

## **I616. Spedding Block Precinct**

### **I616.1. Precinct Description**

The purpose of Spedding Block precinct is to facilitate the transition from semi-rural land uses to the development of a light industrial business area in an integrated and comprehensive manner. The precinct will accommodate important infrastructure (including the extension of Spedding Road) that will enhance its integration into, and further enable the development of, the wider area.

Spedding Block Precinct seeks to realise the vision established within the Whenuapai Structure Plan 2016.

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

Stormwater management within the precinct is guided by the Tonkin and Taylor Spedding Block Stormwater Management Plan (2020). This assessment has identified that the streams and coastal waters within the precinct are degraded and sensitive to changes in land use and stormwater flows. As part of the stormwater management approach, stormwater treatment requirements and the stormwater management area control – Flow 1 have been applied to the precinct.

The site is situated within an area 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 is a stepping stone in this link for native wildlife and provides an ability to enhance these connections through riparian planting and restoration of degraded habitats whilst providing habitats for less mobile or flightless species.

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

### **I616.2. Objectives [rp/dp]**

#### *General*

- (1) Spedding Block Precinct is developed in a comprehensive and integrated way to facilitate the development of a business area with a primary light industrial land use function.

#### *Transport Infrastructure*

- (2) Transport infrastructure that is required to service development within the precinct:
  - (a) Provides for freight
  - (b) Provides for walking and cycling connections
  - (c) Mitigates traffic impacts on the wider road network; and
  - (d) Is co-ordinated with subdivision and development.
- (3) The construction of Spedding Road extension to Brigham Creek Road is enabled.

- (4) Future new strategic transport links that would enhance the precinct's integration with the wider Whenuapai and Redhills area and support growth beyond the precinct are protected.

*Ecology*

- (5) Provide for the health and well-being of streams and wetlands within the precinct to enhance these connections through riparian planting and restoration of degraded habitats whilst providing habitats for less mobile or flightless species.

*Stormwater Management*

- (6) Stormwater quality and quantity is managed to maintain the health and well-being of the receiving environment where it is excellent or good, and is progressively improved over time in degraded areas.

All relevant overlays, Auckland-wide and zone objectives apply in this precinct in addition to those specified above.

**I616.3. Policies**

*General*

- (1) Develop Spedding Block Precinct in general accordance with Precinct Plans 1-4.

*Transport Infrastructure*

- (2) Require the development of a transport network that implements the elements and connections on precinct plan 3 and 4 and is in accordance with Table I616.8.1: Road Function and Required Design Elements.
- (3) Ensure that subdivision and development provide for the future road corridors and connections shown in Precinct Plan 4.

*Stormwater Management*

- (4) Require subdivision and development to be consistent with the treatment train approach outlined in any approved stormwater management plan including in particular:
  - (a) Application of water sensitive design to achieve water quality and hydrology mitigation;
  - (b) Requiring the use of inert building materials to eliminate or minimise the generation and discharge of contaminants;
  - (c) Requiring management of runoff from all impervious surfaces by applying a treatment train approach to enhance water quality and protect the health of stream and marine environments;
  - (d) Seeking integrated improvements to water quality, habitat and biodiversity, including by providing planting on the riparian margins of permanent and intermittent streams; and

- (e) Preventing adverse erosion and sedimentation effects within the existing freshwater systems and coastal water including through the appropriate design and location of stormwater outfalls.

All relevant overlays, designations, Auckland-wide, and zone policies apply in this precinct in addition to those specified above.

#### I616.4. Activity table

- (1) Activity Table I616.4.1 specifies the activity status of regional / district land use and subdivision activities in the Spedding Block Precinct pursuant to section(s) 9(2) / 9(3) and 11 of the Resource Management Act 1991.
- (2) A blank in the activity status column means that the activity status in the relevant Auckland-wide or zone provision applies in addition to any standards listed.
- (3) In addition to the provisions of I616 Spedding Block Precinct, reference should also be had to the planning maps (GIS Viewer) which shows the extent of all designations, overlays and controls applying to land within the Spedding Block Precinct. These may apply additional restrictions. Development in the precinct may be 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.

**Table I616.4.1 Activity table**

Activity		Activity status
Use and development		
(A1)	Activities listed as permitted or restricted discretionary activities in Table H17.4.1 ActivityTable in the Business Light Industry Zone.	
(A2)	Use and development that does not comply with Standard I616.6(1)	NC
(A3)	Use and development that does not comply with Standard I616.6(2)	NC
Subdivision		
(A4)	Subdivision listed in Chapter E38 Subdivision	
(A5)	Subdivision that does not comply with Standard I616.6(4)(a)-(c)	NC
Lighting		
(A6)	Activities listed as permitted or restricted discretionary activities in Table E24.4.1 ActivityTable (Lighting)	
Vehicle crossings in vehicle access restriction area		

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(A7)	New vehicle crossing(s) within the vehicle access restriction area shown on Precinct Plan 4	RD
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### **I616.5. Notification**

- (1) Any application for resource consent for an activity listed in Activity Table I616.4.1 above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.

### **I616.6. Standards**

All activities listed in Activity Table I616.4.1 must also comply with the Standards I616.6(1)-I616.6(7).

- (1) No new buildings shall be occupied until the proposed Stage 2 of the State Highway 16 Brigham Creek to Waimauku improvement works, (Brigham Creek Road to Kumeu) are fully operational.
- (2) Prior to the occupation of any new buildings, the transport infrastructure shown on Precinct Plan 3 must have been constructed.
- (3) New structures, buildings and additions and alterations to buildings:
  - (a) Must not be located within the 24m wide protected corridor identified as the SH16 Overbridge Link on Precinct Plan 4 except where required to provide for an interim local road.
  - (b) Must be set back a minimum of 5m from the protected corridor identified as the SH16 Overbridge Link on Precinct Plan 4. This standard will not apply to portions of the corridor where an interim local road is constructed in accordance with Table I616.8.1 Road Function and Required Design Elements. This standard will also cease to have effect once a designation which includes the overbridge link is confirmed.
- (4) Subdivision:
  - (a) Must be designed to ensure the protection of the future road corridors and connections shown on Precinct Plan 4.
  - (b) Prior to the Council issuing a section 224(c) certificate for subdivision other than infrastructure, the transport infrastructure shown on Precinct Plan 3 must have been constructed.
  - (c) New and upgraded roads must be constructed in accordance with the Table I616.8.1 Road Function and Required Design Elements.
  - (d) Sites that front onto the vehicle access restriction area shown on Precinct Plan 4 must not have direct vehicle access to the road subject to the restriction. The

sites must be provided with access from rear lanes (access lots) or side roads at the time of subdivision.

(5) Stormwater quality

- (a) 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.
- (b) Stormwater runoff from all other impervious areas that do not meet (a) above 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)'.

(6) Lighting

- (a) Lighting shall not exceed 0.3 lux when measured at 1m above ground level at any point along the external boundary of the Significant Ecological Area.

(7) Riparian margins

- (a) At the time of subdivision or development, land within 20m of a permanent or intermittent stream or wetland shown on Precinct Plan 2, must be planted with native vegetation to a minimum width of 10m measured from the top of bank of the stream and/or the wetland's fullest extent. This standard does not apply:
  - (i) to Spedding Road's crossing over the Sinton Stream; or
  - (ii) where native vegetation planting to a minimum width of 10m has already been provided.

## **I616.7. Assessment – restricted discretionary activities**

### **I616.7.1. 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 development is provided;
  - (b) The effects of the proposal on the future ability to construct the road corridors and connections shown in Precinct Plan 4;
  - (c) Whether the proposal will provide for the safe and efficient functioning of the current and future transport network, including the State Highway network;
  - (d) Whether stormwater and flooding are managed appropriately; and
  - (e) Whether the ecological outcomes will be appropriate.
- (2) For a new vehicle crossing within an area where a vehicle access restriction applies:
  - (a) adequacy for the site and the proposal;
  - (b) design and location of access;
  - (c) effects on pedestrian and streetscape amenity; and
  - (d) effects on the transport network.

### **I616.7.2. 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) New buildings and additions and alterations not in accordance with standard I616.6(3)(a) and (b):
  - (a) The effect that the encroachment of the building has on the ability to facilitate the construction of the SH16 overbridge link as part of the strategic road network.
- (2) For lighting not complying with the standard in I616.6(6)(a);

(a) The effects on bat habitat within the Significant Ecological Area.

(3) For subdivision

- (a) Whether the proposed subdivision includes the delivery of the transport infrastructure identified on Precinct Plan 3;
- (b) Whether the proposed road corridors and connections will service the precinct in a safe and efficient manner;
- (c) Whether the proposed subdivision enables development that would require road infrastructure upgrades to be provided;
- (d) Whether the proposed subdivision will adversely affect the safe and efficient operation of the current and future transport network, including the State Highway network;
- (e) Whether a safe and efficient road design is provided;
- (f) Whether the proposal includes methods to ensure that the construction of the road corridors and connections shown in Precinct Plan 4 are provided for; and
- (g) Whether the following required works are located, designed, and undertaken in a manner that facilitates and avoids unnecessary rework in future upgrades to Brigham Creek Road, Trig Road, and Spedding Road to provide strategic network connections to service wider growth:
  - 1. Capacity improvements to SH16 / BCR roundabout. Queue activated metering lights to be installed at the Fred Taylor and Brigham Creek Road approaches to the roundabout
  - 2. Replacement of Brigham Creek Bridge with new bridge
  - 3. Signalised Spedding Road / Brigham Creek Road intersection with turning lanes to and from Spedding Road.
  - 4. Upgraded and signalised Spedding Road / Trig Road intersection.
  - 5. Interim upgrade of Spedding Road between Trig Road and the eastern edge of the Precinct.
  - 6. Partial reconstruction of Spedding Road extension
  - 7. Construction of Spedding Road extension between the Spedding Road roundabout and Brigham Creek road.
  - 8. Construction of Spedding Road extension - future arterial section located entirely within the Precinct.
  - 9. Construction of single lane roundabout (located between upgrades 7 and 8 ) with raised active mode crossing on arms.

(4) For a new vehicle crossing within an area where a vehicle accessrestriction applies:

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- (a) Whether appropriate alternative access can be provided to/from the site;
  - (b) Effects on the location and design of the access on the safe and efficient operation of the adjacent transport network having regard to:
    - (i) visibility and safe sight distances
    - (ii) existing and future traffic conditions including speed, volume, type, current accident rate, and the need for safe manoeuvring;
    - (iii) proximity to and operation of intersections
    - (iv) existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in this Plan; and
    - (v) existing community or public infrastructure located in the adjoining road, such as bus stops, bus lanes and cycleways
- (5) For Stormwater management not complying with Standard I615.6(5):
- (a) Whether development and/or subdivision is in accordance with any approved Stormwater Management Plan and Policies E1.3(1) – (14);
  - (b) The design and efficacy of 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.
- (6) For riparian margins not in accordance with standard I616.6(7)(a):
- (a) Whether the ecological outcomes achieved by the proposed riparian planting will be equal to or better than the requirement of I616.6(7)(a).

### **I616.8. Special information requirements**

- (1) Any subdivision or development, including any vegetation alteration or removal within 20m of a natural wetland, within SEA and/or within 10m of a stream (permanent or intermittent), or any building (including accessory activities) within 30m of SEA, in accordance with Precinct Plan 2, the application 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 5yrs, for all areas of SEA, stream, wetland and their buffer/riparian margins. The plan shall be in accordance with best practice methodologies of TP148 and/or AUP Appendix 16, or other subsequent Council restoration guide.



**Table I616.8.1 Road Function and Required Design Elements**

Road name	Proposed role and function of road in precinct area	Minimum road reserve width <sup>1</sup>	Total no. of lanes	Design speed	Median	Cycle provision <sup>2</sup>	Pedestrian provision	Freight or heavy vehicle route	Access restriction	Bus provision <sup>3</sup>
Spedding Road extension	Collector [small portion future 24m arterial]	24m <sup>4</sup>	2	40 km/hr for collector, 50km/hr arterial	Yes	Yes - both sides	Both sides	Yes	Yes, over arterial portion	Yes
Spedding Road extension - partial construction	Interim Collector [future 24m arterial]	21.9m	2	50 km/hr	Yes	Yes - one side <sup>5</sup>	One side <sup>6</sup>	Yes	Yes, on future arterial	Yes
Spedding Road reconstructed	Interim collector [future 24m arterial]	20.9m (existing)	2	50 km/hr	No	No	One side - wide footpath	Limited <sup>7</sup>	No	No
SH16 overbridge link	Interim local road [future 24m arterial]	TBD <sup>8</sup> [future 24m arterial]	2	30 km/hr	No	No [only as arterial]	Both sides	Yes	Yes	No
Brigham Creek Bridge	Arterial [future upgrade]	17.6m	2	60 km/hr	0.6m centreline marking	Yes - both sides	Both sides	Yes	n/a	Yes
Brigham Creek Road frontage upgrade	Arterial	n/a	n/a	n/a	n/a	Yes - along site frontage	Yes - along site frontage	n/a	Yes	n/a

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

<sup>2</sup> Cycle provision generally not required on local roads where design speeds are 30 km/h or less and traffic volumes are fewer than 2000 vehicles per day.

<sup>3</sup> Carriageway lanes and geometry of intersections capable of accommodating buses.

<sup>4</sup> Lesser width may be appropriate when more is known about access requirements for properties fronting the road.

<sup>5</sup> Cycle provision on other side intended when adjoining sites are developed.

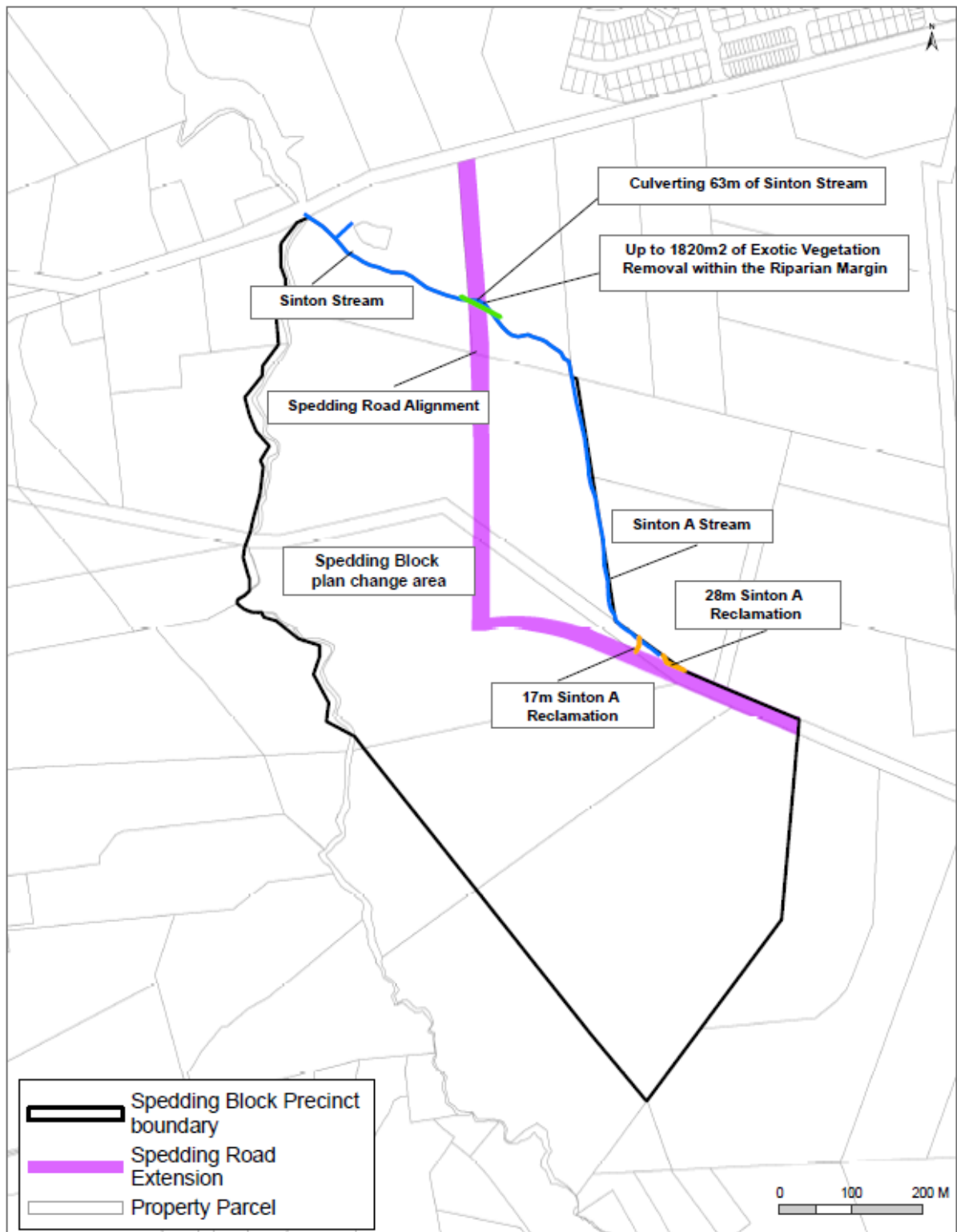
<sup>6</sup> Pedestrian provision on other side intended when adjoining sites are developed.

<sup>7</sup> Limitations of existing road width may mean that lane width will be sub-optimal for heavy vehicle use.

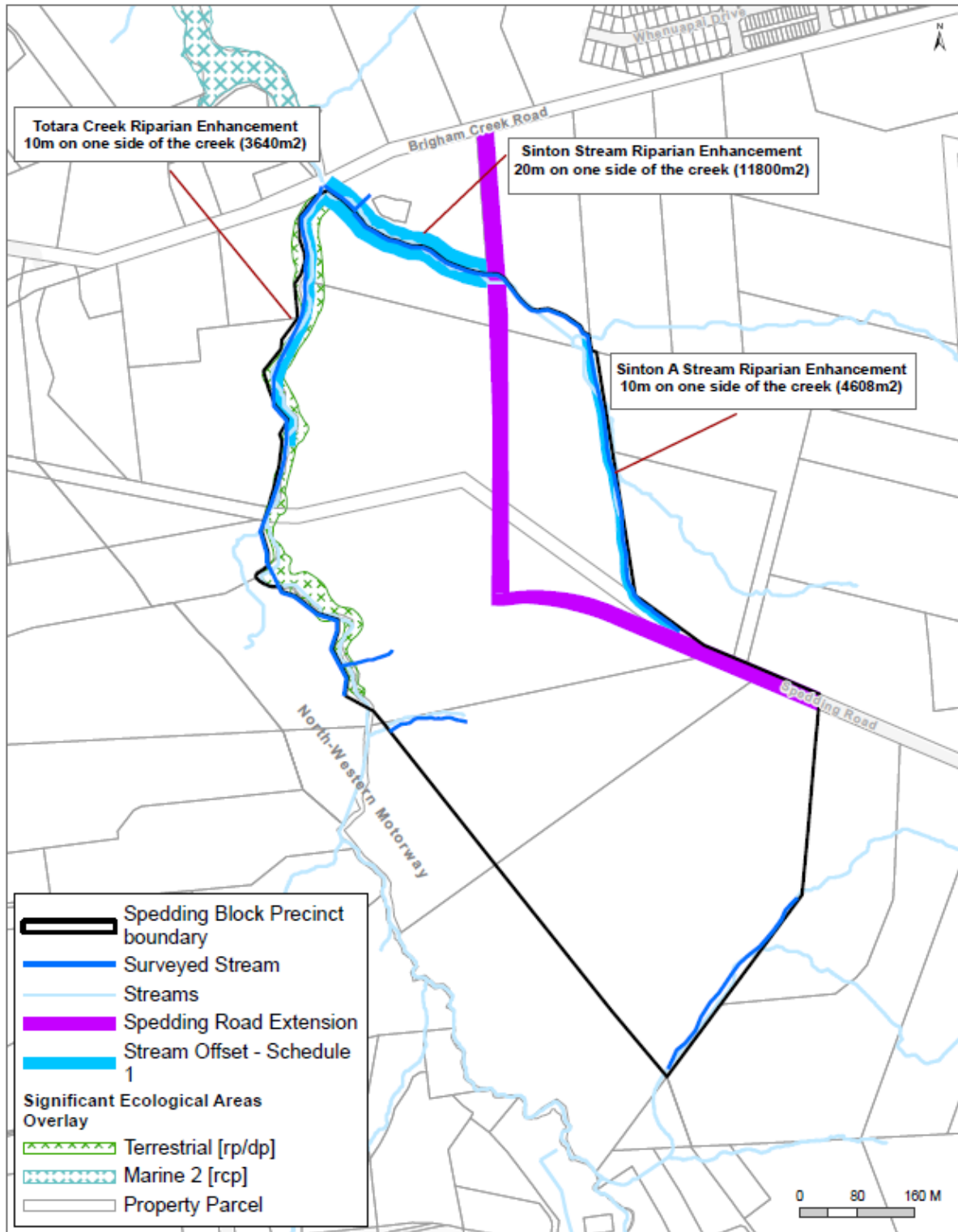
<sup>8</sup> To be determined, as there are a range of options for providing an interim local road suitable for upgrade to an arterial road within the 24m protected corridor.

**I616.9. Precinct plans**

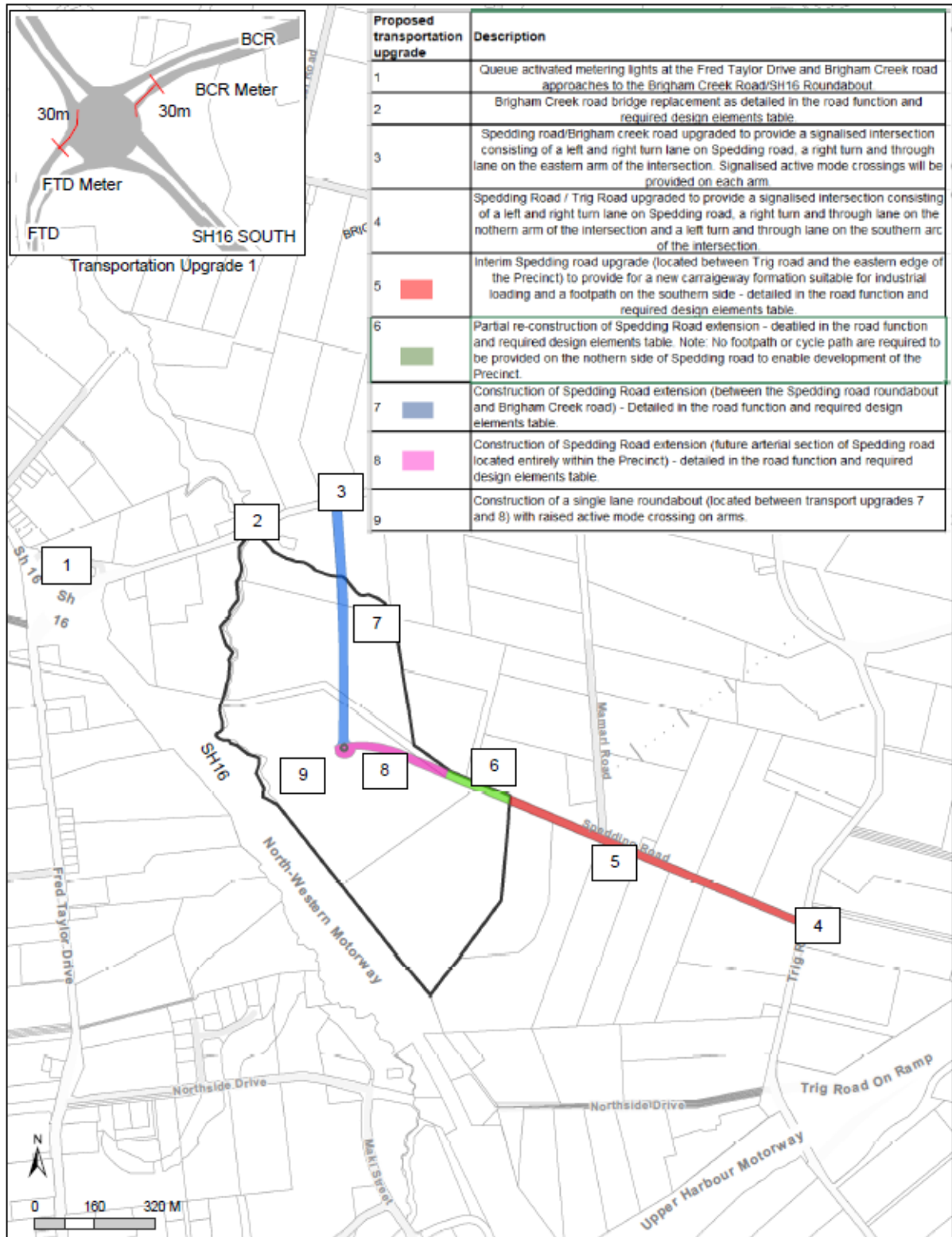
**I616.9.1 1 Name: Precinct plan 1 – Reclamation, drainage and vegetation clearance required for Sledding Road Construction**



**I616.9.2 Name: Precinct plan 2 - Stream and vegetation enhancements required for reclamation, drainage and vegetation clearance to enable the construction of Spedding Road (mitigation)**



I616.9.3 Name: Precinct plan 3 - Required transport infrastructure upgrades



I616.9.4 Name: Precinct plan 4 - Indicative road corridors and connections

