

I332. Tāmaki Precinct

I332.1. Precinct Description

The Tāmaki Precinct applies to land located at 231 and 261 Morrin Road, Glen Innes (being Lots 1 and 2 DP 328428). The site is over 12 hectares in area. It has been owned by the University of Auckland since 1945 and was developed as its Tāmaki Innovation Campus. The precinct is occupied by the University of Auckland, Landcare Research and the Ministry for Primary Industries. The University will be exiting the site in the short to medium term. The purpose of the precinct is to enable the land to be used for other uses than those provided for in the Business - Mixed Use Zone along with on-going use for a range of teaching, research and associated activities. In addition to development of the site for future uses, possible changes to the existing buildings are provided for which allows flexibility for on-going tertiary education activities until such time as the precinct is comprehensively redeveloped.

The precinct fronts Merton Road, Morrin Road and the land designated for the future extension of Te Horeta Road (as proposed by Auckland Transport in the Auckland Manukau Eastern Transport Initiative). It has Morrin Reserve on part of its southern boundary and Colin Maiden Park is located on the other side of its Morrin Road frontage. The land is located adjacent to the Glen Innes Town Centre, has excellent access to a range of transport modes (rail station, the various access improvements proposed in the Auckland Manukau Eastern Transport Initiative, cycling and bus routes), is in close proximity to amenities and community facilities, and is surrounded by a range of commercial, light industrial and recreation uses but does not adjoin any residentially zoned land. The strategic location and other characteristics of this land and existing buildings provide an opportunity for the establishment of a wide range of commercial, health, education, residential, and limited retail uses. The site also presents an opportunity for substantial new buildings, including more intensive uses having regard to its large size and locational attributes. The site characteristics support a maximum height limit of 24m although the impact of the two Volcanic Viewshaft overlays (W12 and W13) will restrict development in the southern part of the precinct.

To ensure integrated development of this large land area in a comprehensive manner, the applicant is required to produce design guidelines and an overall plan for all the land included in the precinct as part of the first land use or subdivision resource consent on the site to demonstrate how the land would be developed. The first and subsequent land use and subdivision consent applications are required to be consistent with the design guidelines and overall plan approved as part of the first land use or subdivision resource consent on the site, or any approved variation.

New buildings, including additions to existing buildings and accessory buildings will be assessed against specified urban design matters in a comprehensive manner, in addition to assessment criteria set out in [H13 Business – Mixed Use Zone policies H13.3 \(3\), \(4\) and \(5\)](#) to achieve quality urban design outcomes and ensure that the land is used efficiently.

Site-specific controls are set out below with regards to height, the front yard and landscaping along Morrin Road and Merton Road, height in relation to boundary for

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buildings near public open space boundaries, and a vehicle access restriction applying to Merton Road.

To ensure appropriate site development and support the amenity outcomes sought by the 6m yard to Merton Road and Morrin Road, motor vehicles sales, drive-through restaurants with entry/exits onto Merton Road or Morrin Road, as well as service stations fronting onto Merton Road or Morrin Road are listed as non-complying activities.

A requirement for the preparation of a comprehensive stormwater management plan prior to any development and/or subdivision of the site will ensure that appropriate measures are put in place to manage water quality and quantity.

Car parking maximums apply in the precinct and these will ensure an efficient use of the land and encourage patronage of public transportation, given the close proximity of the site to the Glen Innes bus and rail station facilities. A car parking limit, including a maximum number of 1530 office spaces which are required to be marked out at all times, is intended to mitigate congestion effects on the wider road network.

The zoning of land within this precinct is Business – Mixed Use Zone.

I332.2. Objectives

- (1) Tertiary education facilities and industrial laboratories are enabled to meet the education needs of their students, facilitate research and economic development, and provide for the well-being of employees, students and visitors.
- (2) Tertiary education facilities and industrial laboratories integrate positively with the wider community and environment and mitigate potential adverse effects.
- (3) Tertiary education facilities, industrial laboratories and business activities benefit from co-location in this precinct.
- (4) New buildings and structures respond to and positively contribute to the amenity values of streets, public open spaces and surrounding context, thereby reinforcing sense of place.
- (5) A range of activities is enabled as appropriate to the precinct's location adjacent to a town centre and surrounding commercial, recreation and transportation uses in an area with extensive amenities and community facilities.
- (6) New buildings and structures will be able to attain a greater scale given the site's large size and absence of sensitive adjoining land uses, while maintaining regionally significant views to Maungarei/Mount Wellington.
- (7) The new development and activities:
 - (a) are comprehensively planned;
 - (b) support the rapid and frequent service network;
 - (c) avoid effects on the safety and efficiency of the road network;
 - (d) avoid adverse effects on the function and amenity of Morrin Reserve;

- (8) Future subdivision and development can accommodate the management of stormwater generated by new development in the precinct applying a water sensitive design.
- (9) Parking provision is restricted to reduce traffic congestion and provide opportunities to improve amenity.

The overlay, Auckland-wide and zone objectives apply in this precinct in addition to those specified above.

I332.3. Policies

- (1) Enable a range of activities and building development in the Tāmaki Precinct, including tertiary education, research, health, recreation, student accommodation and appropriate ancillary development and activities which are consistent with the precinct's location adjacent to the Glen Innes Town Centre and close proximity to public transport modes, recreation facilities, community facilities and other amenities.
- (2) Provide for activities which contribute to and benefit from co-location with a tertiary education facility, including research, innovation, learning, and related work experience.
- (3) Provide for detailed site-specific planning, development and implementation for a range of activities including those ancillary to tertiary education facilities with the requirement for the preparation of design guidelines and an overall plan at the time of the first land use or subdivision consent application for the precinct.
- (4) Require screening or landscaping of waste management facilities, service areas/buildings and parking to enhance their appearance when viewed from public places.
- (5) Provide for accessory activities to meet the needs of employees, students and visitors without undermining the function of nearby town centres as the primary location for business activities, and while avoiding, remedying or mitigating adverse effects on the transport network.

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- (6) Provide for a 24m building height to recognise and provide for the opportunity for buildings of greater scale resulting from the strategic location and characteristics of the land and absence of sensitive adjoining land uses.
- (7) Promote the comprehensive development and redevelopment of the precinct.
- (8) Manage stormwater runoff comprehensively and require water sensitive stormwater management solutions to be integrated into the site design and development and to be implemented.
- (9) Enable direct access to public transport, pedestrian and cycle networks and Glen Innes Town Centre.

(10) Restrict vehicular access to Merton Road.

(11) Manage parking by placing a control on the amount of parking that can be provided on the precinct.

(12) Manage shading effects on Morrin Reserve.

The overlay, Auckland-wide and zone policies apply in this precinct in addition to those specified above.

I332.4. Activity table [rp/dp]

All relevant overlay, Auckland-wide and zone activity tables apply unless the activity is specifically provided for by a rule in Activity Table I332.4.1 below.

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

Table I332.4.1 Activity table specifies the activity status of land use, development and subdivision activities in the Tamaki Precinct pursuant to sections 9(2), 9(3) and 11 of the Resource Management Act 1991 or any combination of all of these sections where relevant.

Table I332.4.1 Activity table

Activity		Activity status
Use		
(A1)	Activities not provided for	NC
Accommodation		
(A2)	Student accommodation	P
Commerce		
(A3)	Drive-through restaurant with entry/exit on to Merton Road or Morrin Road	NC
(A4)	Motor vehicle sales	NC
(A5)	Offices	P
(A6)	Service stations fronting Merton Road or Morrin Road	NC
Community		
(A7)	Community use of education and tertiary education facilities	P
(A8)	Hospitals with up to 50 beds	P
Development		
(A9)	External alterations and additions that are less than 10 per cent of the existing GFA of the building	P

(A10)	New buildings, or external alterations and additions that are more than 10 per cent of the existing GFA of the building	RD
(A11)	Parking in excess of numbers specified in I332.6.3	RD
(A12)	Development that is inconsistent with the overall plan for the precinct	RD
(A13)	Changes to the overall plan for the precinct	RD
(A14)	Development inconsistent with the approved Stormwater Management Plan for the precinct	RD
(A15)	Maintenance of stormwater management devices consistent with the approved Stormwater Management Plan for the precinct	P
(A16)	Flood mitigation works consistent with the approved Stormwater Management Plan for the precinct	P
Subdivision		
(A17)	Subdivision inconsistent with the approved design guidelines and overall plan for the precinct	RD
(A18)	Subdivision inconsistent with the approved Stormwater Management Plan for the precinct	RD

I332.5. Notification

- (1) Any application for resource consent for an activity listed in Table I332.4.1 Activity table 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 purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in [Rule C1.13\(4\)](#).

I332.6. Standards

The overlay, zone and Auckland-wide standards apply in this precinct, except for Standard [H13.6.1](#) Building height.

All activities listed as permitted or restricted discretionary in Table I332.4.1 must comply with the following permitted activity standards.

I332.6.1. Maximum Building Height

- (1) Buildings must not exceed 24m in height

I332.6.2. Yards and landscaping

- (1) A 6m front yard is required adjoining the road boundary of Merton and Morrin Roads. No less than 60 per cent of the front yard must be landscaped and

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maintained to the satisfaction of the Council at all times and in such a manner as to create and preserve a good standard of amenity.

- (2) Café decks and patios are eligible to count as landscaping.
- (3) Individual site entries, car manoeuvring areas or carpark areas must not exceed 8 metres in width within the front yard required in (1) above.

I332.6.3. Parking

In addition to the parking standards set out in Standard [E27.6.2](#) Number of parking and loading spaces, the following parking standards apply.

- (1) Parking may either be provided on the same site as the activity to which it relates, or on another site within the precinct.
- (2) Permitted parking on the land within the precinct:
 - (i) is restricted to a maximum of 3,780 spaces overall and, of that quantum, a maximum of 1,530 parking spaces for office activity, unless parking spaces for office activity are 1000 or less in which case a maximum of 4,250 spaces overall; and
 - (ii) all parking spaces for office activity must be clearly marked as such.
- (3) In the event that parking required by Table [E27.6.2.3](#) Parking rates - area 1 exceeds the parking maximum in I332.6.3(2) above, then the parking maximum in I332.6.3(2) applies.

I332.6.4. Vehicle access

- (1) There must be no vehicle ingress or egress to the land in the Tāmaki Precinct from Merton Road.

I332.7. Assessment – controlled activities

There are no controlled activities in this precinct.

I332.8. Assessment – restricted discretionary activities

I332.8.1. Matters of discretion

The Council will restrict 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) Stormwater Management Plan, amendments to a Stormwater Management Plan, a replacement Stormwater Management Plan or variations to the approved Stormwater Management Plan.
 - (a) The extent to which the design, location and capacity of infrastructure servicing is likely to meet the needs for such services in an appropriate manner.

- (b) Whether adequate provision has been made to ensure integration of development with neighbouring areas.
 - (c) Whether adequate provision has been made for staging of development.
 - (d) Whether adequate provision has been made for integrated stormwater management.
 - (e) Whether adequate provision has been made to ensure appropriate water quality outcomes.
 - (f) The extent to which provisions has been made to manage potential impact on overland flow paths including:
 - (i) obstruction of flows;
 - (ii) any change to location and capacity;
 - (iii) any change to overland flow on other properties.
 - (g) Whether adequate provision has been made to manage effects on existing infrastructure.
 - (h) The extent to which provision has been made to manage potential changes in flood depth and frequency upstream and downstream of the site and potential flooding of habitable floors.
 - (i) Whether adequate provision has been made for the treatment of stormwater and ensuring appropriate standards of stormwater quality before discharge from the site.
 - (j) Whether adequate provision has been made for on-going access and maintenance requirements.
 - (k) Whether appropriate methods of providing for long term maintenance and protection such as easements are identified.
- (2) Parking in excess of numbers specified in I332.6.3.
- (a) Whether adequate provision has been made to ensure accessibility to public transport and active mode networks.
 - (b) The extent to which provision has been made to manage the effects of traffic generated by activities in the precinct.
 - (c) The extent to which provision has been made to manage the effects of traffic generated by development in the precinct on capacity and safety of the road network.
- (3) New buildings, or external alterations and additions that are more than 10 per cent of the existing GFA of the building.

- (a) Whether the relationship of buildings to the street edges is appropriately managed.
 - (b) The extent to which provisions has been made to manage the effects arising from the height of development.
 - (c) The extent to which provision has been made to manage the sustainability of the design (reuse of existing buildings, passive solar design).
 - (d) The extent to which provision has been made to manage the quality and adaptability of buildings.
 - (e) Whether the orientation of buildings to roads and public places (existing and future) is appropriately managed.
 - (f) Whether the effects of fences and walls, along frontages and adjoining public places including reserves are appropriately managed.
 - (g) The extent to which provisions has been made to ensure provision of active frontages and continuity of frontages.
 - (h) Whether clear and legible entrances to buildings (including for vehicles) are provided to enhance the sense of pedestrian access and to minimise conflict.
 - (i) The methods used to integrate car parking underground or within buildings so it is not highly visible from the street, and to minimise any new areas of at-grade parking areas other than kerbside.
- (4) The overall plan for the use and development of all land within the Tāmaki Precinct.
- (a) The appropriateness of the design of the site layout having regard to the policies for the development of the precinct.
 - (b) The adequacy of the proposed arrangements for travel demand management having regard to the policies for the development of the precinct.
 - (c) The adequacy of the provision made for open space and the suitability of the proposed locations having regard to the policies for the development of the precinct.
 - (d) The adequacy of the provision made for infrastructure servicing to meet the needs for the planned development outcomes for the precinct.
 - (e) The arrangements made for the integration of development and use having regard to the policies for the development of the precinct.
 - (f) The proposed methods and arrangements for staging of development, infrastructure and services to ensure that the policies for the development

of the precinct are applied to the extent practicable throughout the progress of the development of the precinct.

I332.8.2. 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) Stormwater Management Plan including amendments to a Stormwater Management Plan, a replacement Stormwater Management Plan or variations to the approved Stormwater Management Plan.
 - (a) The location and capacity of infrastructure servicing including the extent to which the proposed infrastructure is adequate to service all the land in the Tāmaki Precinct, including the proposed development having regard to Council standards.
 - (b) Whether the design of stormwater management devices has regard to Council standards for management of quality, volume and discharge and achieves appropriate water quality outcomes.
 - (c) Whether appropriate maintenance plans for the stormwater management devices are provided and whether access for maintenance is adequately provided.
 - (d) Consistency with any relevant network discharge consent or publicly available and current Council stormwater management plans and/or analysis.
 - (e) The extent to which the stormwater management plan has achieved integrated and effective stormwater management across all the land in the Tāmaki Precinct.
 - (f) Whether there is clear identification of those elements that are to be vested in Council and that they meet the Council requirements for vested infrastructure.
 - (g) The extent to which adverse effects of stormwater diversions and discharges are prevented or mitigated, including cumulative effects, to the extent possible having regard to:
 - (i) the nature, volume and peak flow of the stormwater discharge;
 - (ii) avoiding the creation or increase of flood risk to other properties;
 - (iii) options to manage stormwater on-site or the use of communal stormwater management measures.
 - (h) The extent to which floodplains and development are managed and whether overland flow paths have been identified and protected.

- (2) Parking in excess of numbers specified in I332.6.3.
- (a) Whether the provision of facilities on site is sufficient to accommodate the expected numbers of pedestrians, cyclists, moped, motorbike and public transport users.
 - (b) The extent to which the proposal achieves greater accessibility to existing or new pedestrian and cycle and public transport networks.
 - (c) The adequacy of provision for integration with, and avoidance of adverse effects on the safety and efficiency of the transport network of the surrounding area, including any necessary upgrades to the surrounding road network.
 - (d) The adequacy of any measures to mitigate adverse effects on the capacity of the adjacent roading network caused by expected traffic generation of a proposal.
 - (e) Whether the effects on existing and probable future traffic volumes on adjacent roads can be appropriately managed.
 - (f) Whether the proposal demonstrates the ability of the adjacent existing or planned roading network systems to handle increased traffic and the feasibility of improving the roading network systems to handle increased traffic.
- (3) The policies set out in [H3.3 \(4\), \(5\) and \(6\)](#) are to be applied for new buildings, or external alterations and additions that are more than 10 per cent of the existing GFA of the building.
- (4) The overall plan to manage the use and development of all land in the Tāmaki Precinct, and any proposed change to the plan are to be assessed in terms of the extent to which the layout of all the land in Tāmaki Precinct will achieve an urban structure that addresses the following matters:
- (a) A network of roads, intersections and connections providing for safe and efficient vehicle, pedestrian and cycle circulation through the site.
 - (b) Provision for convenient and direct pedestrian and cycle access to the Glen Innes town centre and public transport services.
 - (c) The layout of blocks and building platforms having regard to the circulation network and any open space.
 - (d) The relationship of the urban structure to surrounding development including Morrin Reserve, Colin Maiden Park and the Auckland Manukau Eastern Transport Initiative project.
 - (e) The number and location of vehicle access points, the form of roads, streets and intersections, and the extent to which proposed new access

points, roads, streets and intersections integrate with existing transportation infrastructure.

- (5) The provisions made for the management of travel demand including:
 - (a) the measures provided as part of the development to manage traffic demand, alternative transport options, including a travel management plan, and connections to public transport and key connections to and within the wider area;
 - (b) any travel management plan methods for the purposes of encouraging increased use of public transport and active modes (such as walking and cycling) as a means of travel to the site designed to discourage low occupancy private vehicle use for most users of the offices, and to meet or exceed the desired travel mode splits, would need to be finalised as a condition of consent.
- (6) The adequacy and appropriateness of the provision for open space and any connections to a public place the public open space network (parks, reserves and streets).
- (7) The availability of infrastructure and/or the ability to install and/or upgrade infrastructure to service the proposed development for stormwater, wastewater and water supply.
- (8) The extent to which the proposed development and use on the land in the Tāmaki Precinct, including any provision for the transport network or open space, integrates into a coherent form and function with any intended or consented use or development of the balance of the site.
- (9) Whether the timing of infrastructure coincides and is coordinated with the expected staging of development to facilitate integrated transport and land use planning.

Note: The staging of development of the land within the Tāmaki Precinct should be linked with the timing of infrastructure upgrades and where development is proposed ahead of upgrades the developer will be required to make development contributions or pay infrastructure growth charges to contribute towards the cost of any necessary infrastructure upgrades in the local area, resulting from the associated growth impacts resulting from development of the land.

I332.9. Special information requirements

- (1) An application for the first:
 - (a) subdivision consent (excluding any boundary adjustment or subdivision to provide for the existing Landcare parking shortfall; and the subdivision from the parent site (Lot 1 DP 328428) of a new title sufficient to contain the existing University of Auckland Data Centre building and the necessary curtilage, car parking and site access); or,

- (b) land use consent application (excluding additions to buildings that are less than 10 per cent of the existing GFA of the building);

must be accompanied by:

- (a) a comprehensive Stormwater Management Plan including stormwater quality and quantity management devices to service the development for all the land in the precinct which is in accordance with the additional matters of discretion and assessment criteria set out above;
- (b) an overall plan to manage the use and development for all the land in the Tāmaki Precinct that address the matters in paragraphs (i) to (xiii) below:
 - (i) site layout and circulation;
 - (ii) the number and location of vehicle access points;
 - (iii) building platforms;
 - (iv) proposed new roads and intersections;
 - (v) internal pedestrian and cycle network and connections to existing and future public pedestrian and cycle networks;
 - (vi) provision for the safe movement of pedestrians and cyclists across Merton Road to connect to the Glen Innes to Tāmaki Drive Shared Path;
 - (vii) maximum block size;
 - (viii) the relationship with the Auckland Manukau Eastern Transport Initiative project;
 - (ix) the form and location of roads and streets;
 - (x) the location of any open space;
 - (xi) travel demand management;
 - (xii) infrastructure servicing; and
 - (xiii) staging of development and infrastructure provision.

I332.10. Precinct plans

There are no precinct plans for this precinct.