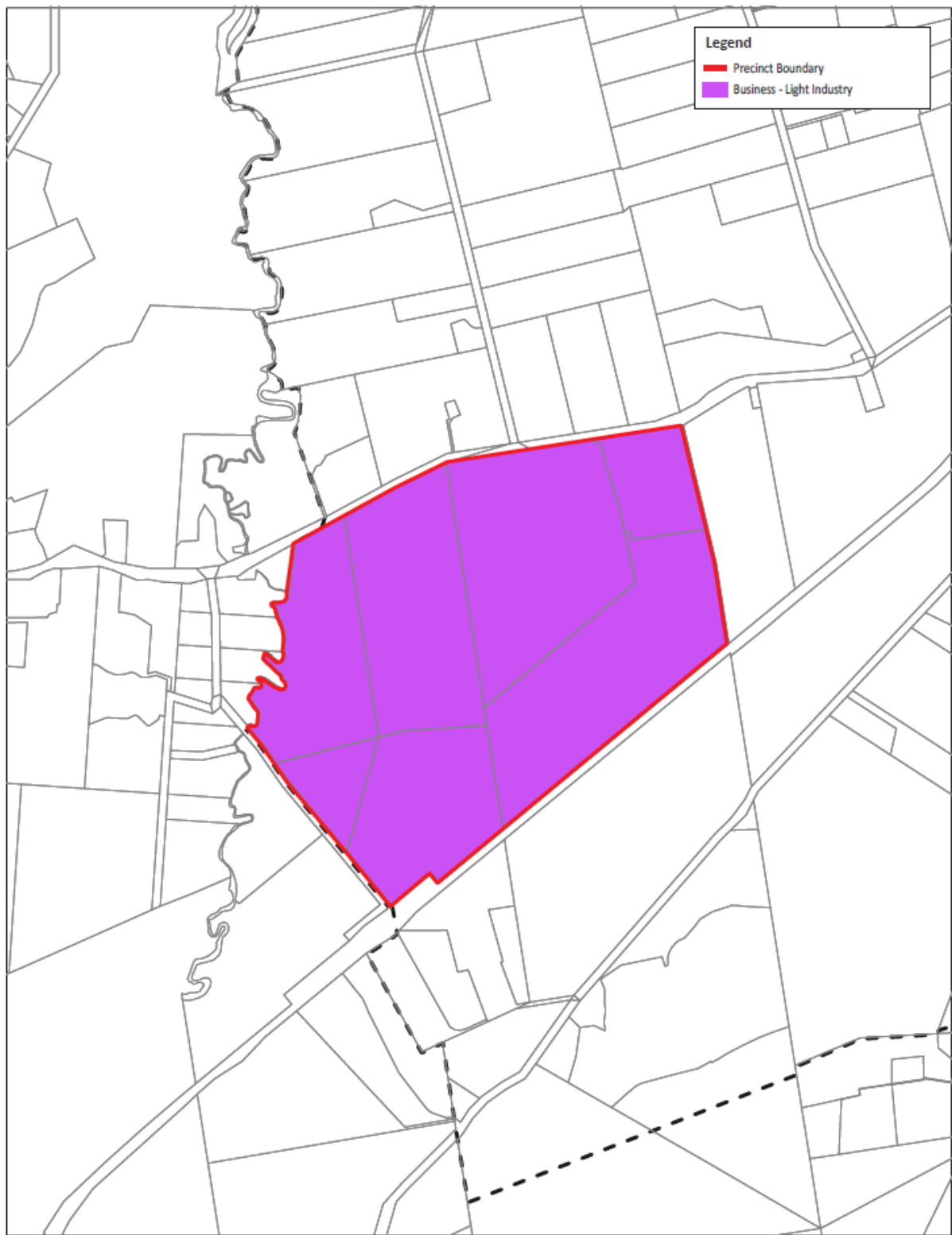
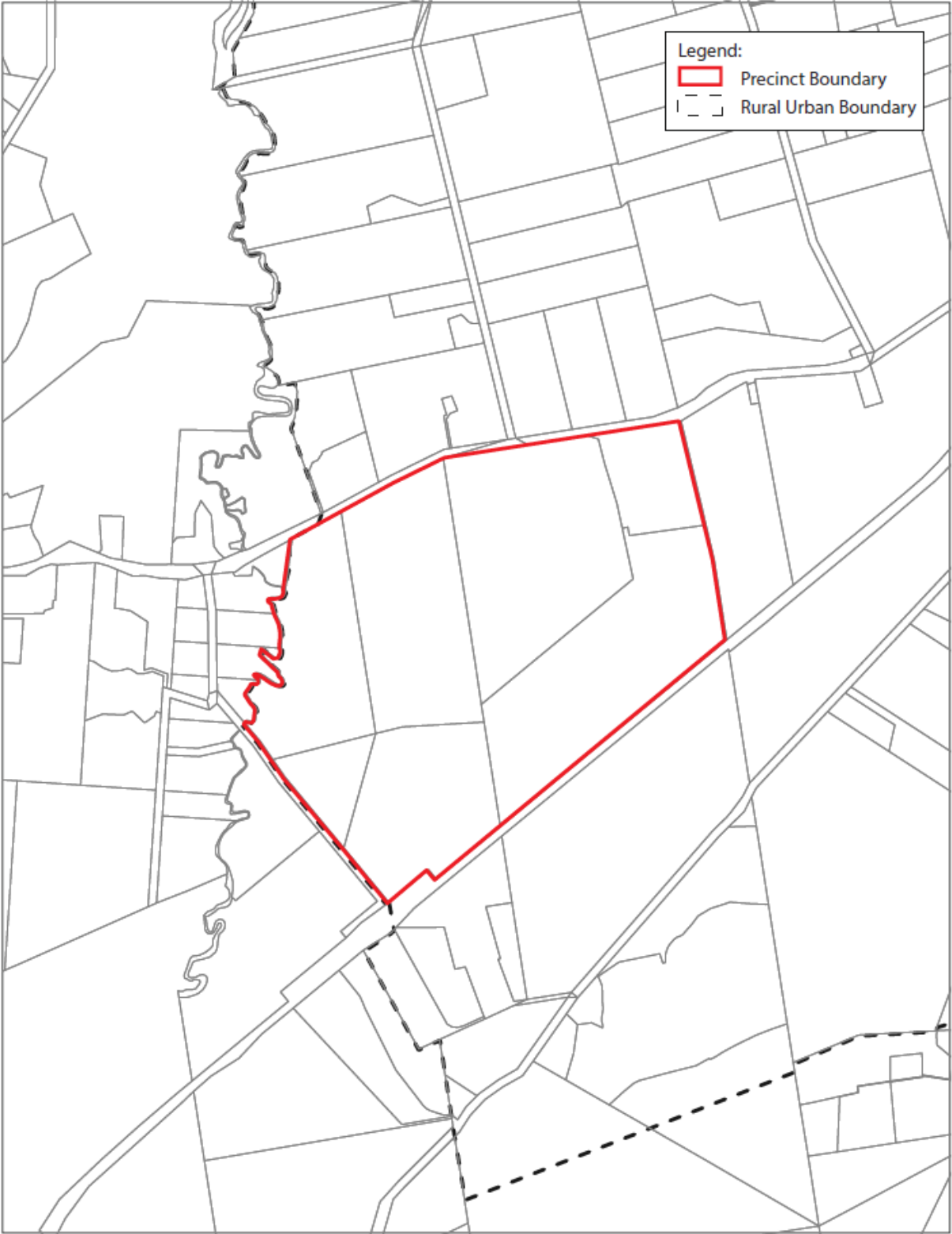


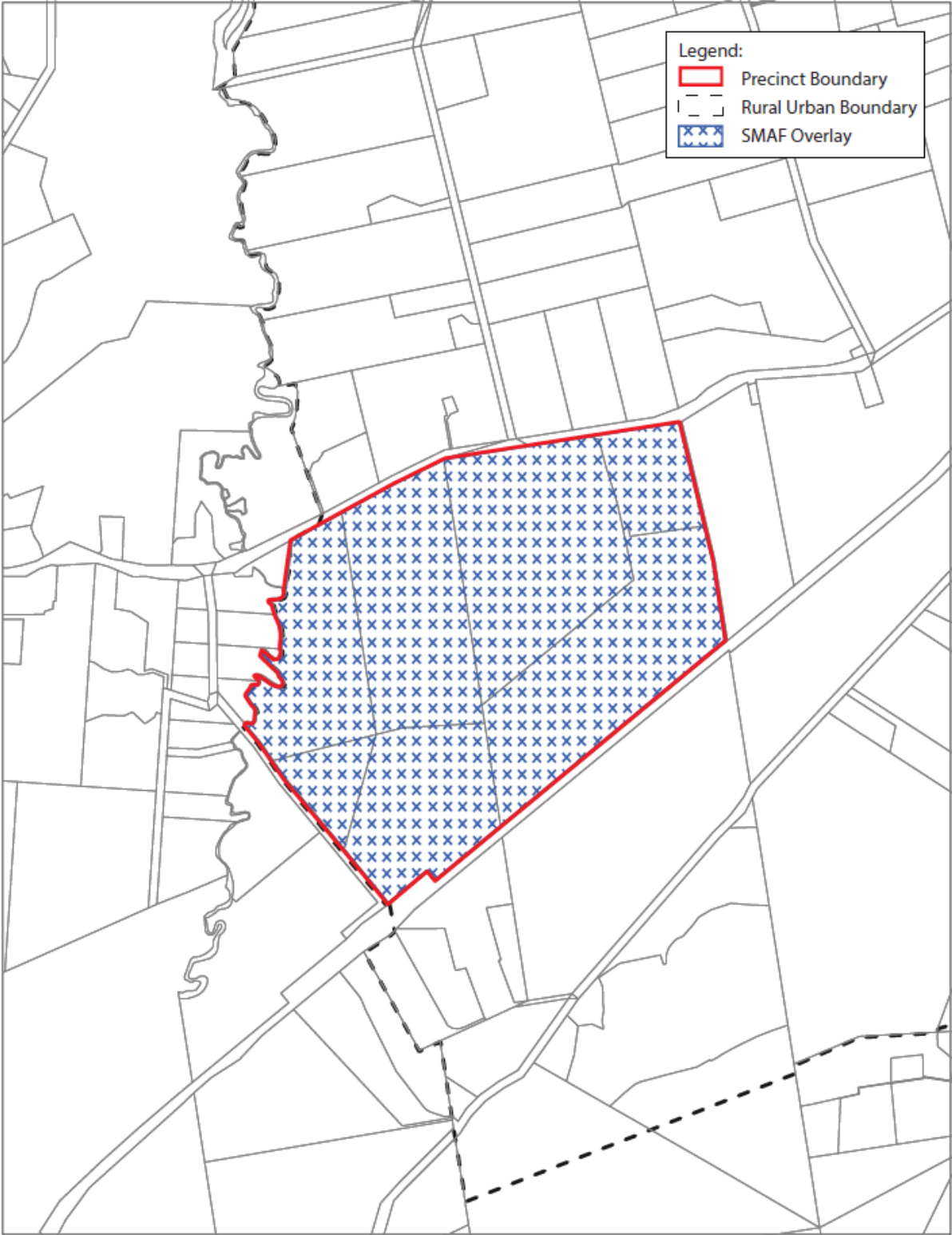
Karaka Road Precinct - Zoning Plan



Karaka Road Precinct - Precinct Plan



Karaka Road Precinct – SMAF Overlay



IX.1. Karaka Road Precinct description

The Karaka Road Precinct applies to approximately 86.5ha of land bordered by Karaka Road which forms part of State Highway 22 to the north, the North Island Main Trunk Railway Line to the south, and Oiroa awa (Creek) to the west.

The purpose of the Karaka Road Precinct is to enable a transition from rural and future urban land uses, and provide for the development of an industrial campus in a comprehensive and integrated manner. The Precinct provides for a range of industrial activities, including manufacturing, research and development, accessory office use, and staff facilities including cafeterias.

The development of buildings in a campus-like environment is enabled, providing significant employment opportunities in the south of Auckland, while acknowledging the Oiroa awa (Creek) and the adjacent rural environment to the west, and integrating with the existing and planned Drury-Opāheke Future Urban area.

The Precinct seeks to promote the enhancement of ecological values present within the network of existing waterbodies, and recognise their cultural importance to Ngāti Tamaoho, Ngaati Te Ata Waiohua and Te Ākitai Waiohua (and other relevant tangata whenua).

The Precinct recognises the cultural values associated with the site as it forms part of the cultural landscape, of importance to Ngāti Tamaoho, Ngaati Te Ata Waiohua and Te Ākitai Waiohua (and other relevant tangata whenua).

A key attribute of the Precinct is sustainability, contributing to mitigating the effects of climate change and supporting a reduction in greenhouse gas emissions. The Precinct achieves this by enabling the provision of employment opportunities and jobs close to existing and future residential areas and within walking distance of the Ngākōroa train station and promoting the use of active and public modes of transport.

An alert area for encountering archaeological sites during any earthworks is shown on Precinct Plan 3.

The Karaka Road Precinct includes a standard to manage operational noise levels received by activities sensitive to noise within the Special Purpose – School Zone. This recognises that Chapter E25 does not include any operational noise standards to control the maximum permitted noise levels received in this zone.

The zoning of land within this Precinct is Business – Light Industry.

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

IX.2. Objectives

- (1) The Karaka Road Precinct enables the development of a significant employment node with a primarily light industrial land use.
- (2) The Karaka Road Precinct contributes to a well-functioning urban environment, integrates with the natural environment and respects Mana Whenua values.
- (3) The development of a high-quality campus environment is enabled.
- (4) Access to and from the precinct occurs in an efficient and safe manner that mitigates adverse effects of traffic generation on the surrounding road network.
- (5) The Karaka Road Precinct develops and functions in a way that:

- (a) Promotes public transport use and active modes of transport including walking and cycling; and
 - (b) Encourages the safe and effective active mode movement between the Ngākōroa train station and the Precinct.
- (6) Development is coordinated with the supply of sufficient three waters infrastructure to service the Precinct.
- (7) The Karaka Road Precinct is a sustainable, low carbon, urban environment.
- (8) Freshwater quality, sediment quality and biodiversity are improved.
- (9) Occupants of buildings containing activities sensitive to noise within the adjacent Special Purpose – School zone are protected from unreasonable levels of noise.

IX.3. Policies

General

- (1) Enable light industrial activities to operate efficiently within the Precinct.
- (2) Karaka Road Precinct is a comprehensively developed industrial campus that integrates with the surrounding area, the natural environment, and supports public and active transport use.

Transport, infrastructure and staging

- (3) Ensure that the adverse effects of traffic generation on the surrounding transport network are mitigated, by ensuring:
 - (a) The surrounding road network can operate with reasonable efficiency during inter-peak periods;
 - (b) Any upgrades or new connections to the transport network are safe for pedestrians, cyclists and motorists; and
 - (c) The transport network operates safely at all times.
- (4) Ensure that development in the Karaka Road Precinct is coordinated with sufficient stormwater, wastewater, and water supply, infrastructure to service the Precinct.

Sustainability

- (5) Develop the Karaka Road Precinct as a sustainable and low-carbon urban environment by:
 - (a) Enabling employment opportunities in proximity to existing and planned residential activities in the surrounding area;
 - (b) Encouraging the implementation of water sensitive design principles in all development to maintain and enhance water quality in the receiving environment;
 - (c) Promoting mode shift to public and active modes of transport, including by encouraging safe and efficient access for pedestrians and cyclists within the Precinct to the Ngākōroa train station.

- (d) Contributing to mitigating the effects of climate change by encouraging native revegetation within riparian margins to enhance carbon sequestration and biodiversity values.

Stormwater management

- (6) Require development to be consistent with the water sensitive approach outlined in the supporting stormwater management plan, including:
 - (a) Application of water sensitive design to achieve water quality and hydrology mitigation;
 - (b) Requiring the use of low contaminant generating building materials to minimise the generation and discharge of contaminants;
 - (c) Requiring treatment of runoff from road carriageways by a water quality device designed in accordance with GD01;
 - (d) Requiring runoff from other trafficked impervious surfaces to apply a treatment train approach to treat contaminant generating surfaces;
 - (e) Providing planting on the riparian margins of permanent or intermittent streams; and
 - (f) Ensuring development is coordinated with sufficient stormwater infrastructure to service the development.

Ecology

- (7) Contribute to improvements to water quality, ecological habitat and biodiversity, including by providing native planting on the riparian margins of permanent and intermittent streams and natural inland wetlands.

Mana whenua values

- (8) Development recognises, protects and enhances the cultural, spiritual and historical values and relationships associated with the cultural landscape, including by:
 - (a) Delivering a green corridor following the Oiroa awa (Creek);
 - (b) Taking an integrated approach to stormwater management;
 - (c) Ensuring the design of communal green spaces incorporate Te Aranga design principles;
 - (d) Engaging with Mana Whenua to inform the design of development in the Karaka Road Precinct; and
 - (e) Managing the impact of earthworks on Mana Whenua cultural heritage, including within the archaeological alert area in Precinct Plan 3 and protecting, where practicable, identified archaeological and cultural features.

Noise

- (9) Set appropriate noise standards to reflect the Karaka Road Precinct function and permitted activities, while ensuring that the potential adverse effects on activities sensitive to noise within the adjacent Special Purpose – School zone are avoided, remedied or mitigated.

IX.4. Activity table

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

Activity Table IX.4.1 specifies the activity status of subdivision and development in the Karaka Road Precinct pursuant to sections 9(3) and 11 of the Resource Management Act 1991.

Table IX.4.1 Activity table

Activity		Activity status
Use and Development		
(A1)	New buildings	P
(A2)	Development that does not comply with standards IX.6.4 Yards, IX.6.5 Special Landscape Area, IX.6.6 Maximum impervious area, IX.6.7 Riparian planting, IX.6.8 Stormwater quality, IX.6.9 Water supply and wastewater connections or IX.6.10 Noise levels within buildings in the Special Purpose – School Zone	RD
(A3)	Development that does not comply with standards IX.6.1. Informing Iwi or IX.6.2 Staging of Development with Transport Upgrades	D
(A4)	Development exceeding 128,900m ² of commercial or industrial gross floor area	D
Industry		
(A5)	Manufacturing, research, and development of medical products and systems and ancillary activities	P
(A6)	Warehousing	P
(A7)	Storage and lock-up facilities	P
(A8)	Industrial parks enabling over 100,000m ² gross floor area of mixed light industrial activities	P
(A9)	Other industrial activities not provided for	RD
Commerce		
(A10)	Food and beverage accessory to the primary activity on the site	P
(A11)	Offices that are accessory to the primary activity on the site and the office gross floor area does not exceed 40 per cent of all buildings on the site	P
(A12)	Offices that are accessory to the primary activity activity on the site and the office gross floor area exceeds 40 per cent of all buildings on the site	RD
Transport		

(A13)	Construction of a new vehicle access from that part of a site boundary adjoining an arterial road as identified on the planning maps	C
(A14)	Construction of a new vehicle access that does not comply with standard IX.6.3 Vehicle Access	D

IX.5. Notification

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

IX.6. Standards

- (1) All relevant overlay, Auckland-wide and zone standards apply to the activities listed in Activity Table IX.4.1 above except for the following:
 - (a) E27.6.1 Trip generation
 - (b) E27.6.4.1 Vehicle Access Restrictions
 - (c) H17.6.4 Yards
- (2) All activities listed in Activity Table IX.4.1 must also comply with the following standards.
- (3) Where there is any conflict or difference between standards in this Precinct and the Auckland-wide and zone standards, the standards in this Precinct will apply.

IX.6.1. Informing Iwi

Purpose: To ensure that Te Waiohū are informed of development within the Precinct.

- (1) All development requiring resource consent within the Precinct must be communicated with written advice to Ngāti Tamaoho, Ngaati Te Ata Waiohū, and Te Ākitai Waiohū.
- (2) For any land disturbance within the archaeological alert area in Precinct Plan 3, an archaeological and cultural assessment must be developed with iwi, in accordance with IX.9(3).

IX.6.2. Staging of Development with Transport Upgrades

Purpose: To manage the adverse effects of traffic on the safety and efficiency of the surrounding road network for all modes of transport by ensuring development is coordinated with transport infrastructure.

- (1) Development within the Precinct must not exceed the thresholds in Table IX.6.2.1 Threshold for Development in Karaka Road Precinct until such time that the identified infrastructure upgrades are constructed and are operational.

Table IX.6.2: Threshold for Development in the Karaka Road Precinct.

Column 1		Column 2
Activities or development enabled by Transport infrastructure in column 2		Transport infrastructure required to enable activities or development in column 1
(a)	Prior to the occupation of any building and up to a maximum of 79,750m ² commercial and industrial gross floor area	Provision of an interim upgraded intersection (roundabout with two approach lanes in each direction or equivalent interim traffic signals), including active mode facilities, located generally at the intersection of Karaka Road and Oira Road, as shown on Precinct Plan 1.
(b)	Occupied development greater than 79,750m ² and up to a maximum of 88,000m ² commercial and industrial gross floor area	Provision of an ultimate upgraded intersection (roundabout with three approach lanes from the Precinct or equivalent traffic signals), including active mode facilities, located generally at the intersection of Karaka Road and Oira Road, as shown on Precinct Plan 1.
(c)	Occupied development greater than 88,000m ² and up to a maximum of 128,900m ² commercial and industrial gross floor area	Upgrades in (b) above; and Provision of a second site access, including active mode facilities, located generally at the locations shown on Precinct Plan 1.

(2) For the purpose of this standard:

- (a) 'Occupied development' or 'occupation' means occupation and use for the building's intended purpose, but not including occupation by personnel engaged in construction fit out or decoration; and
- (b) 'Operational' means the relevant upgrade is available for use and open to all traffic.

IX.6.3. Vehicle Access

Purpose: To ensure vehicle access to and from the Precinct occurs in a safe and efficient manner.

- (1) The maximum number of direct vehicle access points from the precinct to Karaka Road is limited to three and these shall be located generally at the points shown on Precinct Plan 1.

IX.6.4. Yards

Purpose:

- To provide a buffer and screening between industrial activities within the Precinct and adjacent land uses to mitigate adverse visual effects; and
- Ensure buildings are adequately set back from streams to maintain water quality, amenity, and provide protection from natural hazards.

- (1) A building or parts of a building must be set back from the relevant boundary by a minimum depth listed in Table IX.6.4.1.

Table IX.6.4.1 Yards

Yard	Minimum depth
Front	5m
Side	5m where the side boundary adjoins a residential zone, an open space zone, the Special Purpose – Māori Purpose Zone, the Special Purpose – School Zone or Future urban zone
Rear	5m
Riparian yard	20m from the edge of the Oiroa awa (Creek) 10m from the edge of other permanent and intermittent streams or natural inland wetlands

Note 1

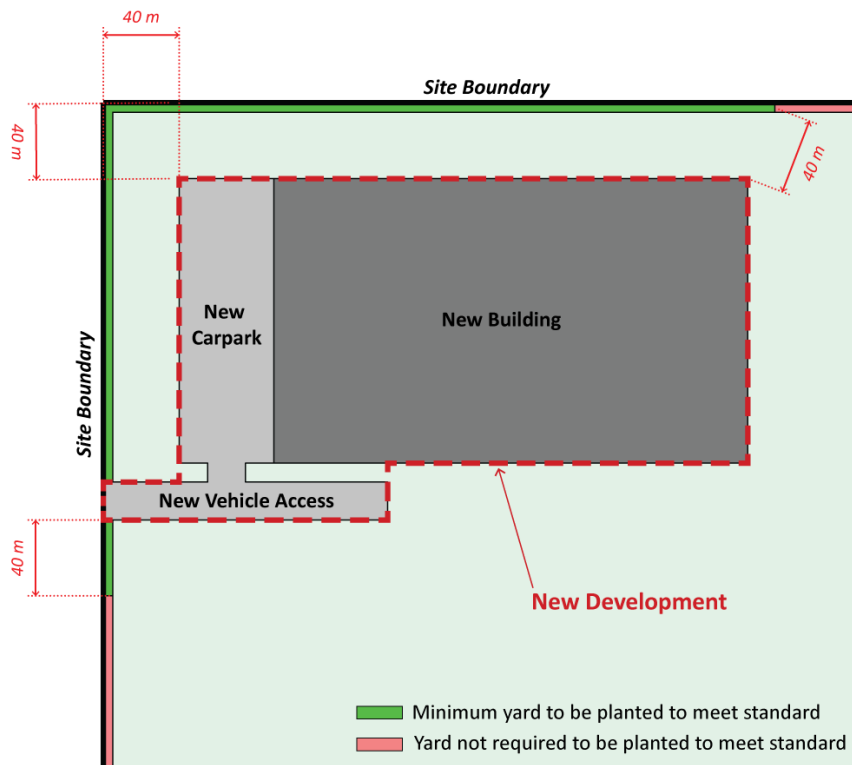
Yards are not required for internal roads, internal site boundaries, or service lanes.

Note 2

Side yards are not required where the side boundary does not adjoin one of the zones specified in Table IX.6.4.1.

- (2) All yards must be planted and appropriately maintained thereafter as follows:
- (a) As shown in Figure IX.6.4.1 below, that part of a front yard (excluding access points) located within 40m of any new development must be planted with a mixture of trees, shrubs or ground cover plants (including grass);
 - (b) As shown in Figure IX.6.4.1 below, that part of a side or rear yard located within 40m of any new development must be planted with a mixture of trees, shrubs or ground cover plants (including grass) to provide a densely planted visual buffer for a depth of at least 3m.

Figure IX.6.4.1 Front, side, and rear yard landscaping.



IX.6.5. Special Landscape Area

Purpose: To provide for a visual transition between industrial activities within the Precinct and adjacent land uses within the Rural – Mixed Rural zone.

- (1) Prior to any subdivision of a site adjoining the Special Landscape Area, or the occupation of any building within a site which adjoins the Special Landscape Area as shown on Precinct Plan 2, the Special Landscape Area must be planted with a mixture of trees, shrubs or ground cover plants to provide a densely planted visual buffer, to a depth of at least 10m, and maintained thereafter.
- (2) No buildings or parts of the building shall be constructed within the Special Landscape Area identified on Precinct Plan 2.

IX.6.6. Maximum impervious area

Purpose:

- To manage the amount of stormwater runoff generated by a development, particularly in relation to the capacity of the stormwater network and potential flood risks; and
 - To limit paved areas to maintain the appearance of the Karaka Road Precinct.
- (1) The total impervious area within the Karaka Road Precinct must not exceed 80 per cent.

IX.6.7. Riparian and wetland margin planting

Purpose: Contribute to improvements to water quality, ecological habitat and biodiversity.

- (1) Prior to any subdivision of a site adjoining Oiroa awa (Creek), or the occupation of any building within a site which adjoins Oiroa awa (Creek) as shown on Precinct Plan 2, those riparian margins of the Oiroa awa (Creek) that are located within the Karaka Road Precinct boundary must be planted to a minimum width of 20m measured from the top of the bank of the stream, provided that:
 - (a) This rule shall not apply to road crossings over streams; and
 - (b) Walkways and cycleways must not locate within 10m of the streambank.
- (2) Prior to any subdivision of a site, or the occupation of any building within a site adjoining any permanent or intermittent stream other than the Oiroa awa (Creek) or natural inland wetlands, the riparian margins must be planted either side to a minimum width of 10m measured from the top of bank of the stream or the edge of the wetland area, provided that:
 - (a) This rule shall not apply to road crossings over streams; and
 - (b) Walkways and cycleways must not locate within the riparian planting area.
- (3) For the purpose of this standard:
 - (a) 'Occupied development' or 'occupation' means occupation and use for the building's intended purpose, but not including occupation by personnel engaged in construction fit out or decoration.

IX.6.8. Stormwater quality

Purpose: Contribute to improvement to water quality, stream health and freshwater ecological values.

- (1) Stormwater runoff from new, or redevelopment of existing, carparks exposed to rainfall, all roads, and trafficked impervious surfaces must be treated with a stormwater management device(s) meeting the following standards:
 - (a) 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
 - (b) 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)'.
- (2) New buildings, and additions to buildings must be constructed using low contaminant generating cladding, roofing, spouting and building materials that avoid the use of high contaminant yielding building products which have:
 - (a) Exposed surface(s) or surface coating of metallic zinc of any alloy containing greater than 10% zinc; or
 - (b) Exposed surface(s) or surface coating of metallic copper or any alloy containing greater than 10% copper; or

- (c) Exposed treated timber surface(s) or any roof material with a copper-containing or zinc-containing algaecide.

IX.6.9. Water supply and wastewater connections

Purpose: To ensure the coordinated delivery of water and wastewater infrastructure to support development in the Karaka Road Precinct.

- (1) Prior to occupation, buildings shall be connected to a functioning water supply and wastewater network, or serviced by alternative on-site solution.
- (2) For the purpose of this standard:
 - (a) 'Occupied development' or 'occupation' means occupation and use for the building's intended purpose, but not including occupation by personnel engaged in construction fit out or decoration.

IX.6.10 Noise levels within buildings in the Special Purpose – School Zone

Purpose: To ensure that occupants of buildings containing Activities Sensitive to Noise within the adjacent Special Purpose – School Zone are protected from unreasonable levels of noise arising from activities within the Karaka Road Precinct.

- (1) The noise (rating) level and maximum noise level from any activity within the Karaka Road Precinct when measured 1m from the façade of any building containing Activities Sensitive to Noise within the Special Purpose – School Zone must not exceed the levels in Table IX.6.10.1.

Table IX.6.10.1 Noise levels arising from any activity within the Karaka Road Precinct when measured 1m from the façade of any building containing Activities Sensitive to Noise within the Special Purpose – School Zone

Time	Noise level
At all times	55dB _{LAeq}

Noise levels shall be measured and assessed in accordance with the requirements in E25.6.1 *General Standards*.

IX.7 Assessment – controlled activities

IX.7.1 Matters of control

The Council will reserve its control to the following matters when assessing a controlled activity resource consent application:

- (1) Construction of a new vehicle access from that part of a site boundary adjoining an arterial road as identified on the planning maps:
 - (a) Effects of the design and location of access on the transport network;
 - (b) Effects on the safety of all road users; and

- (c) The provision of active mode facilities.

IX.7.2 Assessment criteria

The Council will consider the relevant assessment criteria below for controlled activities, in addition to the matters specified for the relevant controlled activities in the overlays, Auckland-wide or zones provisions:

- (1) Construction of a new vehicle access from that part of a site boundary adjoining an arterial road as identified on the planning maps:
 - (a) Effects of the design and location of access on the safe and efficient operation of the transport network, having regard to:
 - (i) Visibility and safe sight distances; and
 - (ii) Existing and future traffic conditions, including speed, volume, type, current accident rate, and the need for safe manoeuvring.
- (2) Whether the design of access will integrate with existing and planned active mode facilities.

IX.8. Assessment – restricted discretionary activities

IX.8.1. Matters of discretion

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

- (1) Buildings that do not comply with standards IX.6.4 Yards, IX.6.5 Special Landscape Area, IX.6.6 Maximum impervious area:
 - (a) Matters of discretion H17.8.1(4) apply.
- (2) Development that does not comply with standard IX.6.7 Riparian planting:
 - (a) Effects on water quality, biodiversity, natural inland wetland habitat and stream erosion.
- (3) Development that does not comply with standard IX.6.8 Stormwater quality:
 - (a) Matters of discretion E9.8.1(1) apply.
- (4) Development that does not comply with standard IX.6.9 Water supply and wastewater connections:
 - (a) Infrastructure and servicing.
- (5) Offices that are accessory to the primary activity on the site and the office gross floor area exceeds 40 per cent of all buildings on the site:
 - (a) Matters of discretion H17.8.1(2) apply.
- (6) Development that does not comply with IX.6.10 Noise levels within buildings in the Special Purpose – School Zone:
 - (a) Matters of discretion E25.8.1(1) apply.
- (7) Development of other industrial activities to those listed as Permitted activities within Table IX.4.1:
 - (a) Effects on the efficiency and effectiveness of the transport network.

IX.8.2. Assessment criteria

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

- (1) Buildings that do not comply with standards IX.6.3 Yards, IX.6.4 Special Landscape Area, IX.6.5 Maximum impervious area:
 - (a) Whether the proposal achieves policies H17.3(1), H17.3(4), IX.6.3(1), and IX.6.3(2).
- (2) Development that does not comply with IX.6.7 Riparian planting:
 - (a) Whether the proposal achieves Policy IX.3(7).
- (3) Development that does not comply with Standard IX.6.8 Stormwater quality:
 - (a) Assessment criteria E9.8.2(1); and
 - (b) Whether the proposal achieves Policies E1.3(1)-(10), (12)-(14) and IX.3(6).
- (4) Development that does not comply with standard IX.6.9 Water supply and wastewater connections:
 - (a) Whether there is adequate infrastructure to service the proposed development.
 - (b) Whether the proposal achieves Policy IX.3(4).
- (5) Offices that are accessory to the primary activity on the site and the office gross floor area exceeds 40 per cent of all buildings on the site:
 - (a) Assessment criteria H17.8.2(2);
 - (b) Whether the proposal achieves Policies IX.6.3(1) and IX.6.3(2).
- (6) Development that does not comply with IX.6.10 Noise levels within buildings in the Special Purpose – School Zone:
 - (a) Assessment criteria E25.8.2(1); and
 - (b) Whether the proposal achieves Policy IX.3(9).
- (7) Development of other industrial activities to those listed as Permitted activities within Table IX.4.1:
 - (a) Whether the transport infrastructure upgrades identified in Standard IX.6.2 are required earlier than what is specified in Table IX.6.2.1 to manage traffic generation associated with other industrial activities.

IX.9 Special information requirements

- (1) Addendum Transport Assessment to the Integrated Transport Assessment prepared to support the Precinct

A proposal that does not comply with standard IX.6.2 Staging of development with transport upgrades or development exceeding 128,900m² of commercial or industrial gross floor area must be accompanied by an addendum assessment of transportation effects, to be prepared by suitably qualified transport planner or traffic engineer in accordance with the Auckland Transport Integrated Transport Assessment Guidelines applying at the time of the application.

Without limiting the scope of the integrated transport assessment, the integrated transport assessment must assess and provide details of the following:

- (a) Whether the proposal maintains the safe and efficient operation of the transport network, including Karaka Road;
 - (b) Whether the proposal achieves Policy IX.3(3);
 - (c) The available capacity and effectiveness of the surrounding transport network, including having regard to whether any of the following provide additional available capacity:
 - (i) Whether the actual rate of development in the wider area is slower than anticipated;
 - (ii) Whether the proposal would have lesser peak hour trip generation than anticipated, which would provide additional capacity within the transport network;
 - (iii) Whether increased use of public transport within Drury has provided additional capacity within the transport network.
 - (d) Whether the proposal demonstrates methods that promote or provide for the increased use of public transport, including details of how those methods would be implemented, monitored and reviewed through a staff travel plan so as to contribute to a reduction in vehicle trips; and
 - (e) The effect of the timing and development of any other transport upgrades or transport infrastructure.
- (2) Integrated Transport Assessment for any other industrial activities to those listed as Permitted activities within Table IX.4.1:

An application for development of other industrial activities to those listed as Permitted activities within Table IX.4.1 must be accompanied by a new Integrated Transport Assessment that assesses and provides details of the following:

- (a) Whether the proposal maintains the safe and efficient operation of the transport network, including Karaka Road;
- (b) Whether the proposal achieves Policy IX.3(3);
- (c) The available capacity and effectiveness of the surrounding transport network, including having regard to whether any of the following provide additional available capacity:
 - (i) Whether the actual rate of development in the wider area is slower than anticipated;
 - (ii) Whether the proposal would have lesser peak hour trip generation than anticipated, which would provide additional capacity within the transport network;
 - (iii) Whether increased use of public transport within Drury has provided additional capacity within the transport network.
- (d) Whether the proposal demonstrates methods that promote or provide for the increased use of public transport, including details of how those methods would be

implemented, monitored and reviewed through a staff travel plan so as to contribute to a reduction in vehicle trips; and

- (e) The effect of the timing and development of any other transport upgrades or transport infrastructure.

(3) Riparian and wetland margin planting plan

- (a) An application for land modification, development and subdivision which adjoins a permanent or intermittent stream and/or natural inland wetland must be accompanied by a riparian planting plan identifying the location, species, planter bag size and density of the plants. Plant species should be native. The riparian planting plan must be prepared in accordance with Appendix 16 - Guideline for native revegetation plantings.

(4) Archaeological and Cultural assessment

- (a) An application for land modification must be accompanied by an archaeological assessment, including a survey. The purpose of this assessment is to evaluate the effects on archaeological and cultural values and must include a detailed assessment of those values developed in partnership with Mana Whenua, prior to any land disturbance, planting or demolition of a pre-1900 building, with the goal to protect any identified features where practicable.

(5) Monitoring of Standard IX.6.2 Staging of Development with Transport Upgrades

- (a) Any proposal for land use must demonstrate compliance with Standard IX.6.2 Staging of Development with Transport Upgrades. Any application must contain details of the maximum amount of commercial or industrial GFA proposed to be enabled.

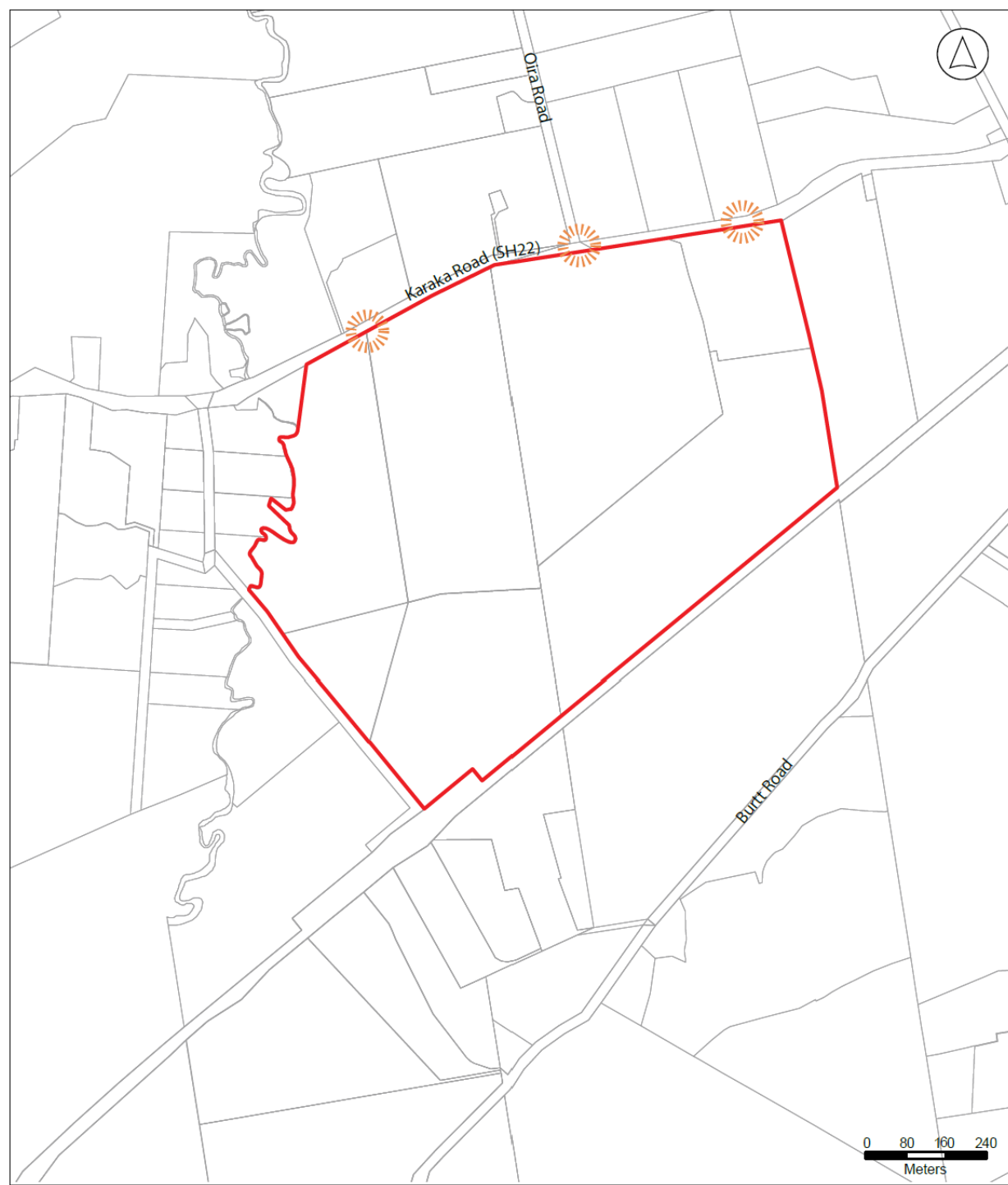
(6) Monitoring of Standard IX.6.6 Maximum Impervious Area

- (a) Any proposal for development must demonstrate compliance with Standard IX.6.6 Maximum Impervious Area. Any application must contain details of the amount of impervious area proposed to be enabled, and must demonstrate that the total maximum impervious area within the Precinct of 80 per cent has not been exceeded.

(7) Site-Specific Watercourse Assessment

- (a) An application for any land modification, subdivision or development within 100m of the Oiroa awa (Creek) must be accompanied by a Site-Specific Watercourse Assessment prepared by a suitably qualified person. The assessment must include a stream reach assessment identifying any erosion hotspots, stream bank erosion and appropriate erosion mitigation measures.

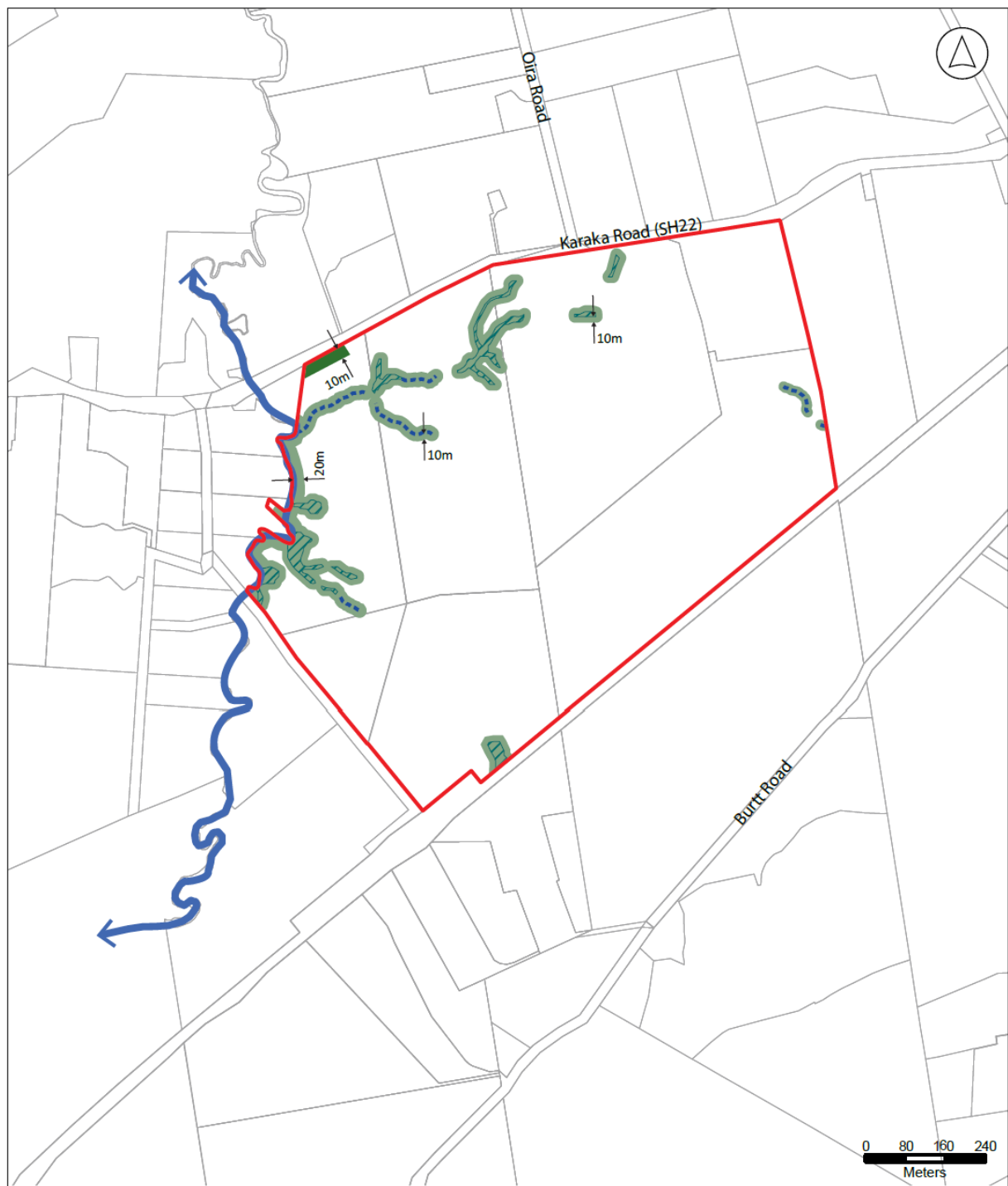
IX.10. Precinct plans
IX.10.1 Karaka Road Precinct: Precinct Plan 1: Indicative Access Network



Karaka Road - Indicative Access Network Plan

- Precinct Boundary
- Parcels
- Indicative Access Locations

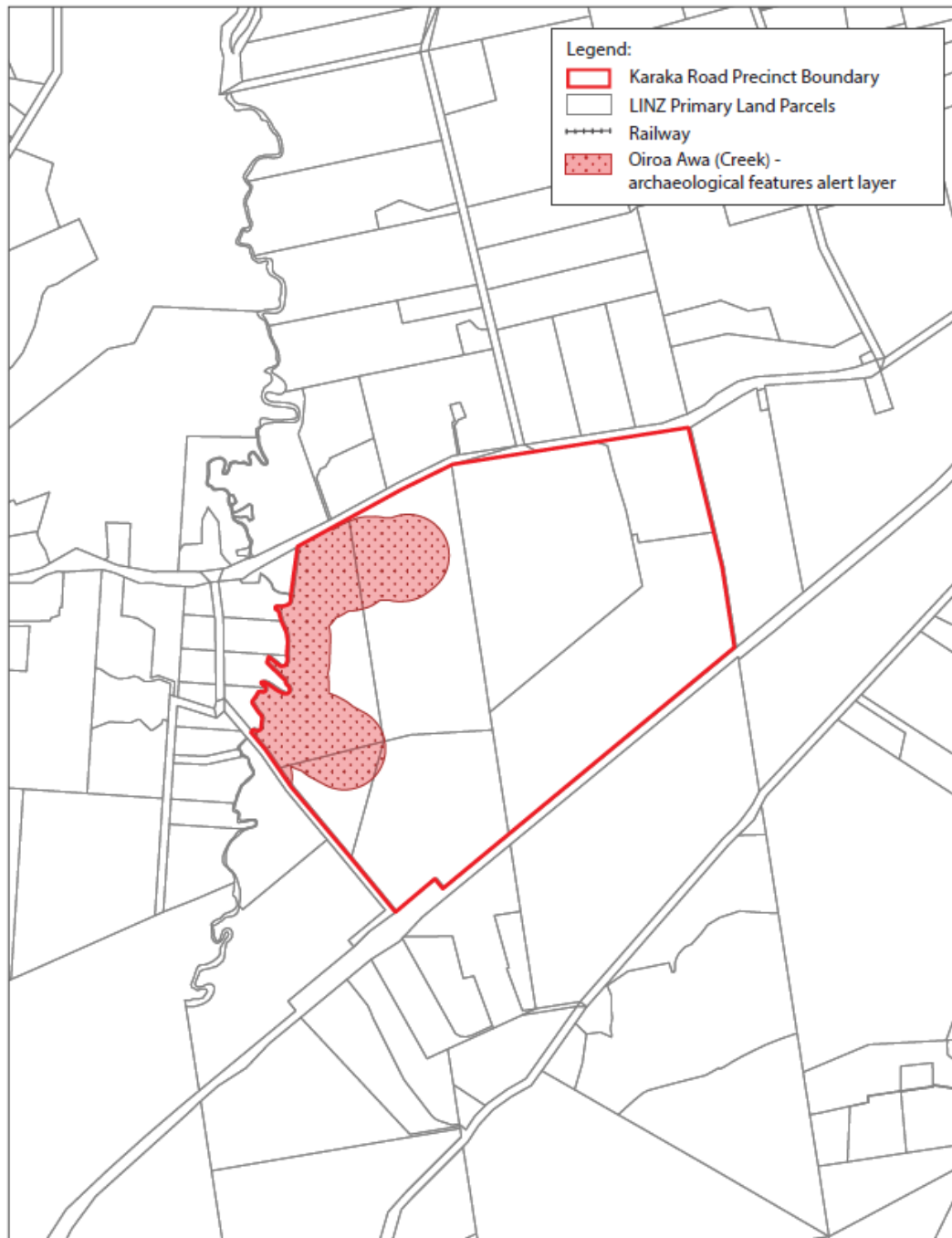
IX.10.2 Karaka Road Precinct: Precinct Plan 2: Indicative Riparian Margins and Special Landscape Area Plan



Karaka Road - Indicative Riparian Margin and Special Landscape Area Plan

- | | |
|---|------------------------------------|
| Precinct Boundary | Indicative Natural Inland Wetlands |
| Parcels | Indicative Riparian Margins |
| Oira awa (Creek) | Special Landscape Area |
| Other permanent or intermittent streams | |

IX.10.3 Karaka Road Precinct: Precinct Plan 3: Archaeological Sites



Karaka Road - Archaeological Features Alert Layer

The "Archaeological features alert layer" notation along the Oiroa awa (creek) identifies areas that may encounter archaeological features, in particular relating to Māori horticulture.

0 80 160 240 Meters Scale @ A4 = 1:12,000