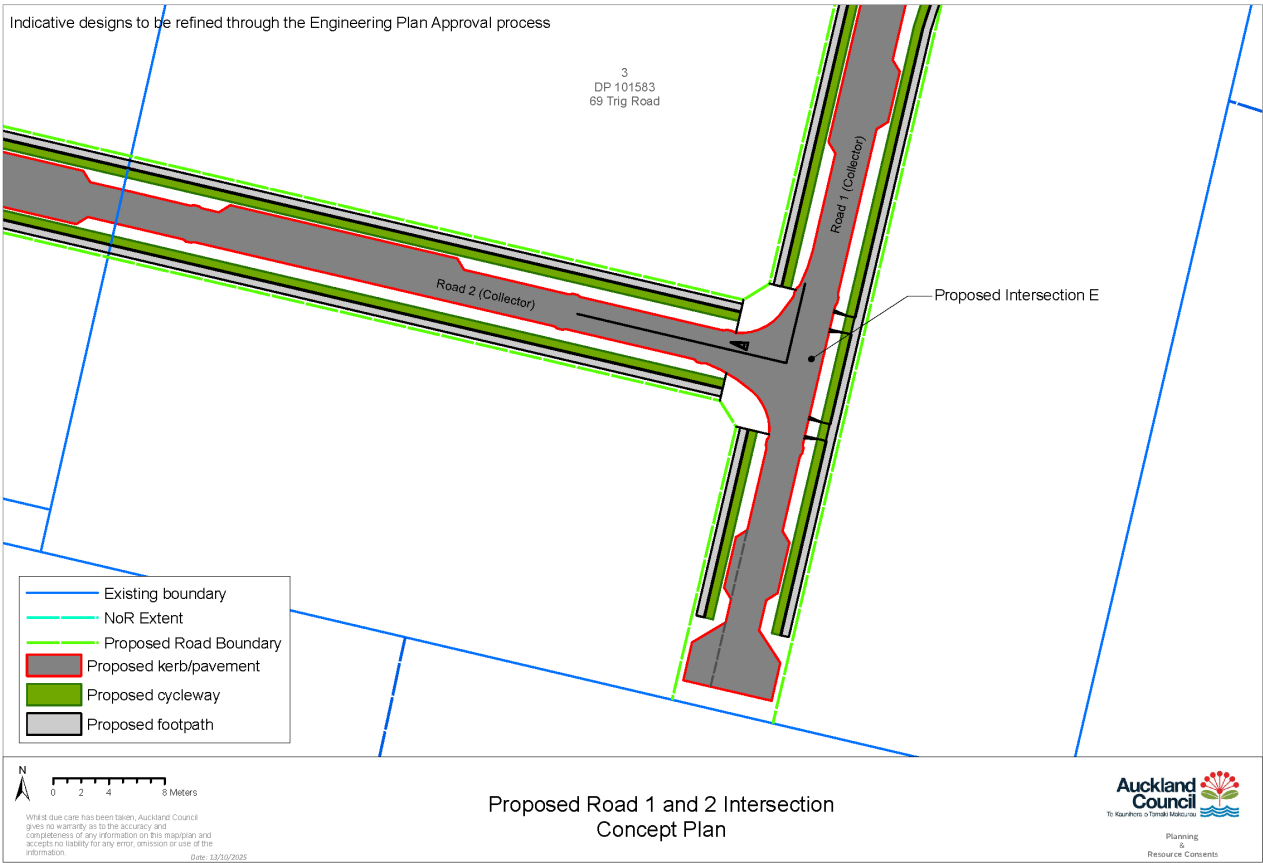
I6XX.10.5 Whenuapai Business Park Precinct Plan 5: Proposed Brigham Creek Road and Road 3 Intersection Concept Plan



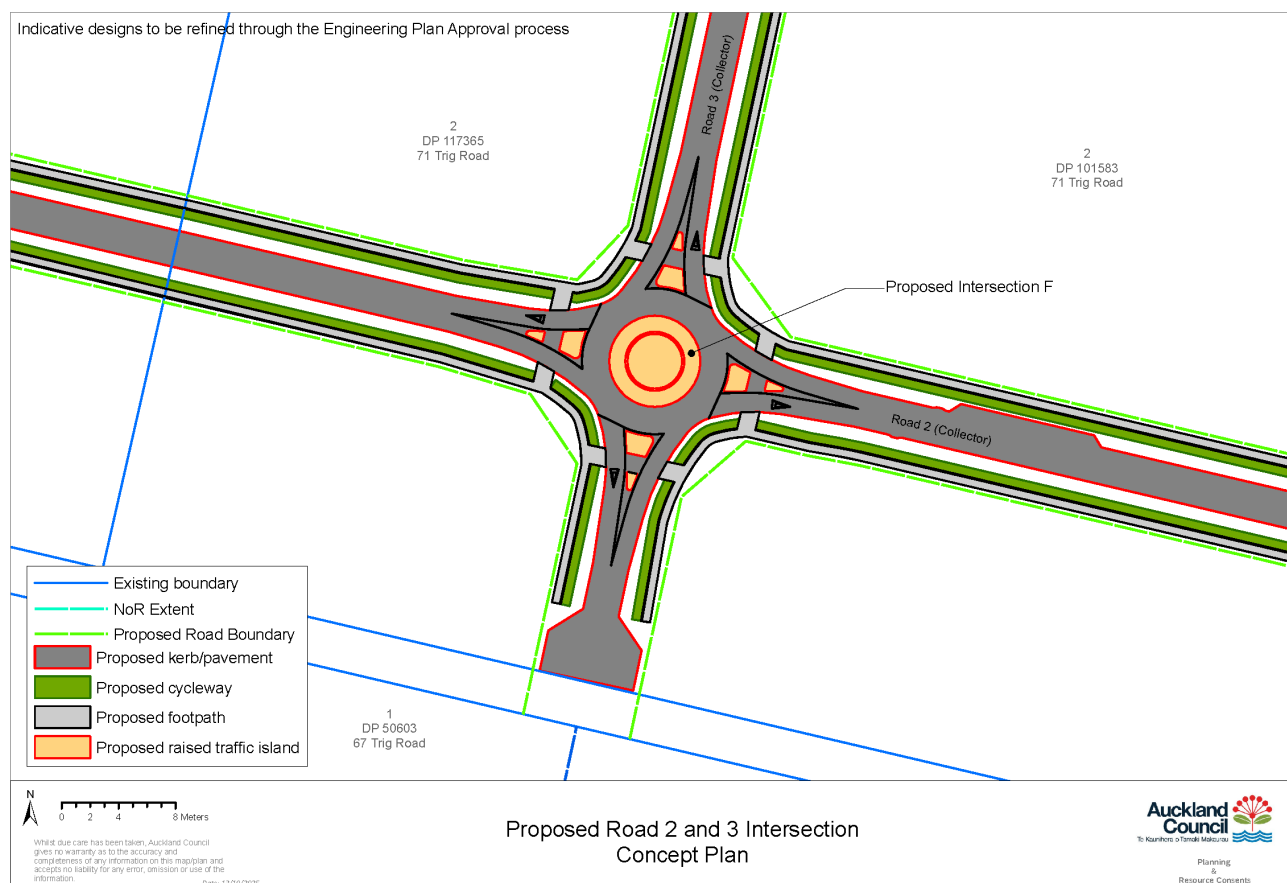
I6XX.10.6 Whenuapai Business Park Precinct Plan 6: Proposed Brigham Creek Road and Road 1 Intersection Concept Plan



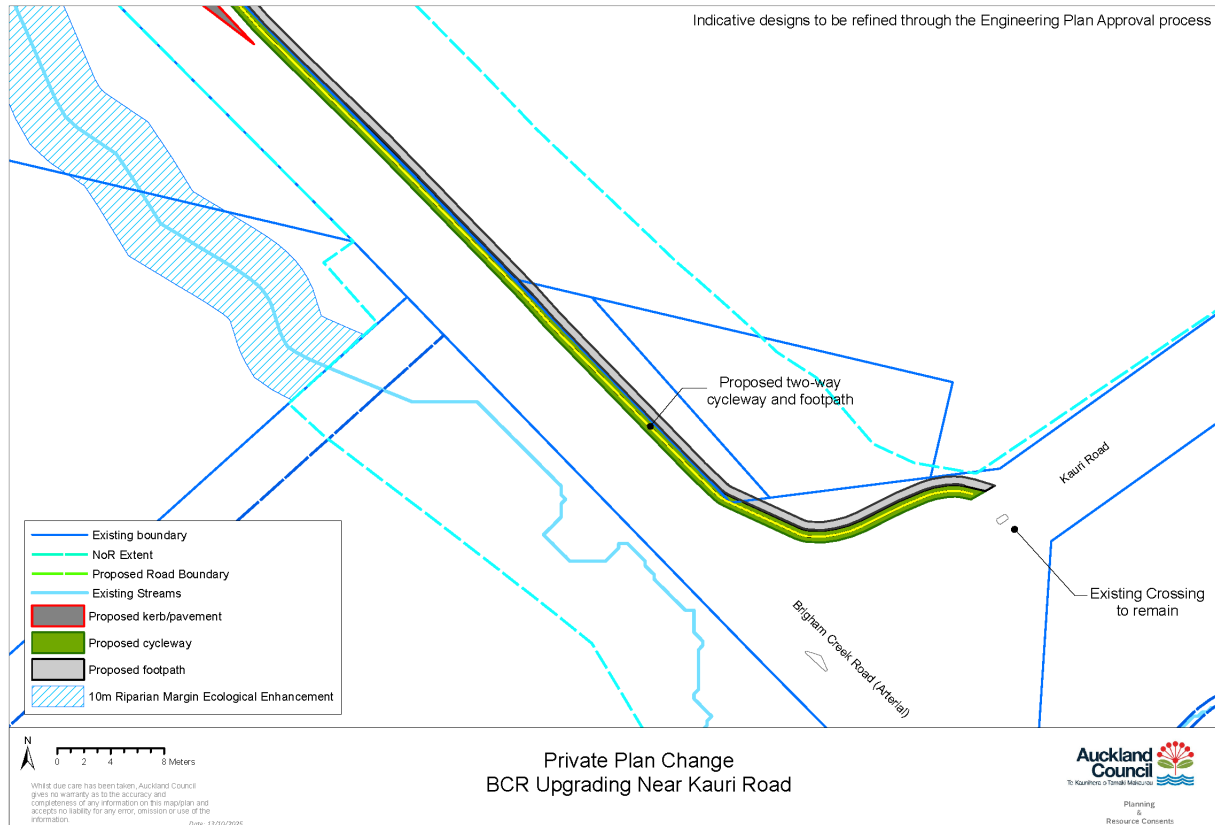
I6XX.10.7 Whenuapai Business Park Precinct Plan 7: Proposed Road 1 and 2 Intersection Concept Plan



I6XX.10.8 Whenuapai Business Park Precinct Plan 8: Proposed Road 2 and 3 Intersection Concept Plan



I6XX.10.9 Whenuapai Business Park Precinct Plan 9: BCR Upgrading Near Kauri Road



I6XX.11. Appendices

I6XX.11.1 Table 1: Road Function and Required Design Elements

Road name	Proposed role and function of road in precinct area	Minimum road reserve width ¹	Total number of lanes	Design speed	Median ²	Cycle Provision	Pedestrian provision	Freight or heavy vehicle route	Access restriction	Bus provision ³
Brigham Creek Road upgrade (Between Kauri Road and Intersection D)*	Arterial	Various	2	60km/hr	No	Yes-one side ⁴	Yes one side ⁵	Yes	Yes	Yes
Brigham Creek Road upgrade (West of Intersection D)*	Arterial	Various	2	60km/hr	No	Yes-two sides ⁶	Yes-two sides ⁶	Yes	Yes	Yes
Trig Road	Future Arterial	24m	2	60km/hr	Yes	Yes-two sides	Yes-two sides	Yes	No	Yes
Roads 1, 2, 3 (Precinct Plan 1)	Collector	24m	2	50km/hr	No	Yes-two sides	Yes-two sides	Yes	No	Yes

I6XX.11.2 Table 2: Intersection Type and Design

Intersection Reference (refer <i>Precinct Plan 2 Infrastructure Staging</i>)	Intersection Type	Designed in general accordance with:	Comments
A - Trig Road	New Intersection - Roundabout	Precinct Plan 3	Single Lane roundabout. A future fourth leg could provide access to part of the PCA west of Trig Road
B - Trig / Brigham Creek Road	Upgraded Intersection - Roundabout	Precinct Plan 4	Single lane roundabout. At consenting stage consideration to be given to the need to include the following: an additional circulating lane on the northern side.

			Two approach lanes on Brigham Creek Road, eastbound.
C - Brigham Creek Road	New Intersection - Left in, left out	Precinct Plan 5	
D - Brigham Creek Road	New Intersection - Signalized	Precinct Plan 6	

* Denotes interim upgrades to Brigham Creek Road (i.e. not the ultimate width provided for by AT's NOR W3)

¹ Typical minimum width which may be varied in specific locations where required to accommodate network utilities, batters, structures stormwater treatment, intersection design, significant constraints or other localised design requirements.

² Flush, solid or raised medians subject to Auckland Transport approval at EPA stage.

³ Carriageway lanes and geometry of intersections 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.

⁴ Two-way cycleway on northern side only (refer to Precinct Plan 6).

⁵ Foot path on northern side only (refer to Precinct Plan 9)

⁶ Shared path on northern side of Brigham Creek Road remains

Attachment B: Whenuapai Business Park Precinct – Track-changed Precinct Provisions

Explanatory Note: Additions underlined and deletion in ~~strikethrough~~. Amendments in Attachment B reflect changes made to the precinct provisions between the notification of PC107 on 8 November 2024 and up to and including the decision on the Plan Change by the Independent Hearing Commissioners dated 9 September 2025. Revisions to the numbering of lists are not reflected in this attachment to maintain the formatting of provisions. Precinct plans have been recreated in the Council Template. Original precinct plans are available within Appendix F, G and H of the notification material for PC107. This explanatory note does not make up part of the precinct chapter text.

I6XX.4 Whenuapai Business Park Precinct

I46XX.1. Precinct Description

The purpose of the Whenuapai Business Park Precinct is to enable the transition of land within the Precinct from semi-rural land uses to a light industrial business area, in an integrated and comprehensive manner to support business and employment growth in the area. The Precinct will facilitate the establishment of significant infrastructure that will support its development and ensure it is integrated into, and enables, future urban development of the wider area. Infrastructure upgrades include new internal roading connections, new and upgraded intersections, and an upgrade to Brigham Creek Road and Trig Road. Walking and cycling connections are provided within the Precinct.

Land within the Precinct is identified as Business – Light Industry Zone. This zone is generally consistent with, and implements, the vision encapsulated within the Whenuapai Structure Plan 2016.

Development of the Precinct is guided by the Whenuapai Business Park Precinct Plans 1 to 9.

Stormwater management within the Precinct is guided by the ~~Cato-Bolam~~ Stormwater Management Plan (2023). As part of the integrated stormwater approach, stormwater treatment requirements and the Stormwater Management Area Control – Flow 1 have been applied to the Precinct.

The Royal New Zealand Air Force (RNZAF) Base Auckland is located to the north of the Whenuapai Business Park Precinct and the approach path infrastructure traverses the western portion of the Precinct. RNZAF Base Auckland is a strategic defence facility of national and regional ~~strategic~~ importance. The presence of RNZAF Base Auckland contributes to the Precinct's existing environment and character. The Precinct acknowledges the significance and presence of RNZAF Base Auckland by ensuring that all subdivision, use and development within the Precinct will occur in a manner that does not adversely affect the ongoing operations of RNZAF Base Auckland. This approach is consistent with Regional Policy Statement provisions that recognise the functional and operational needs of infrastructure (including RNZAF Base Auckland) and seek to protect

it from reverse sensitivity effects caused by incompatible subdivision, use and development.

Some of the aircraft that operate from RNZAF Base Auckland are maintained on-site. Engine testing is an essential part of aircraft maintenance. Testing is normally undertaken between 7.00am and 10.00pm but, in circumstances where an aircraft must be prepared on an urgent basis, it can be conducted at any time and for extended periods. The Whenuapai Business Park Precinct Plan 1 includes noise contour boundaries for aircraft engine testing noise. Related provisions impose restrictions on activities in the Precinct that are sensitive to aircraft noise, to manage the potential for reverse sensitivity effects on the operations of RNZAF Base Auckland.

The Precinct is situated within an area broadly identified as the North-West Wildlink, the aims of which are to create safe, connected, and healthy habitats for native wildlife to safely travel and breed in between the Waitākere Ranges and the Hauraki Gulf Islands. The Precinct recognises that this area of Whenuapai is a stepping stone in this link for native wildlife and seeks to enhance these connections through riparian planting and restoration of degraded habitats, including the provision of habitats for less mobile or flightless species.

The Precinct recognises and provides for the vision of Auckland's Urban Ngahere (Forest) Strategy to increase the canopy cover in the Auckland region, by providing opportunities for riparian planting, wetland restoration, and additional open space buffer and front boundary planting to contribute to increasing the canopy cover in the area.

All relevant overlays, Auckland-wide and zone provisions apply in this Precinct unless otherwise specified below.

146XX.2. Objectives [rep/rp/dp]

General

- (1) Whenuapai Business Park Precinct is developed in a staged, comprehensive and integrated manner to facilitate the development of a business area for predominantly light industrial land use activities.

Transport Infrastructure

- (2) Transport infrastructure that is required to service subdivision and development within the Precinct:
 - a) Provides for freight;
 - b) Provides safe and efficient walking and cycling connections;
 - c) Provides for bus access and bus stops to support future improvements to public transport connectivity;
 - d) Mitigates traffic impacts on the surrounding road network;
 - e) Provides connectivity to facilitate future subdivision and development of adjacent sites; and
 - f) Is staged and co-ordinated with subdivision and development.
- (3) Roading connections, new or upgraded intersections, and the upgrading of Brigham Creek and Trig Road are provided to support subdivision and development within the Precinct.

Ecology

- (4) Ecological values, including the health and well-being of streams and wetlands within the Precinct, are enhanced.
- (5) Riparian, open space buffer, front yard, and boundary planting contributes to increasing the canopy cover and indigenous biodiversity within the Precinct.

Three Waters Infrastructure

- (6) All necessary three waters infrastructure (being water supply, wastewater, and stormwater infrastructure) is in place to service development within the Precinct and is staged and coordinated with subdivision and development.
- (7) Stormwater quality and quantity is managed to maintain the health, well-being, and preserve the mauri, of the receiving environment, and minimise flood risk.
- (8) Stormwater devices ~~should be designed to avoid, as far as practicable, or otherwise minimise or mitigate adverse effects on the receiving environment, and the attraction of birds that could become a hazard to aircraft operations at RNZAF Base Auckland.~~

Effects onf RNZAF Base Auckland

- (9) The effects of subdivision, use and development on the operation and activities of RNZAF Base Auckland are avoided as far as practicable, or otherwise remedied or mitigated.
- ~~(10) The adverse effects of aircraft engine testing noise on activities sensitive to aircraft noise are avoided, remedied, or mitigated at the receiving environment.~~

I46XX.3. Policies [rep/rp/dp]

General

- (1) Develop Whenuapai Business Park Precinct in accordance with the zoning and all Precinct Plans.
- (2) Ensure that where a stage identified on the Precinct Plan 2: (Infrastructure Staging) is subdivided or developed, the associated upgrading or establishment of transport and three waters infrastructure is undertaken and completed at the same time.
- (3) Stages may be developed in any order, or more than one stage can be developed at one time.

Transport

- (4) Require the development of a transport network that implements the elements and connections identified in ~~the~~ Precinct Plans 1 and 2 and is in accordance with ~~Tables 1 and 2~~ I6XX.11.1 Table 1: Road Function and Required Design Elements and I6XX.11.2 Table 2: Intersection Type and Design.
- (5) Subdivision and development within each identified stage does not occur in advance of the availability of transport infrastructure to support that stage, as identified on the Precinct Plan 2: (Infrastructure Staging).

Ecology

- (6) Provide for the health and well-being of indigenous biodiversity, streams and wetlands within the Precinct through riparian planting and restoration of degraded

habitats.

Three Waters Infrastructure

- (7) Require subdivision and development to be in accordance with the ~~Precinct approved~~ Stormwater Management Plan to effectively manage stormwater runoff and to provide for water sensitive design.
- (8) Ensure that stormwater in the Precinct is managed and, ~~where appropriate,~~ treated, to ensure the health and ecological value of streams are maintained and ~~where practicable,~~ enhanced, for all subdivision and development.
- (9) Ensure that stormwater is managed to minimise flood risk, within the Precinct and in the downstream catchment.
- (10) ~~Require~~ Require the stormwater management outcomes and devices for the site ~~shall to~~ be planned, designed, and implemented to avoid attracting birds and therefore mitigate the potential for bird strike to impact safety and flight operations at RNZAF Base Auckland.
- (11) Ensure that ~~appropriate~~ sufficient capacity in the water and wastewater infrastructure network is provided to enable the servicing of new ~~light industrial lots~~ subdivision and activities development.
- (12) Ensure subdivision and development is aligned with the timing of the provision of wastewater infrastructure.

Effects on RNZAF Base Auckland

- (13) Require subdivision, use and development within the Precinct to avoid, remedy or mitigate any adverse effects, including reverse sensitivity effects, and safety risks relating to bird strike, lighting, glare and reflection, on the operation and activities of RNZAF Base Auckland.
- (14) Avoid establishing activities sensitive to noise within the area between the ~~55~~ 57 dB Ldn and 65 dB Ldn aircraft engine testing noise boundaries as shown on ~~the~~ Precinct Plan 1, unless the noise effects can be adequately avoided, remedied, or mitigated at the receiving site through acoustic treatment of buildings, including mechanical ventilation.

I6XX.4. Activity table [rcp/rp/dp]

All relevant overlay, Auckland-wide and zone activity tables apply unless the activity is listed in Activity Table I6XX.4.1 below.

Activity Table I6XX.4.1 specifies the activity status ~~regional /~~ of district land use / subdivision / ~~coastal works, occupation and/ or activities in the coastal marine area /~~ activities in, on, under or over the beds of lakes, rivers, streams and wetlands / take, use, dam or divert water, heat or energy / discharge of contaminants or water into water, or discharges of contaminants into air, or onto or into land or water activities in the ~~I1XX.1~~ Whenuapai Business Park Precinct pursuant to section(s) ~~9(2) / 9(3) / and 11 / 12(1) / (12(2) / (12(3) / 13 / 14 / 15~~ of the Resource Management Act 1991.

A blank in the activity status column means that the activity status in the relevant overlay, Auckland-wide or zone provision applies.

In addition to the provisions of the Precinct, reference should also be had to the planning maps (GIS Viewer) which show the extent of all designations, overlays and controls applying to land within the Whenuapai Business Park Precinct.

Development in the Precinct is subject to: ~~height restrictions under Designation 4311. Reference should also be made to Whenuapai Airbase Designation 4310 including the Aircraft Noise provisions of Condition 1 and associated Airbase Noise maps~~

- Designation 4310: Whenuapai Airbase; and
- Designation 4311: Whenuapai Airfield Approach and Departure Path Protection.

This Precinct introduces additional 55~~7~~ dB L_{dn} and 65 dB L_{dn} noise contour boundaries for aircraft engine testing noise and restrictions for activities sensitive to noise within this area.

Table I6XX.4.1 Activity table

Activity		Activity status
Use and Development		
(A1)	Activities listed as permitted, restricted discretionary or discretionary activities in Table H17.4.1 Activity Table in the Business – Light Industry Zone.	
(A2)	Use and development that does not comply with Standard I6XX.6.1 <u>and/or</u> I6XX.6.4.	NC
(A3)	New activities sensitive to noise and alterations and additions to existing buildings accommodating activities sensitive to noise within the aircraft engine testing noise boundaries.	D
(A4)	Activities that do not comply with: Standard I6XX.6.11 Development within the aircraft engine testing noise boundaries. • Standard XX Development within the aircraft engine testing noise boundaries; but do not comply with any one or more of the other standards contained in Standards X.	NC
(A5)	Use and development that does not comply with Standards I6XX.6.2, I6XX.6.3, I6XX.6.5 – I6XX.6.10.	RD
Subdivision		
(A6)	Subdivision listed in Chapter E38 Subdivision.	
<u>(A7)</u>	Subdivision that does not comply with Standard I6XX.6.1, IX.6.3 and IX.6.4.	NC
<u>(A8)</u>	<u>Subdivision that does not comply with Standard I6XX.6.7, I6XX.6.9, I6XX.6.10.</u>	<u>RD</u>
Lighting		
(A7)	Activities listed as permitted or restricted discretionary activities in Table E24.4.1 Activity Table (Lighting)	

I46XX.5. Notification

- (1) Any application for resource consent for an activity listed in Activity Table I6XX.4.1 above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purpose of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

I46XX.6. Standards

All relevant overlay, Auckland-wide and zone standards apply to the activities listed in Activity Table I6XX.4.1 unless otherwise specified below.

If there is a conflict or difference between the Precinct standards and the Auckland-wide and zone standards, the standards in this Precinct will apply.

All activities listed in Activity Table I6XX.4.1 must comply with the following ~~S~~standards ~~I.X.6(1) – I.X.6(11)~~.

I46XX.6.1 Transport Infrastructure Upgrades

Purpose:

- ~~To~~ mitigate the adverse effects of traffic generation on the surrounding road network; and
 - ~~To~~ achieve the integration of land use and transport.
- (1) Prior to the occupation of any buildings within a particular stage, the transport infrastructure shown on Precinct Plan 2: (Infrastructure Staging) must have been constructed for that stage. New and upgraded roads and intersections must be constructed in accordance with ~~Tables 1 and 2~~ I6XX.11.1 Table 1: Road Function and Required Design Elements and I6XX.11.2 Table 2: Intersection Type and Design.
 - (2) Subdivision
 - a) Must be designed to ensure the protection of the future road corridors, intersections and connections shown on Precinct Plans 1 and 2.
 - b) Prior to the Council issuing a certificate under section 224(c) of the Resource Management Act 1991 for subdivision within a particular stage, the transport infrastructure shown on Precinct Plan 2: (Infrastructure ~~Upgrading~~ Staging) must have been constructed for that stage.
 - c) New and upgraded roads and intersections must be constructed in accordance with ~~Tables 1 and 2~~ I6XX.11.1 Table 1: Road Function and Required Design Elements and I6XX.11.2 Table 2: Intersection Type and Design.

I46XX.6.2 Trip Generation

Purpose:

- to mitigate the adverse effects of traffic generation on the surrounding road network.

- (1) The cumulative extent of buildings within the Precinct shall not exceed 115,000m² GFA unless a traffic monitoring report prepared by a suitably qualified expert has demonstrated that peak hour trip generation from all existing or consented development in the Precinct does not exceed 725 vehicles per hour.

I46XX.6.3 Stormwater Management

Purpose:

- ~~To ensure that stormwater in the Precinct is managed and, where appropriate, treated, to ensure the health and ecological values of the streams are maintained; and~~
- to ensure appropriate stormwater management infrastructure/devices are in place.
 - (1) Stormwater quality
 - a) All subdivision and land use development shall be managed in accordance with ~~an approved network~~ a stormwater Discharge Consent and/or an approved Stormwater Management Plan approved by the stormwater network utility operator.
 - b) New buildings, and additions to buildings, must be constructed using ~~inert~~ cladding, roofing and spouting building materials that avoid the use of high contaminant yielding building products which have:
 - i. exposed surface(s) or surface coating of metallic zinc of any alloy containing greater than 10% zinc; or
 - ii. exposed surface(s) or surface coating of metallic copper or any alloy containing greater than 10% copper; or
 - iii. exposed treated timber surface(s) or any roof material with a copper containing or zinc-containing algaecide.
 - c) Stormwater runoff from all ~~other~~ impervious areas that ~~do is~~ not meet ~~(b) above~~ re-used for internal non-potable uses must be treated with a stormwater management device(s) meeting the following standards:
 - (i) the device or system must be sized and designed in accordance with 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'; or
 - (ii) where alternative devices are proposed, the device must demonstrate it is designed to achieve an equivalent level of contaminant or sediment removal performance to that of 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'.
 - d) In the event that dry detention basins or stormwater ponds are proposed, these shall be designed by a suitably qualified and experienced person to:
 - i. Minimise bird settling or roosting (including planting with species unlikely to be attractive to large and/or flocking bird species); and
 - ii. Fully drain down within 48 hours of a 2 percent Annual Exceedance Probability (AEP) storm event; and
 - iii. Have side slopes at least as steep as 1 vertical to 4 horizontal

(1:4) except for:

- Any side slope treated with rock armouring; or
 - Any area required for vehicle access, provided that such vehicle access has a gradient of at least 1 vertical to 8 horizontal (1:8).
- (2) Stormwater quantity
 - (a) Prior to the occupation of any buildings within a particular stage, downstream stormwater effects arising from that stage must be appropriately mitigated or managed in accordance with an approved Stormwater Management Plan.

I6XX.6.4 Wastewater and Water Supply Infrastructure

Purpose:

- ~~To~~ ensure that bulk water supply and wastewater infrastructure with sufficient capacity is available to support development within the Precinct.
- (1) ~~The subdivision and the construction completion~~ of any new buildings within the Precinct can only proceed following the completion and commissioning of the wastewater and water supply infrastructure as is required within its catchment.
- (2) ~~Note:~~ Standard I46XX.6.4(a1) will be considered to be complied with if the identified upgrades are constructed and operational:
- (a) Prior to the issue of a code compliance certificate under section 95 or a certificate of public use under section 363A of the Building Act 2004 for any new occupiable building(s) requiring service connections(s).
 - ~~i. prior to the lodgement of a resource consent application; OR~~
 - ~~ii. form part of the same resource consent, or a separate resource consent, which is given effect to prior to release of the certificate under section 224(c) of the Resource Management Act 1991 for any subdivision; OR~~
 - ~~iii. prior to occupation of any new building(s) for a land use only.~~

I46XX.6.5 Bird strike

- (1) If roof gradients are less than 15 degrees, measures to discourage bird roosting on the roof of the structure are required where building design may be conducive to potential bird roosting.
- (2) Any measures to discourage bird roosting on the roof of the structure shall be maintained thereafter to the satisfaction of Auckland Council in consultation with NZDF.

I46XX.6.6 Yards

Purpose:

- ~~P~~provide a buffer and screening between industrial activities and neighbouring sites, to mitigate adverse visual and nuisance effects; and

- Increase canopy cover and linkages between green spaces.
- (1) A building or parts of a building must be set back from the relevant boundary by the minimum depth listed in Table I6XX.6.6.1:

Table: I6XX.6.6.1

Yard	Minimum Depth
Front	3.7m where the front yard faces an internal road identified on the <u>Precinct Plans 1 and 2</u> .
Side	5m where an open space buffer is identified on the <u>Precinct Plan 1</u> .
Rear	5m where an open space buffer is identified on the <u>Precinct Plan 1</u> .

- (2) Front yards (excluding access points or the location of infrastructure) 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) Side and rear yards must be planted with native vegetation comprising a mixture of trees, shrubs or ground cover plants (including grass) within and along the full extent of the yard to provide a densely planted visual buffer of at least 3m in depth and must be appropriately maintained thereafter.

I46XX.6.7 Riparian Margins

- (1) At the time of subdivision or development, land within 10m of the streams and wetlands identified on ~~the~~ Precinct Plan 1 as 10m Riparian Margin/Ecological Enhancement must be planted with native vegetation from the top of the bank of the stream or the wetland's edge.

I46XX.6.8 Height in Relation to Boundary

- (1) Buildings or parts of buildings must not project beyond a 35 degree recession plane measured from a point 6m vertically above ground at the site boundary where those site boundaries adjoin an open space buffer as identified on Precinct Plan 1.

I46XX.6.9 Lighting, glare and reflection

Purpose:

- ~~To manage reverse sensitivity effects on RNZAF Base Auckland~~ To avoid or minimise the effects of lighting on aircraft descending to land at RNZAF Base Auckland.
- (1) Any subdivision and development must avoid effects of lighting on the safe and efficient operation of RNZAF Base Auckland, to the extent that lighting:
- (a) Avoids simulating approach and departure path runway lighting;
 - (b) Ensures that clear visibility of approach and departure path runway lighting is maintained; and
 - (c) Avoids glare or light spill that could affect flight safety or aircraft operations.

(2) External building materials must be constructed with the following:

- (a) ~~External~~ Roof surfaces and external building surfaces (excluding vertical surfaces) greater than 10m above ground level must not exceed a reflectivity (specular reflectance) of 320% white light where located 10m above ground level; and all roof surfaces.

(3) No person may illuminate or display the following outdoor lighting between 11:00pm and 6:30am:

(a) Searchlights; or

(b) Outside illumination of any structure or feature by floodlight that shines above the horizontal plane.

I6XX.6.10 Noise

Purpose:

- ~~To ensure that potential reverse sensitivity effects of noise from on the adjacent RNZAF Base Auckland are appropriately addressed and provided for avoided, remedied or mitigated within the Precinct.~~

(1) ~~A no complaints reverse sensitivity covenant or consent notice shall be included on each title issued within the precinct. This covenant or consent notice shall be registered with the deposit of the survey plan, in a form acceptable to RNZAF Base Auckland the New Zealand Defence Force, under which the registered proprietor will covenant to waive all rights of complaint, submission, appeal or objection it may have under the Resource Management Act 1991 and successive legislation or otherwise in respect of any noise effects associated with the lawful operation of RNZAF Base Auckland.~~

I46XX.6.11 Development within the aircraft engine testing noise boundaries

(1) ~~Between the 575 dB Ldn and 65 dB Ldn noise boundaries as shown on the Precinct Plan 1, new activities sensitive to aircraft noise and alterations and additions to existing buildings accommodating activities sensitive to aircraft noise must provide sound attenuation be designed and constructed to meet the requirements of D24.6.1. related ventilation and/or air conditioning measures:~~

- ~~To ensure the internal environment of habitable rooms does not exceed a maximum noise level of 40 Db Ldn; and~~
- ~~That are certified to the Council's satisfaction as being able to meet Standard I6XX.6.11(a)(i) by a person suitably qualified and experienced in acoustics prior to its construction; and~~
- ~~So that the related ventilation and/or air conditioning system(s) satisfies the requirements of New Zealand Building Code G4, or any equivalent standard that replaces it, with all external doors of the building and all windows of the habitable rooms closed.~~

14.7.16XX.7. Assessment – controlled activities

There are no controlled activities in this precinct.

16XX.8. Assessment – restricted discretionary activity

16XX.8.1. Matters of discretion

The Council will reserve its discretion to all of 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 zones provisions:

- (1) Matters for all restricted discretionary activities (including otherwise permitted activities that infringe a permitted standard):
 - a) Whether the infrastructure required to service any subdivision or development is provided;
 - b) The effects of the proposal on the future ability to construct the road corridors and connections shown in ~~the~~ Precinct Plans 1 and 2;
 - c) Whether the proposal will provide for the safe and efficient functioning of the current and future transport network;
 - d) ~~Whether~~ The requirements of the approved Stormwater Management Plan to manage stormwater and flooding are managed appropriately effects;
 - e) ~~Whether the ecological outcomes will be appropriate~~ The provision of stormwater related infrastructure and devices required to manage stormwater and flooding effects;
 - f) The effects on the health, well-being, mauri and ecology of the stream and wetland;
 - g) Effects ~~on~~ the operation of RNZAF Base Auckland including reverse sensitivity effects and any measures to avoid, remedy or mitigate these effects;
 - h) Lighting associated with development, structures, infrastructure and construction.

16XX.8.2. Assessment Criteria

The Council ~~will reserve its discretion to all of~~ consider the following matters when ~~assessing a relevant assessment criteria below for restricted discretionary activity resource consent application activities,~~ in addition to the ~~matters assessment criteria~~ specified for the relevant restricted discretionary activities in the overlays, Auckland-wide or zones provisions:

- (1) For subdivision:
 - a) The extent to which any subdivision or development layout is consistent with and provides for the upgraded roads and new indicative roads and connections shown on ~~the~~ Precinct Plans 1 and 2;
 - b) Whether the proposed subdivision includes the delivery of the transport infrastructure identified on Precinct Plan 2: (Infrastructure Staging) and

in accordance with ~~the~~ I6XX.11.1 Table 1: Road Function and Required Design Elements Tables and I6XX.11.2 Table 2: Intersection Type and Design;

- c) Whether the proposed road corridors and connections will service the Precinct in a safe and efficient manner;
 - d) Whether the proposed subdivision enables development that would require transport infrastructure upgrades to be provided;
 - e) Whether the proposed subdivision will adversely affect the safe and efficient operation of the current and future transport network;
 - f) Whether a safe and efficient road design is provided;
 - g) The extent to which any subdivision or development layout provides for the functional requirements of the existing or proposed transport network, roads and relevant transport modes;
 - h) Whether the proposal includes methods to ensure the construction of road corridors and connections, within its stage shown in Precinct Plan 2: (Infrastructure Staging); and
 - i) Whether the following required works are located, designed, and undertaken in a staged manner, in accordance with the Precinct Plan 2: (Infrastructure Staging), that facilitates and avoids unnecessary rework in future upgrades to Brigham Creek Road and Trig Road to provide strategic network connections to service wider growth:
 - i. Proposed new roundabout on Trig Road, and Trig Road upgrade;
 - ii. Upgraded Brigham Creek Road/ Trig Road intersection - roundabout, and Brigham Creek Road upgrade;
 - iii. New Brigham Creek Road left in, left out intersection and Brigham Creek Road upgrade; and
 - iv. New Brigham Creek Road signalised intersection and Brigham Creek Road upgrade.
- (2) For stormwater management not complying with ~~S~~standard I6XX.6.3:
- a) Whether development and/or subdivision is in accordance with ~~any~~ the approved Stormwater Management Plan and Policies I6XX.3(7)-(9);
 - b) The design and efficacy of new and upgraded stormwater related infrastructure and devices with consideration given to the likely effectiveness, ease of access, operation and integration with the surrounding environment; and
 - c) Whether there is sufficient infrastructure capacity to provide for flood conveyance and protect land and infrastructure.
- (3) For riparian margins not in accordance with standard ~~I46XX.6(7)(a1)~~, whether the health, well-being and mauri of the streams and wetlands, including the flood mitigation function of the stream and ecological outcomes achieved by the proposed riparian planting, will be equal to or better than

the requirement of ~~I46XX.6(7)(a1)~~.

- (4) For stormwater detention/retention ponds/wetlands not complying with the standards in ~~I46XX.6(3)~~, the extent to which the proposal minimises the attraction of birds that could become a hazard to aircraft operating at RNZAF Base Auckland.
- (5) The effects on the operation of the RNZAF Base Auckland, including potential reverse sensitivity effects and effects on aircraft safety, in relation to:
 - a) ~~Lighting, glare and glare reflection~~;
 - b) Temporary structures and construction; and
 - c) Noise.
- (6) For land use not complying with standard ~~I6XX.6.2~~ Trip Generation:
 - a) The extent to which the wider transport network can accommodate peak hour trip generation from the Precinct that exceeds 725 vehicles per hour, while maintaining reasonably efficient movement of traffic; and
 - b) The extent to which new transport infrastructure upgrades are required to accommodate the trip generation proposed, and the likely timing for such upgrades to have been completed and operational.

~~I4.8~~I6XX.9. Special information requirements

(1) Transport Design Report:

- a) Any proposed new road intersection or upgrading of existing road intersections illustrated on ~~the~~ Precinct Plans 1 and 2 must be supported by a Transport Design Report and concept plans, prepared by a suitably qualified transport engineer, confirming that the location and design of any road and its intersection(s) supports the safe and efficient function of the existing 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.
- b) In addition to the report and plan required in (1)(a) where an interim upgrade is proposed, information detailing how the design allows (where possible) for the ultimate upgrade to be efficiently delivered must be provided.

(2) Any application for resource consent for subdivision or development, including any vegetation alteration or removal within 20m of a natural wetland or within 10m of a stream (permanent or intermittent) shown on ~~the~~ Precinct Plan 1 shall:

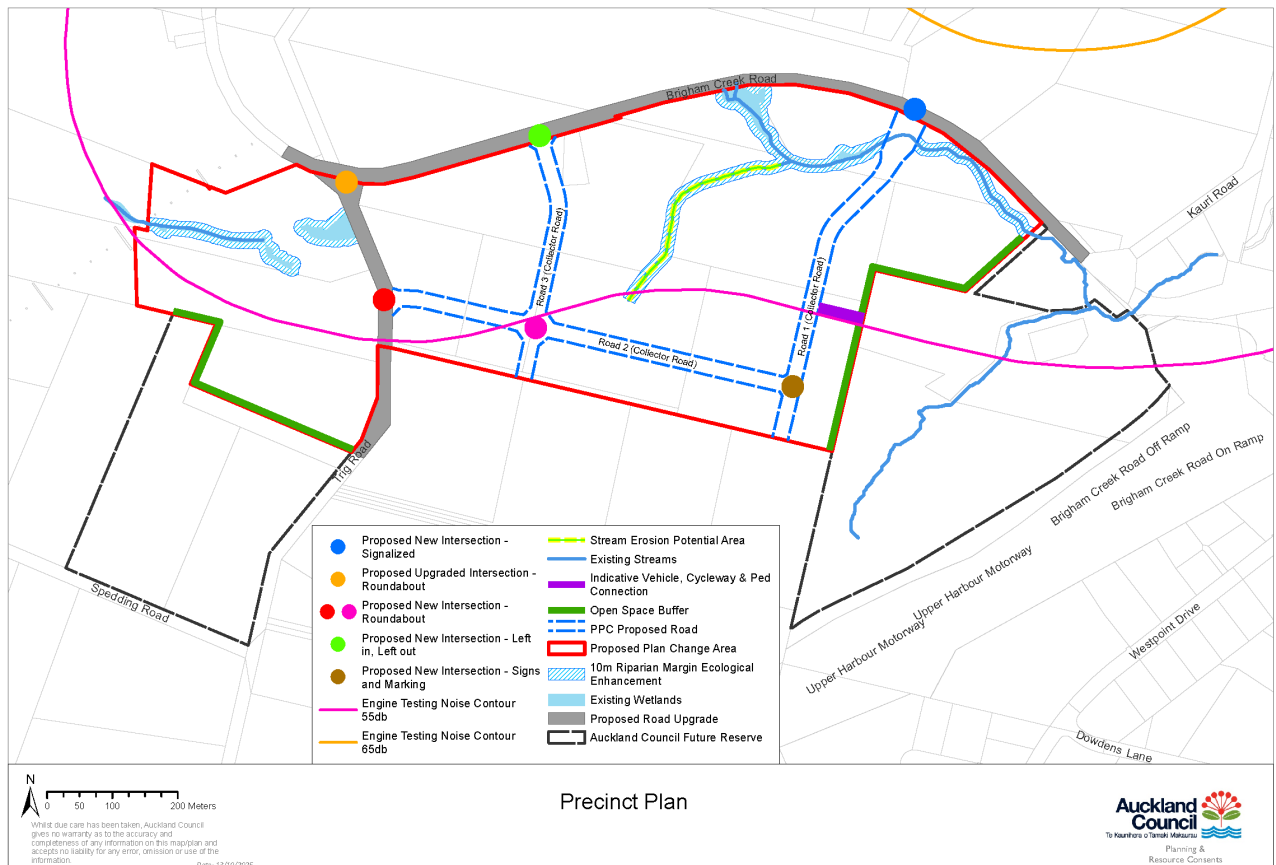
- a) Detail the proposed methods for managing adverse effects on protected fauna, nesting birds during bird breeding season, herpetofauna and the habitat of long-tailed bat, including addressing adverse effects from increased light and noise on bat habitat; and
- b) Provide a detailed restoration plan, including planting and maintenance for no less than three years, for the stream, wetland, and their buffer/riparian

margins. The plan shall be in accordance with best practice methodologies of TP148 and/or Auckland Unitary Plan Appendix 16, or other subsequent Council restoration guide.

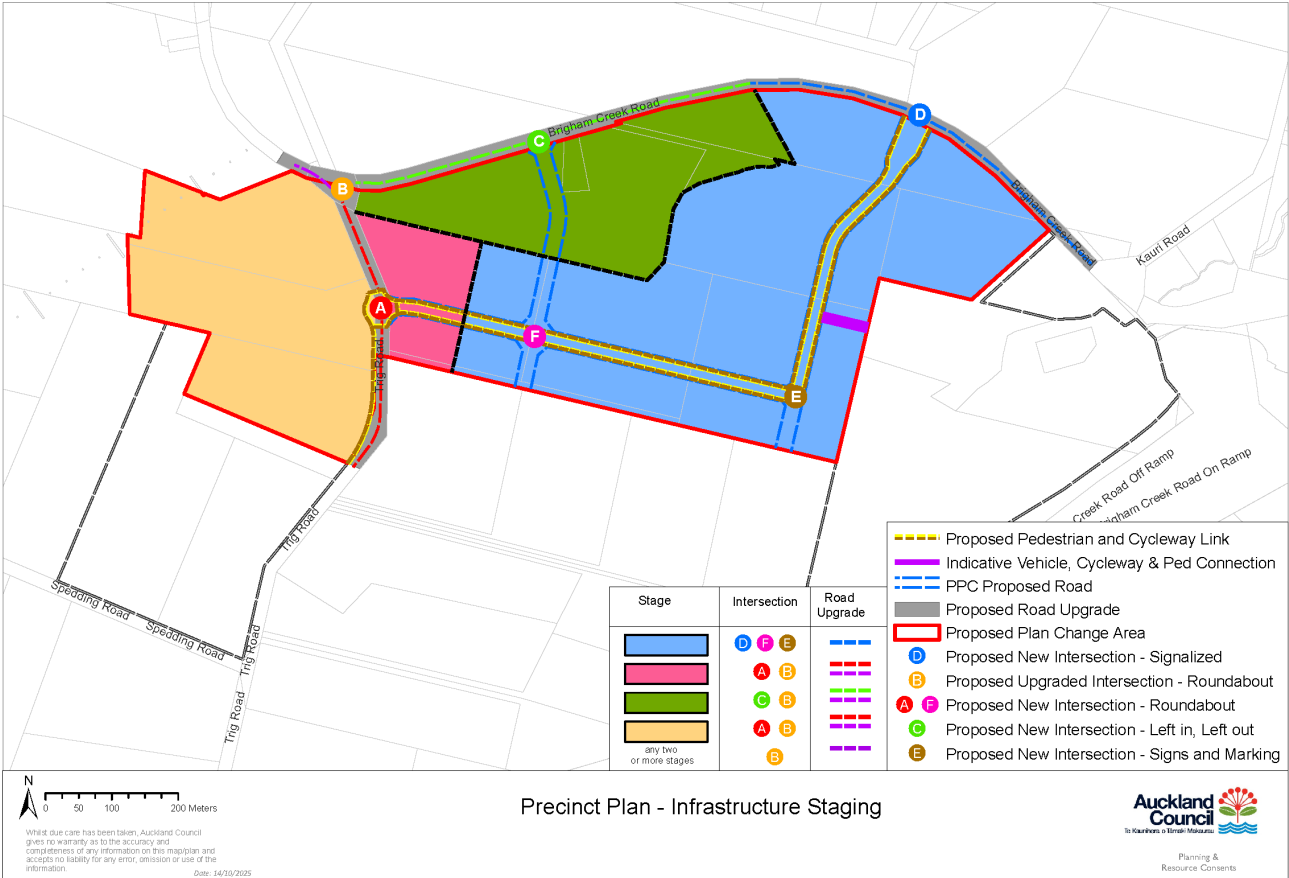
- (3) Any application for buildings must assess whether standard I6XX.6.2 Trip Generation is complied with by including details of the existing and consented GFA for buildings within the precinct.
- (4) Any application for resource consent for subdivision or development that adjoins the 'stream erosion potential area' as identified on Precinct Plan 1 must provide a fluvial geomorphological assessment to inform the type and scale of riparian margin/instream work required to ensure the effects from the development and any structures in the stream are managed, and there is resilience to any effects of future flow and climate change; and
 - a) The fluvial geomorphological assessment is required to include a stream health and stabilisation assessment by a suitably qualified person; and
 - b) A stream health and stabilisation plan informed by (a) above that includes appropriate mitigation measures to progressively improve stream health over time where it is degraded or maintains high stream values where these values are present; and
 - c) Prioritises nature-based solutions and green infrastructure; and
 - d) Details who is responsible for implementing the recommendations of stream health and stabilisation plans, and any ongoing monitoring and maintenance requirements.

I6XX.10. Precinct Plans

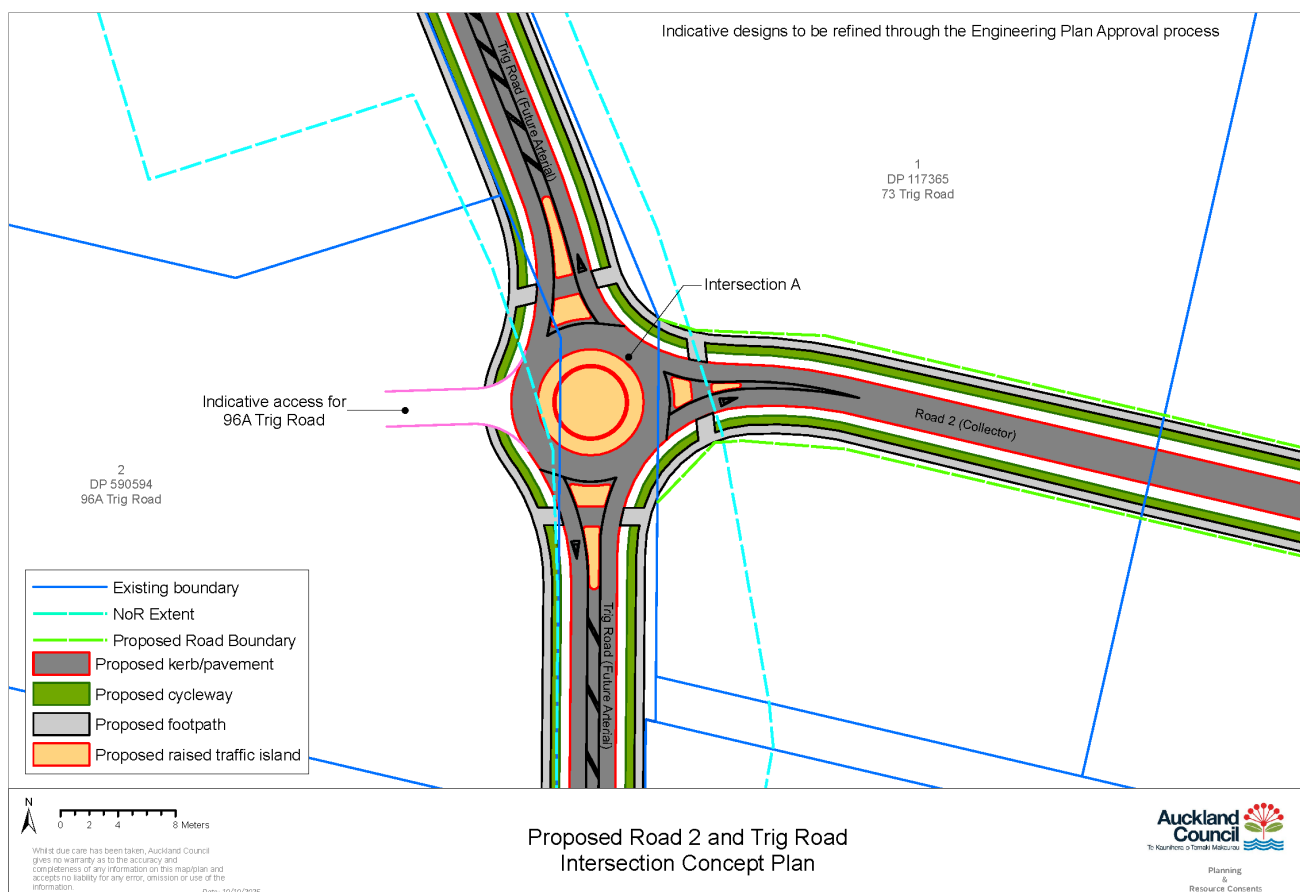
I6XX.10.1 Whenuapai Business Park Precinct Plan 1



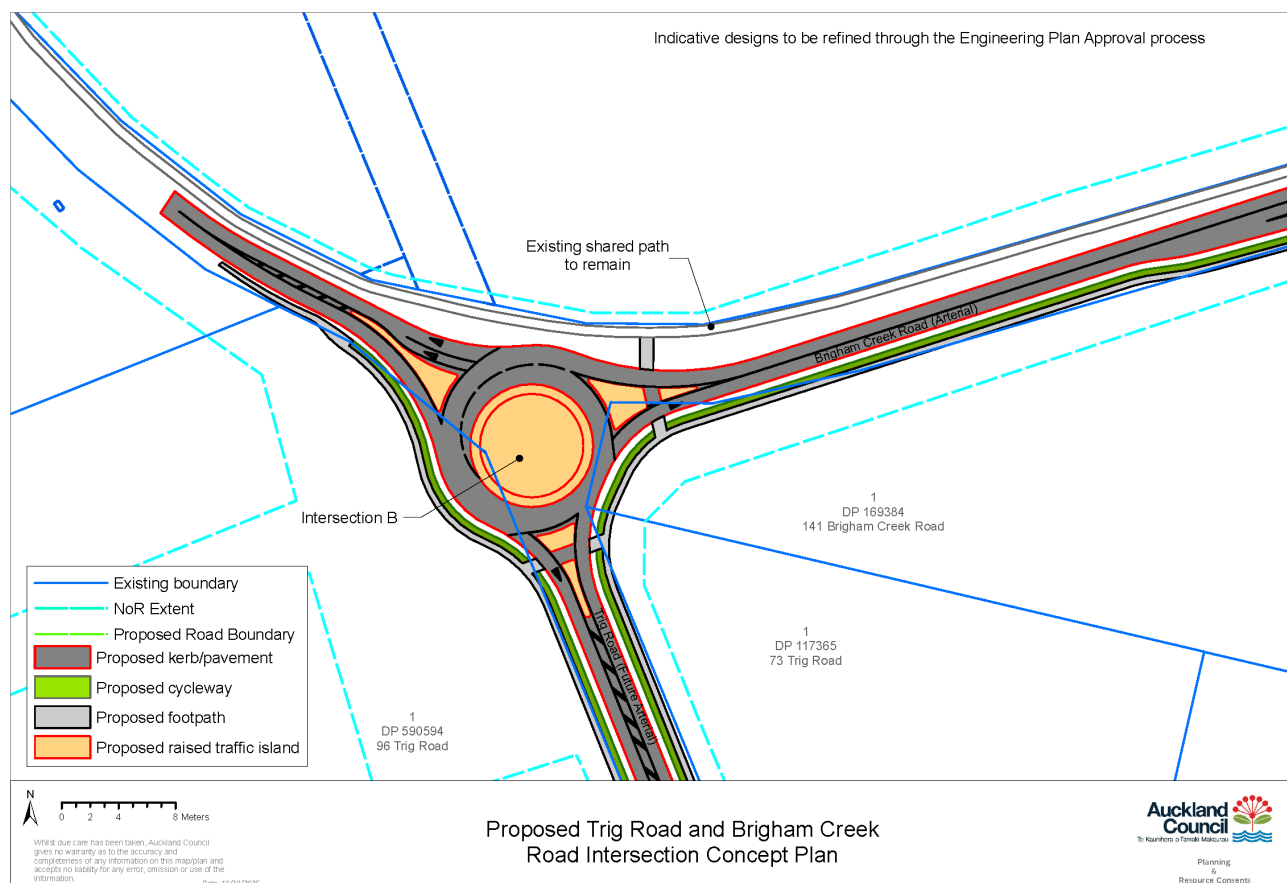
I6XX.10.2 Whenuapai Business Park Precinct Plan 2: Infrastructure Staging



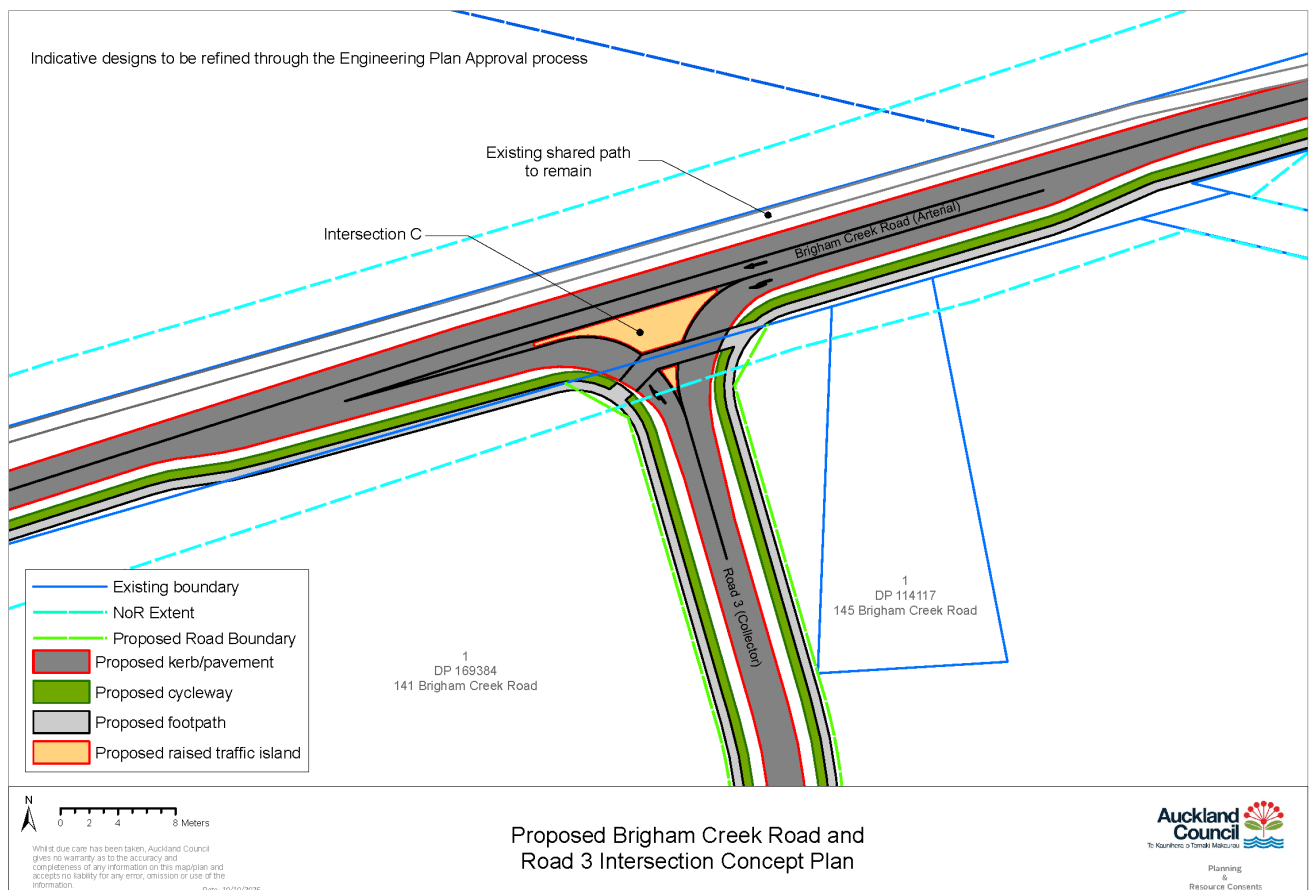
I6XX.10.3 Whenuapai Business Park Precinct Plan 3: Proposed Road 2 and Trig Road Intersection Concept Plan



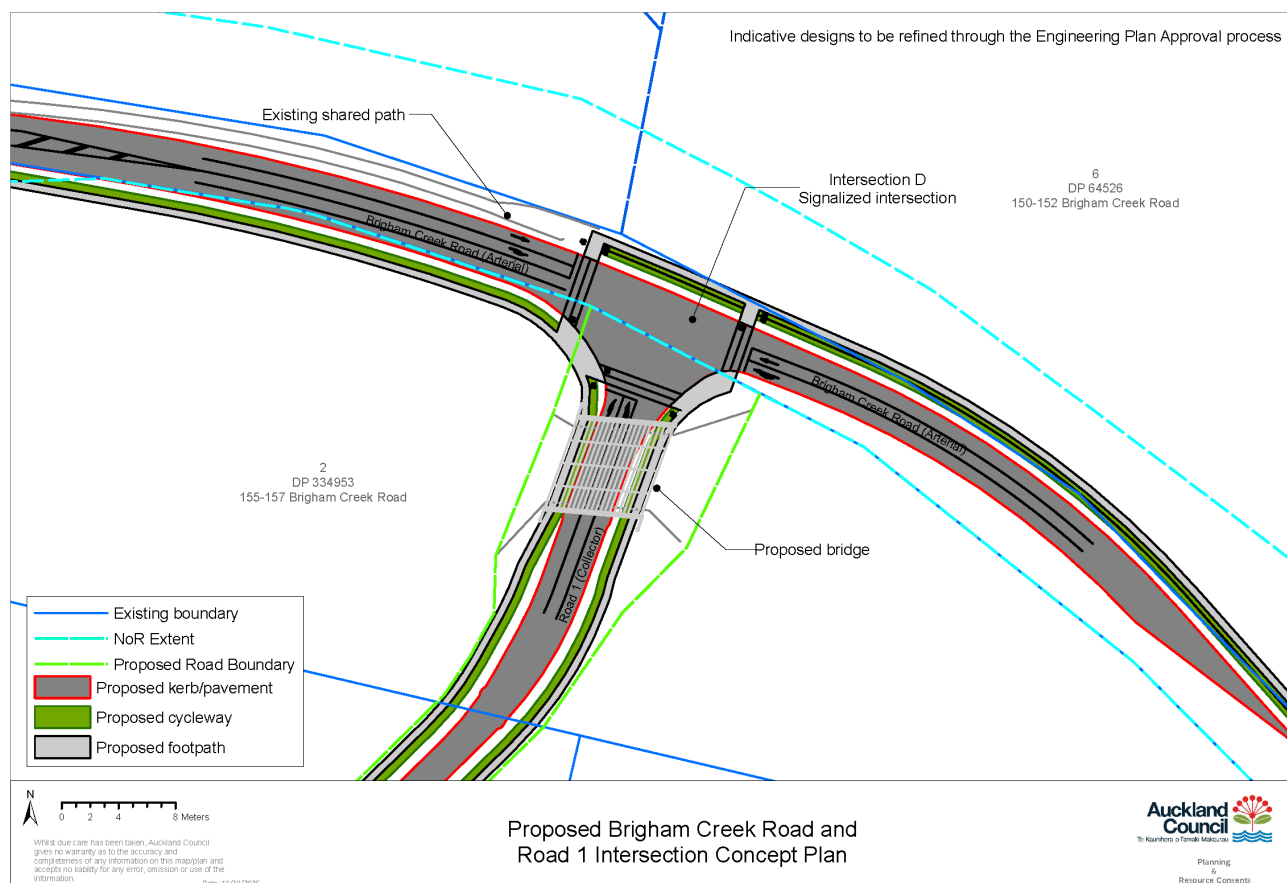
I6XX.10.4 Whenuapai Business Park Precinct Plan 4: Proposed Trig Road and Brigham Creek Road Intersection Concept Plan



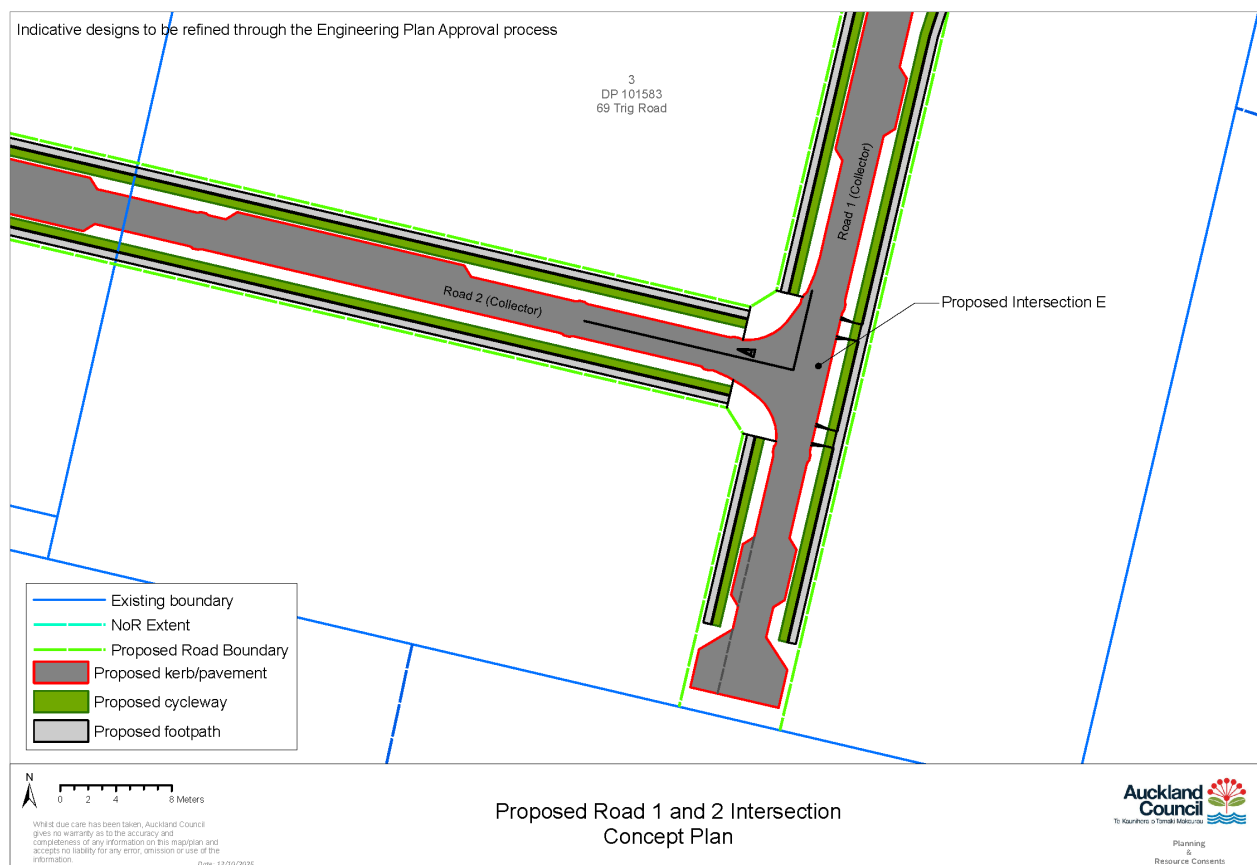
I6XX.10.5 Whenuapai Business Park Precinct Plan 5: Proposed Brigham Creek Road and Road 3 Intersection Concept Plan



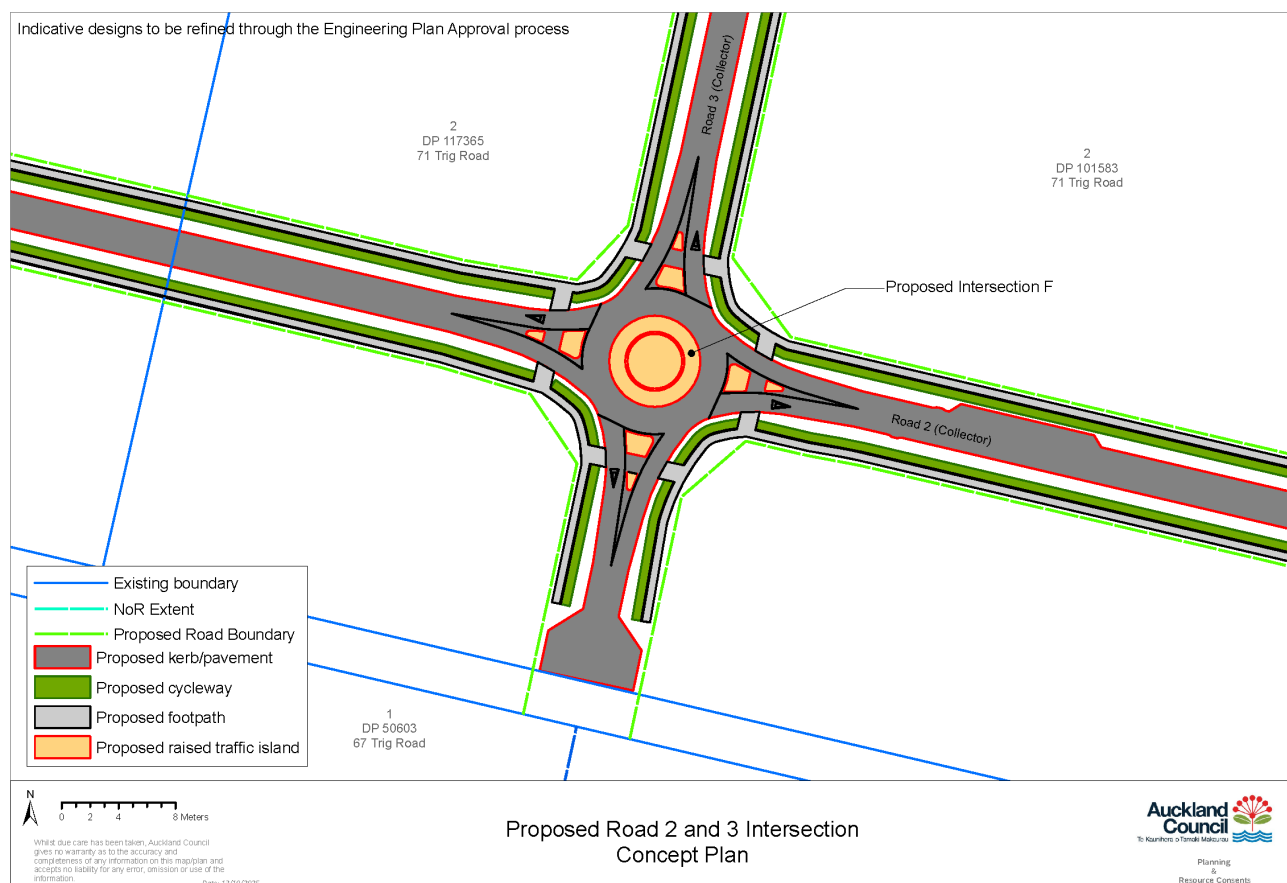
I6XX.10.6 Whenuapai Business Park Precinct Plan 6: Proposed Brigham Creek Road and Road 1 Intersection Concept Plan



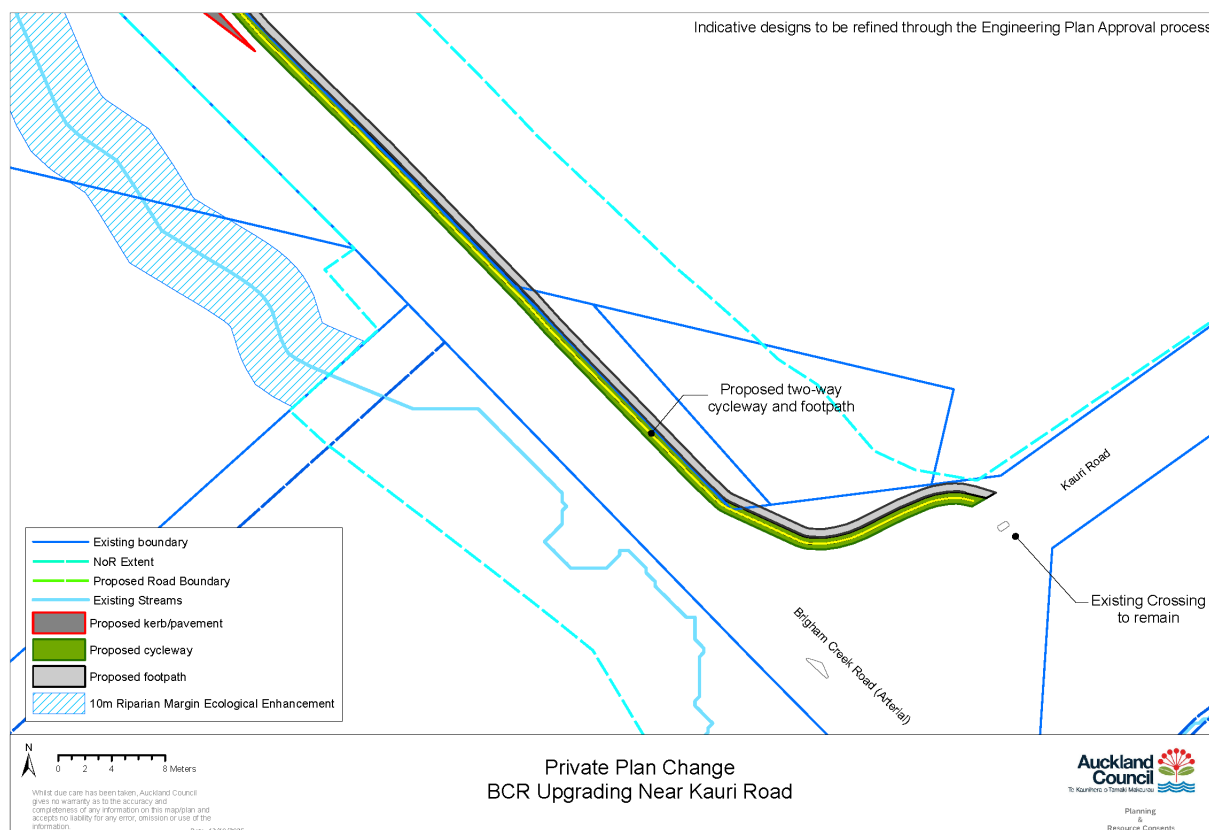
I6XX.10.7 Whenuapai Business Park Precinct Plan 7: Proposed Road 1 and 2 Intersection Concept Plan



I6XX.10.8 Whenuapai Business Park Precinct Plan 8: Proposed Road 2 and 3 Intersection Concept Plan



I6XX.10.9 Whenuapai Business Park Precinct Plan 9: BCR Upgrading Near Kauri Road



I6XX.11. Appendices

I6XX.11.1 Table 1: Road Function and Required Design Elements

Road name	Proposed role and function of road in precinct area	Minimum road reserve width ¹	Total number of lanes	Design speed	Median ²	Cycle Provision	Pedestrian provision	Freight or heavy vehicle route	Access restriction	Bus provision ³
Brigham Creek Road upgrade (Between Kauri Road and Intersection D)*	Arterial	30m Various	<u>4</u>	60km/hr	No	Yes-one side ⁴	Yes two sides one side ⁵	Yes	Yes	Yes
Brigham Creek Road upgrade (West of Intersection D)*	Arterial	Various	2	60km/hr	No	Yes-two sides ⁶	Yes-two sides ⁶	Yes	Yes	Yes
Trig Road	Future Arterial	24m	2	60km/hr	Yes	Yes-two sides	Yes-two sides	Yes	No	Yes
Roads 1, 2, 3 (<u>Precinct Plan 1</u>)	Collector	24m	2	50km/hr	No	Yes-two sides	Yes-two sides	Yes	No	Yes

I6XX.11.2 Table 2: Intersection Type and Design

Intersection Reference (refer <i>Precinct Plan 2 Infrastructure Staging</i>)	Intersection Type	Designed in general accordance with:	Comments
A - Trig Road	New Intersection - Roundabout	47712-DR-C-8510 <u>Precinct Plan 3</u>	Single Lane roundabout. A future fourth leg could provide access to part of the PCA west of Trig Road
B - Trig / Brigham Creek Road	Upgraded Intersection - Roundabout	47712-DR-C-8511 <u>Precinct Plan 4</u>	Single lane roundabout with . At consenting stage consideration to be given to the need to include the following: an additional circulating lane on the northern side.

			Two approach lanes on Brigham Creek Road, eastbound.
C - Brigham Creek Road	New Intersection - Left in, left out	47712-DR-C-8512 <u>Precinct Plan 5</u>	
D - Brigham Creek Road	New Intersection - Signalized	47712-DR-C-5138513 <u>Precinct Plan 6</u>	

* Denotes interim upgrades to Brigham Creek Road (i.e. not the ultimate width provided for by AT's NOR W3)

¹ Typical minimum width which may be varied in specific locations where required to accommodate network utilities, batters, structures stormwater treatment, intersection design, significant constraints or other localised design requirements.

² Flush, solid or raised medians subject to Auckland Transport approval at EPA stage.

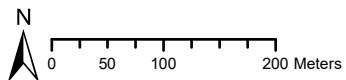
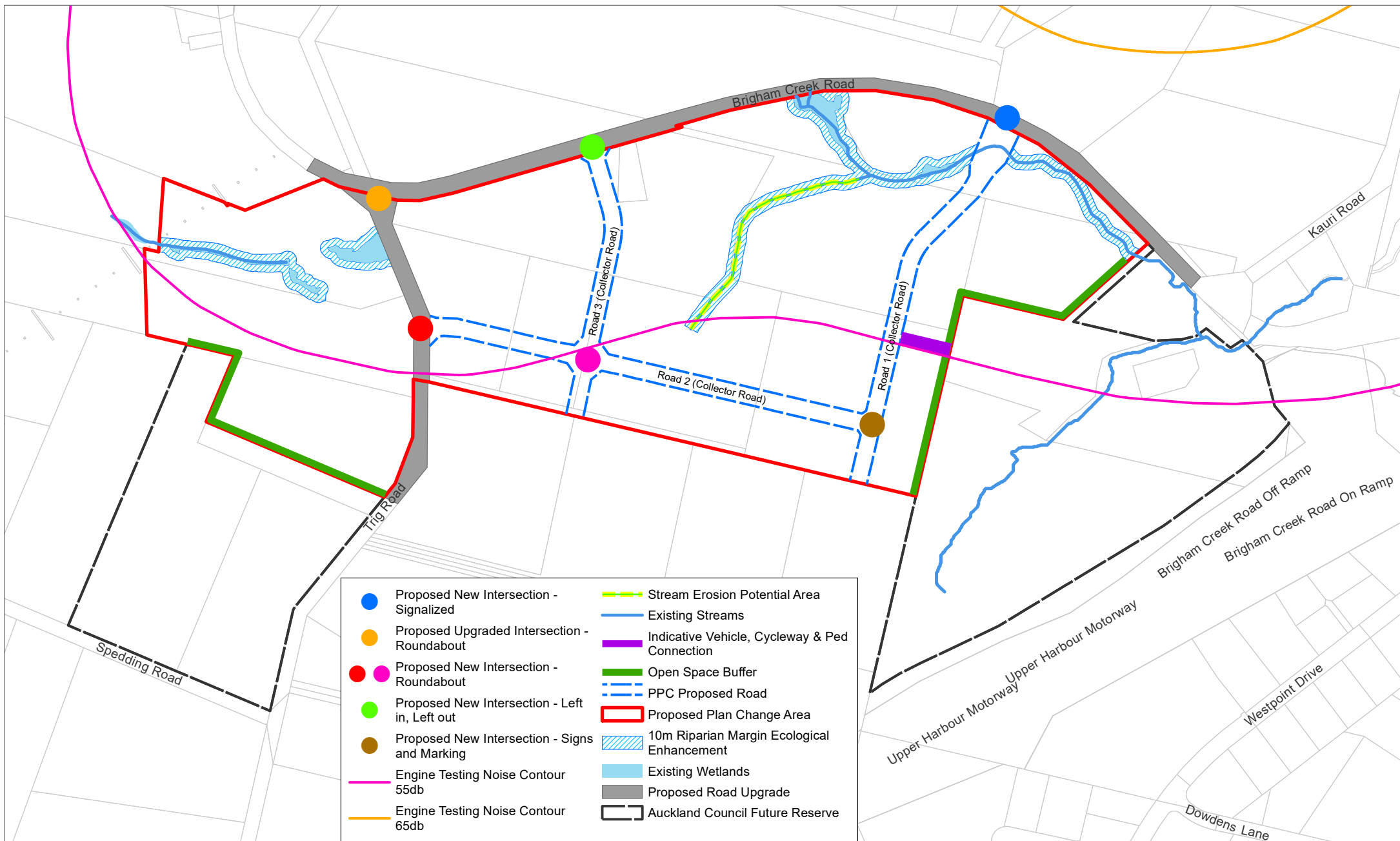
³ Carriageway lanes and geometry of intersections capable of accommodating buses. Bus stop form and locations and bus routes shall be determined with Auckland Transport at resource consent and engineering plan approval stage.

⁴ Two-way cycleway on northern side only (refer to Precinct Plan 6).

⁵ Foot path on northern side only (refer to Precinct Plan 9) ~~Southern side footpath extending to the eastern extremity of Lot 1 DP 167537 (159 Brigham Creek Road)~~

⁶ Shared path on northern side of Brigham Creek Road remains

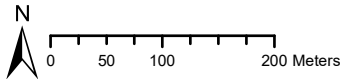
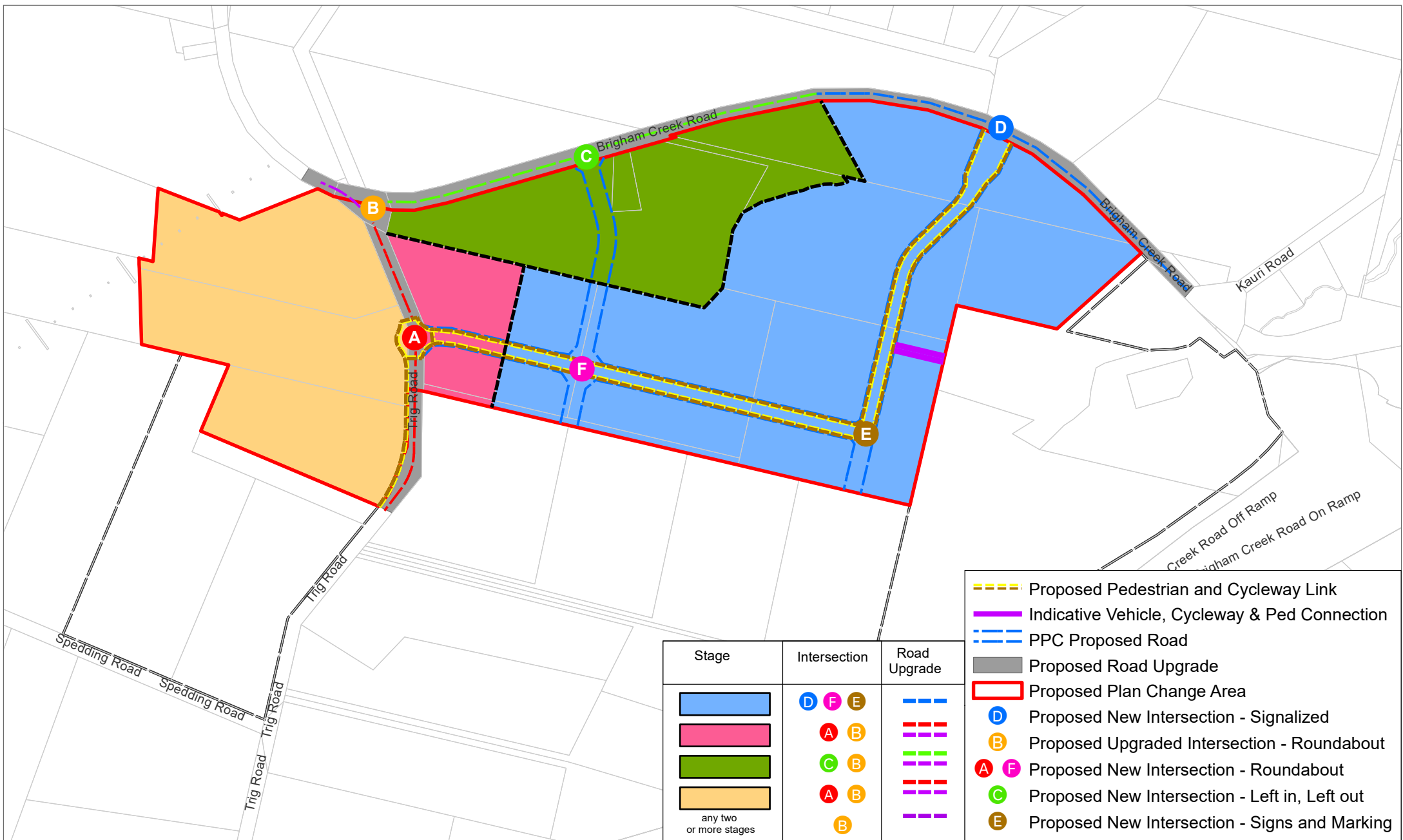
Attachment C: Whenuapai Business Park Precinct - Consolidated Plan Set



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Date: 13/10/2025

Precinct Plan

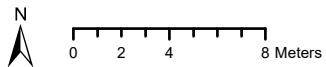
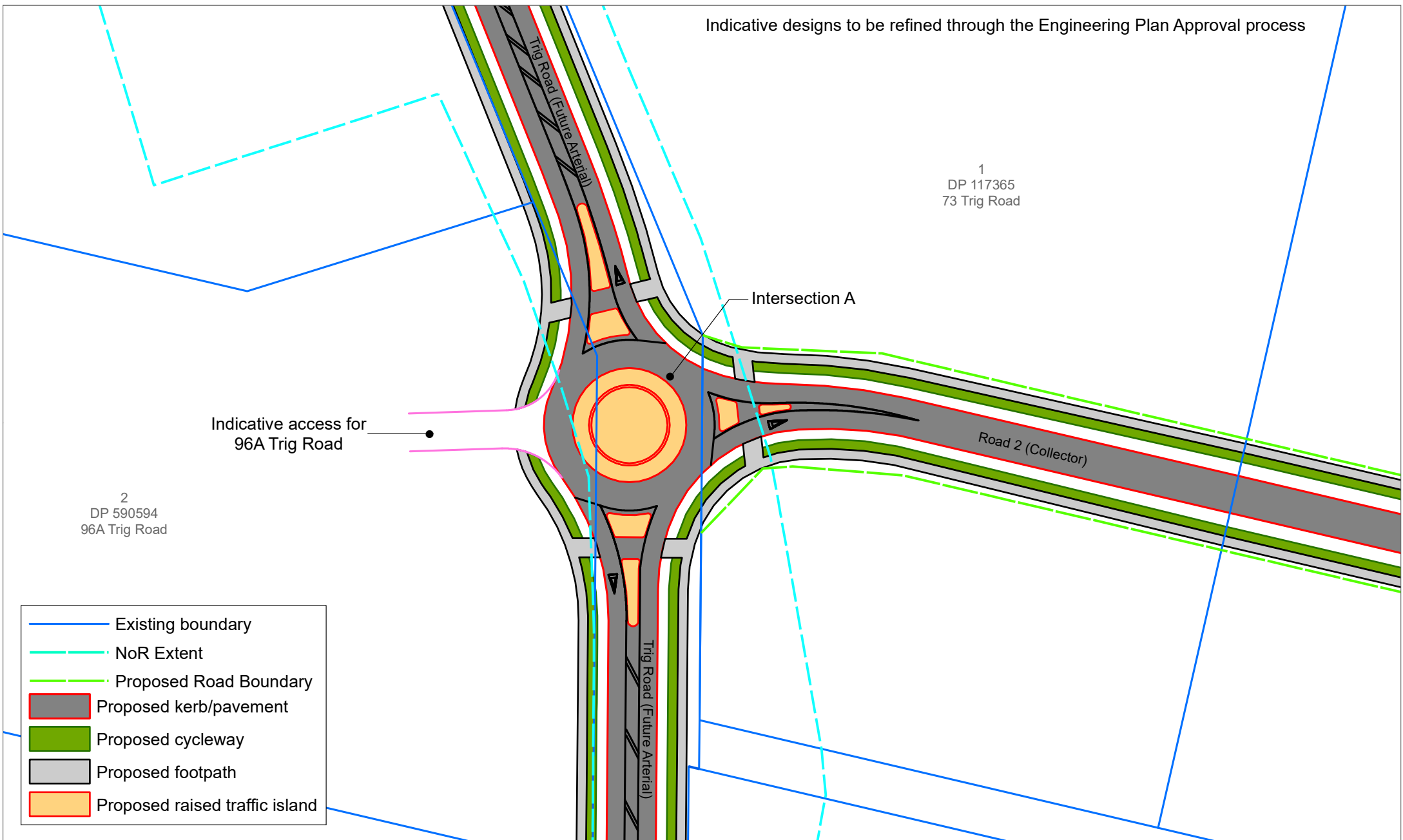


Precinct Plan - Infrastructure Staging

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Date: 14/10/2025

Indicative designs to be refined through the Engineering Plan Approval process

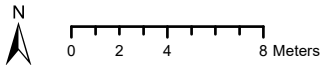
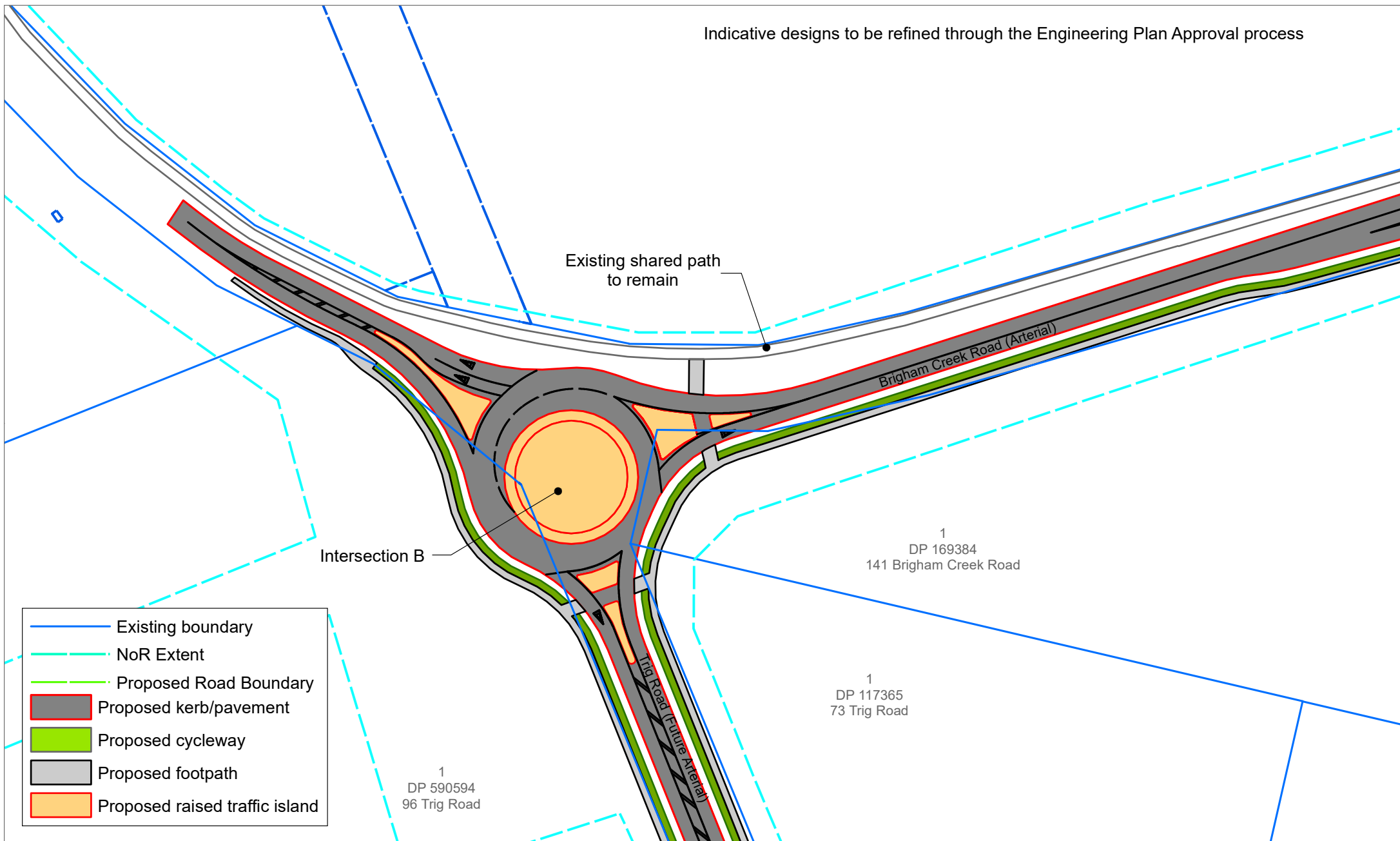


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Date: 10/10/2025

Proposed Road 2 and Trig Road Intersection Concept Plan

Indicative designs to be refined through the Engineering Plan Approval process

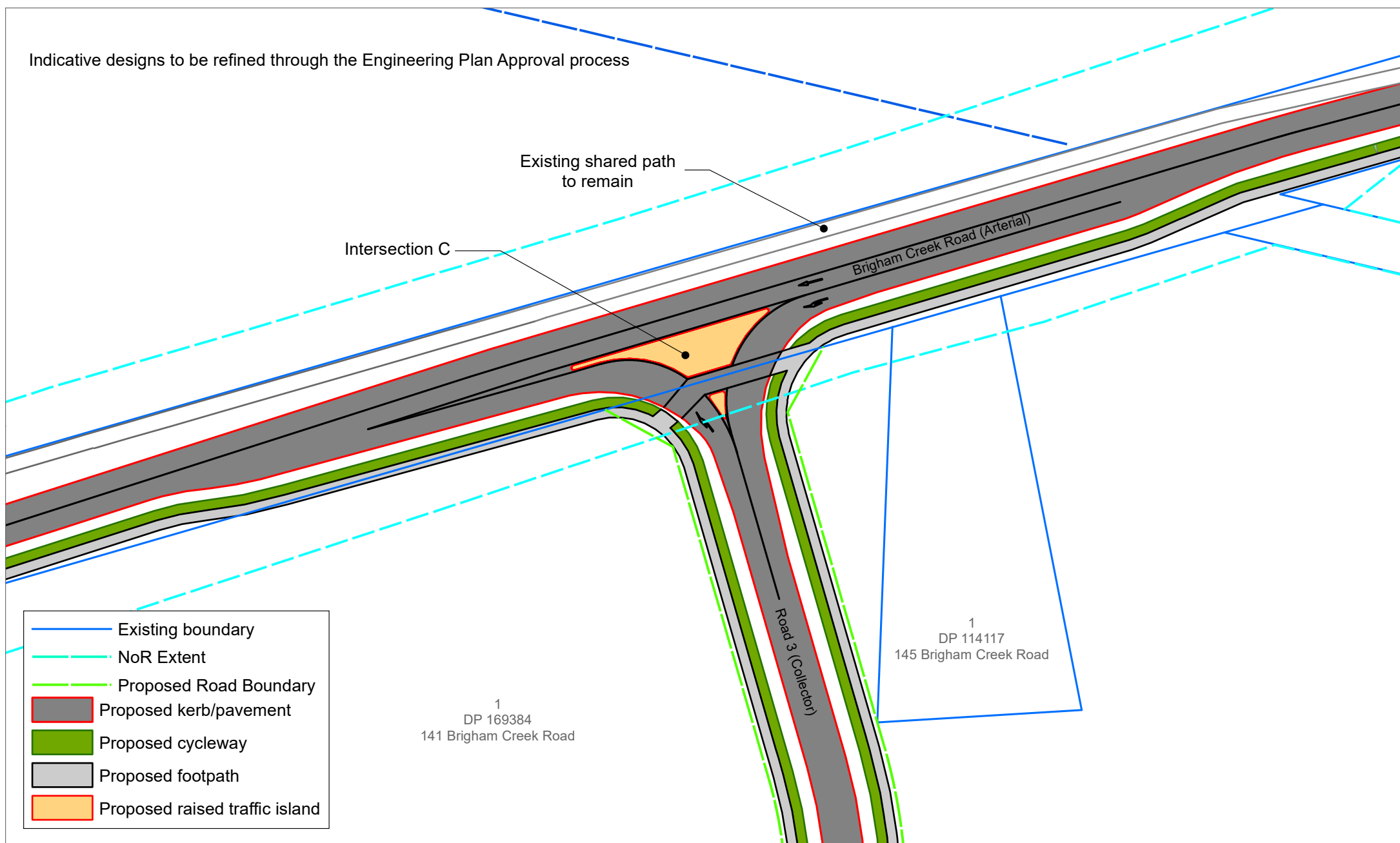


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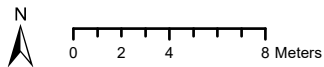
Date: 10/10/2025

Proposed Trig Road and Brigham Creek Road Intersection Concept Plan

Indicative designs to be refined through the Engineering Plan Approval process



- Existing boundary
- NoR Extent
- Proposed Road Boundary
- Proposed kerb/pavement
- Proposed cycleway
- Proposed footpath
- Proposed raised traffic island

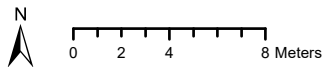
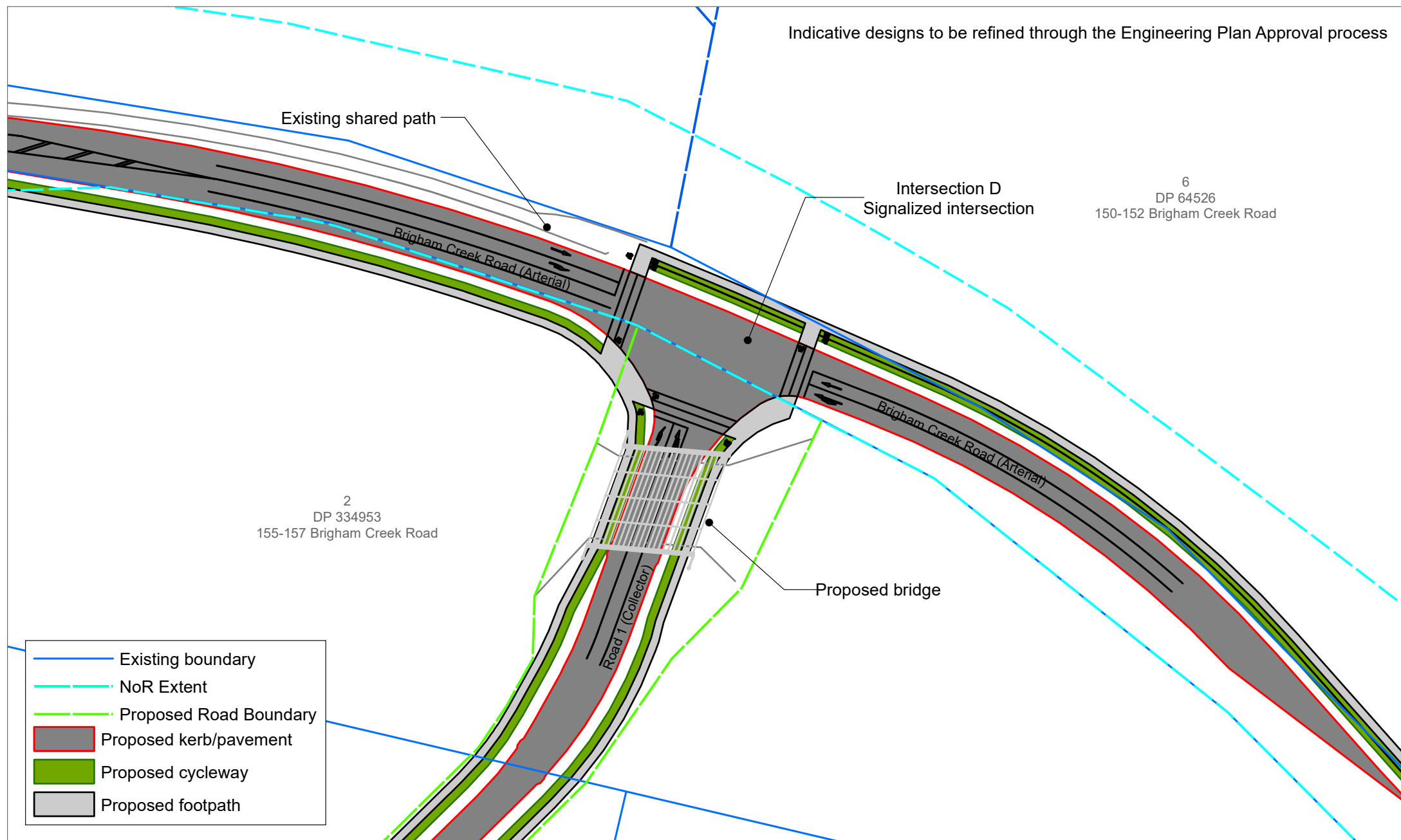


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Date: 10/10/2025

Proposed Brigham Creek Road and Road 3 Intersection Concept Plan

Indicative designs to be refined through the Engineering Plan Approval process



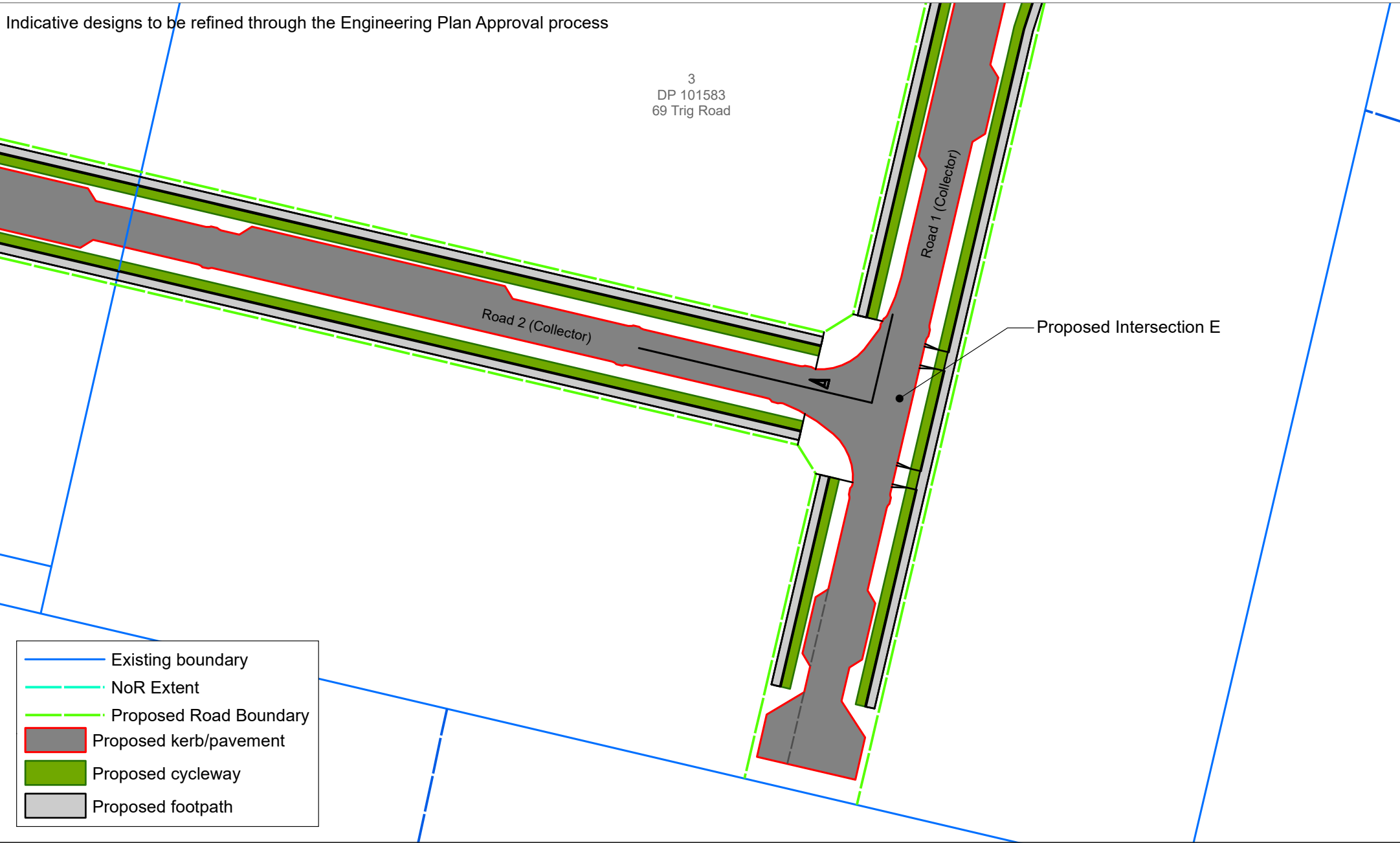
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Date: 10/10/2025

Proposed Brigham Creek Road and Road 1 Intersection Concept Plan

Indicative designs to be refined through the Engineering Plan Approval process

3
DP 101583
69 Trig Road

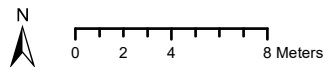
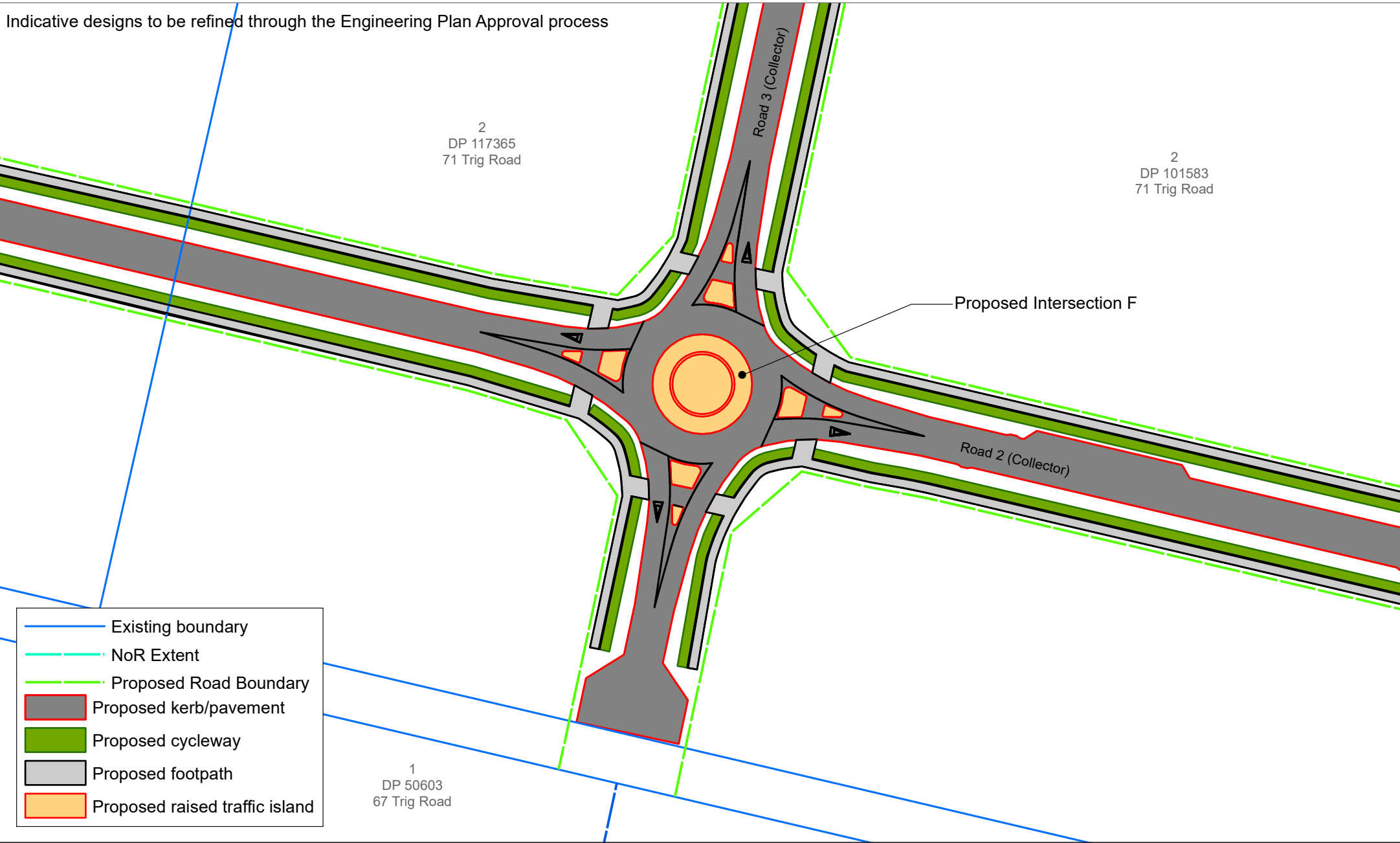


Proposed Road 1 and 2 Intersection
Concept Plan

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Date: 13/10/2025

Indicative designs to be refined through the Engineering Plan Approval process



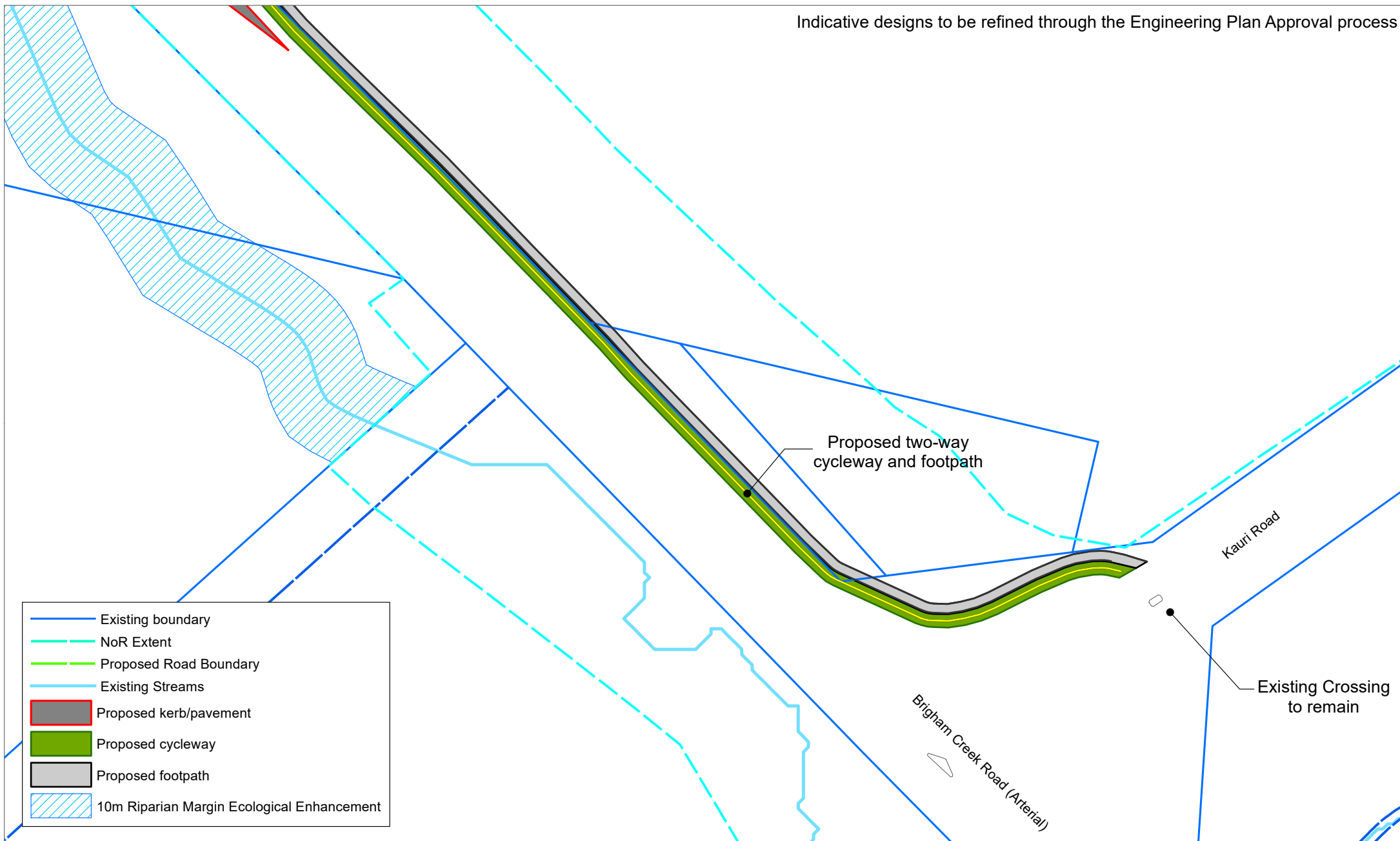
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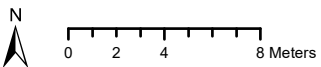
Proposed Road 2 and 3 Intersection Concept Plan



Planning
&
Resource Consents



- Existing boundary
- NoR Extent
- Proposed Road Boundary
- Existing Streams
- Proposed kerb/pavement
- Proposed cycleway
- Proposed footpath
- 10m Riparian Margin Ecological Enhancement



Private Plan Change BCR Upgrading Near Kauri Road