

I422. Māngere Gateway Precinct

I422.1. Precinct description

The Māngere Gateway Precinct is comprised of land generally north of the Auckland International Airport and west of George Bolt Memorial Drive and Kirkbride Road. The area has been historically rural in character, however is in transition with industrial development occurring within the precinct. The wider area contains important resources such as the Makaurau Marae and papakāinga area, Ōtuataua Stonefields Historic Reserve, and the Waitomokia and Oruarangi Creeks.

The area has significance extending over hundreds of years as a centre of food gathering and production. Local iwi fished from the harbour, harvested shellfish, grew kūmara in the high-quality volcanic soils, and lengthened the growing season using volcanic rock gardens to heat the soils and increase drainage. Iwi have strong ancestral and spiritual associations with the whole area. It also contains significant natural, cultural and built heritage resources, and public open space.

The purpose of the precinct is to enable the development of land within the precinct in a manner that recognises the significant cultural, natural and built heritage resources of the area.

Significant characteristics of the precinct include:

- (1) Māori cultural associations with the area, including wāhi tapu. Examples include:
 - (a) the Ōruarangi awa, and the harvesting of food from the awa;
 - (b) the cultural and use values of the harbour, including coastal access, and harvesting of kaimoana;
 - (c) the potential for koiwi and archaeological remains surviving under the pasture within the precinct land; and
 - (d) the adjoining Special Purpose – Māori Purpose Zone, containing the Ihumātao Papakainga and Makaurau Marae, representing almost continuous Māori occupation of the Ihumātao Peninsula over many centuries.
- (2) Heritage and historic associations, including:
 - (a) cultivation of much of the area as part of a larger food production area over approximately eight centuries by local Māori and (from the mid-19th century) Europeans;
 - (b) examples of 19th century dry stone walls;
 - (c) historic farmhouses; and
 - (d) the archaeological, architectural, cultural, historic, scientific and technological values associated with the natural and physical resources of Ihumātao that relate to both the Māori and European occupation and use of the land.
- (3) Landscape and amenity values, including:

- (a) the coastal environment east and north of the quarried Maungataketake cone, extending to the site of the former Ihumātao Wesleyan Mission Station and farmstead and nearby settlements, which retains its rural context and surroundings;
- (b) the open space context within which the Ihumātao Papakainga and Makaurau Marae lie;
- (c) the open space context within which the Ōtuataua Stonefields Reserve lies;
- (d) the adjoining Ōtuataua Stonefields reserve, which contains and protects the bulk of known remnants of past farming practices and wāhi tapu and within the reserve, the Ōtuataua and Pukeiti volcanic cones, cone slopes and lava caves;
- (e) Ellett's Quarry.

The council has identified a Māngere Gateway heritage route, part of which runs through this precinct, to recognise the character and identity of this area. The entire route runs from Auckland International Airport to Māngere Bridge township and Māngere Mountain. The heritage route is intended to create a visitor experience highlighting the natural and cultural heritage resources of the Māngere area.

The precinct provisions should be read in conjunction with the Auckland Airport Precinct.

Sub-precinct A

This sub-precinct covers approximately 25.5ha land fronting Kirkbride, Creamery and Ascot roads, with an extensive frontage to Kirkbride Road. Sub-precinct A is adjacent to the Mangere Wastewater Treatment Plant. While the odour effects of the Mangere Wastewater Treatment Plant are controlled through an odour buffer designation, the precinct establishes additional restrictions on the establishment of sensitive land uses in proximity to the treatment plant.

Sub-precincts B and C

These sub-precincts cover approximately 29ha east of Ōruarangi Road. They form part of the Māngere Gateway heritage area and, within the precinct, are the areas closest to the most sensitive cultural, heritage and landscape areas around Ōruarangi Road, the Ōtuataua Stonefields and the Ihumātao papakāinga.

Sub-precinct D

This sub-precinct covers the southern future urban zoned areas which front Ihumātao Road.

The zoning of land within the Māngere Gateway Precinct is Business – Light Industry Zone, Future Urban Zone, Special Purpose - Cemetery Zone, and Open Space - Informal Recreation Zone.

I422.2. Objectives

- (1) Business activities in Sub-precinct A are provided for, allowing for a range of low impact commercial, office and light industrial activities.
- (2) The unique cultural, natural and built heritage resources of the Māngere Gateway area are recognised.
- (3) Consistent and high-quality urban design and amenity standards, relating to streetscape, site design, and appearance are created and maintained along and adjacent to the Māngere gateway heritage route.
- (4) A limited range of business activities is provided for in the Ōruarangi sub-precincts, including visitor-related activities in the area of the heritage route.
- (5) The relationship of Mana Whenua with their ancestral lands, water sites, wāhi tapu, and other tāonga is recognised.
- (6) The Māngere Wastewater Treatment Plant is protected from the reverse sensitivity and other adverse effects of the land use and subdivision activities that could compromise its future operations.
- (7) Infrastructure, including road, cycle and pedestrian networks, public transport networks, stormwater and wastewater drainage networks and water, power, gas and telecommunication supply networks, is provided for within the precinct.
- (8) Development and/or subdivision within the precinct facilitates a transport network that:
 - (a) integrates with, and avoids adverse effects on the safety and efficiency of the transport network of the surrounding area, including the Māngere Gateway heritage route and any upgrades to the surrounding network;
 - (b) facilitates transport choices by providing for pedestrians, cyclists, public transport facilities, and vehicles; and
 - (c) is designed and constructed in a manner that is consistent with the requirements of Auckland Transport and any relevant code of practice or engineering standards.

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

I422.3. Policies

- (1) Require a high standard of urban design for subdivision and land use activities, including the location and design of buildings, outdoor areas and signs, and avoid or mitigate adverse effects on the natural, cultural, built heritage and landscape values.

- (2) Enable the safe and efficient movement of vehicles, cyclists and pedestrians through well designed street network, with particular regard to maintenance of residential amenities in the Special Purpose – Māori Purpose Zone.
- (3) Require development of the heritage route, Ōruarangi Road and adjoining areas to integrate the natural and built environment through design elements.
- (4) Require subdivision and land use activities in Sub-precinct A to avoid or mitigate any potential for significant adverse effects, including reverse sensitivity effects on the operations of the Māngere Wastewater Treatment Plant.
- (5) Avoid any new road access from Kirkbride Road.
- (6) Enable large scale warehousing in Sub-precinct B.
- (7) Restrict activities to appropriately scaled visitor and tourist facilities in Sub-precinct C that will not compromise existing heritage features, including the Paul Homestead.
- (8) Require business activities in Sub-precinct A to avoid adverse effects on the adjacent residential areas.
- (9) Recognise the public open space adjoining the Waitomokia Creek as having important natural, landscape and heritage values.
- (10) Require the establishment of a buffer between the Special Purpose – Māori Purpose Zone and Sub-precinct C.
- (11) Ensure buildings maintain open space outlooks from Oruarangi Road, the Special Purpose – Māori Purpose Zone and the margins of the Waitomokia Creek.
- (12) Require a structure plan for Sub-precinct D to take into account significant cultural heritage and landscape values associated with this area.
- (13) Require the structure plan for Sub-precinct D to include consultation with Mana Whenua to identify significant Māori cultural associations with the area, and identify wāhi tapu.
- (14) Require large scale buildings in sub-precincts D to avoid adverse impacts on the features and values of significance in the area.
- (15) Require subdivision and/or development within the Mangere Gateway Precinct to provide for a transport network that:
 - (a) as a minimum, is in accordance with the transport network elements shown on Māngere Gateway: Precinct plan 1;
 - (b) supports safe and efficient movement of pedestrians, cyclists, public transport and vehicles; and

(c) is designed and constructed in accordance with the requirements of Auckland Transport and any relevant code of practice or engineering standards.

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

I422.4. Activity table

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

Table I422.4.1 Activity table - sub-precincts A, B and C and I422.4.2 Activity table – Sub-precinct D specify the activity status of land use and development activities in the Māngere Gateway Precinct pursuant to sections 9(3) and 11 of the Resource Management Act 1991. A blank table cell with no activity status specified means that the zone, Auckland-wide and overlay provisions apply.

Table I422.4.1 Activity table – sub-precincts A, B and C

Activity		Activity status		
		Sub-precinct A	Sub-precinct B	Sub-precinct C
Use				
(A1)	Any activity located within this Sub-precinct other than those activities listed below.			
Accommodation				
(A2)	Workers' accommodation	P	D	D
(A3)	Visitor accommodation	NC	D	RD
Commerce				
(A4)	Drive-through restaurants	NC	RD	NC
(A5)	Food and beverage up to 120m ² gross floor area per site	NC	D	P
(A6)	Entertainment facilities	NC	D	D
(A7)	Greenhouses	P	P	P
(A8)	Retail accessory to an industrial activity on the site where goods are manufactured on site and the retail gross floor area does not exceed 25 per cent of all buildings on the site or 250m ² , whichever is the lesser	RD	P	P
(A9)	Retail up to 200m ² gross floor area per tenancy	NC	NC	P
(A10)	Service stations	P	P	NC
(A11)	Trade suppliers	NC	NC	NC
(A12)	Veterinary clinics	NC	D	RD

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Community				
(A13)	Care centres	NC	D	D
(A14)	Education facilities	NC	D	D
(A15)	Emergency services	NC	P	P
(A16)	Healthcare facilities	NC	D	RD
Development				
(A17)	Any development within this Sub-precinct other than those listed below.			
(A18)	Buildings, structures and works including new or modified parking areas	RD	RD	RD
(A19)	External alterations or additions to buildings or structures on any site with frontage or access to the Māngere Gateway heritage route shown on Māngere Gateway: Precinct plan 1	RD	RD	RD
(A20)	Buildings and internal and external alterations to buildings not provided for in (A16) and (A17)			
Subdivision				
(A21)	Subdivision complying with Standard I422.6.8			
(A22)	Subdivision that does not comply with Standard I422.6.8	D	D	D

Table I422.4.2 Activity table – Sub-precinct D

Activity		Activity status
(A23)	Any activity located within this Sub- precinct other than those activities listed below.	
Development		
(A24)	Any development within this Sub - precinct other than those listed below.	
(A25)	Buildings that exceed total site coverage of 300m ²	D

I422.5. Notification

- (1) Any application for resource consent for an activity listed in Table I422.4.1 Activity table - sub-precincts A, B and C and I422.4.2 Activity table – Sub-precinct D 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\(4\)](#).

I422.6. Standards

The overlay, zone and Auckland-wide standards apply in this precinct unless otherwise specified below.

All activities listed as permitted or restricted discretionary in Table I422.4.1 Activity table - sub-precincts A, B and C and I422.4.2 Activity table – Sub-precinct D must comply with the following standards.

I422.6.1. Gross floor area – retail

- (1) The total gross floor area for retail must not exceed 1000m² in sub-precincts B and C combined.
- (2) Any activity that does not comply with Standard I422.6.1(1) is a non-complying activity.

I422.6.2. Public open space

- (1) An 18m-wide area of public open space must be provided within Sub-precinct C on the land adjoining the Special Purpose – Māori Purpose Zone, and identified as Area 1 on Māngere Gateway: Precinct plan 1.
- (2) The public open space identified as Area 1 on Māngere Gateway: Precinct plan 1 must be provided prior to establishing any further development requiring either a subdivision or land use consent within Sub-precinct C.
- (3) Standard I422.6.2(1) does not apply to a rural activity not involving the erection of buildings.
- (4) Subdivision or development that does not comply with Standard I422.6.2(1) is a non-complying activity.

I422.6.3. Māngere Gateway heritage route

- (1) The portion of the Māngere Gateway heritage route (as shown in Māngere Gateway: Precinct plan 1), must be constructed as part of the first stage at each stage of any development within the relevant sub-precincts.

I422.6.4. Indicative roads

- (1) Indicative roads must be provided in general accordance with Māngere Gateway: Precinct plan 1, subject to Standard I422.6.4(2).
- (2) The location of any formed road may vary from the alignment of the indicative road by a maximum of 20m, except that:
 - (a) the point or points at which the indicative road links in with any existing road, or any other indicative road, must not be varied; and
 - (b) the alignment of the road at the point where any indicative road intersects with a site boundary must not be varied.

- (3) Subdivision or development that does not comply with Standard I4226.4(1) and (2) is a discretionary activity.

I422.6.5. Building height

- (1) Buildings must not exceed 9m in height where they are located within 60m of the Special Purpose – Māori Purpose Zone.
- (2) All other buildings must not exceed 15m in height.

I422.6.6. Yards and building coverage

- (1) For sites adjoining Ōruarangi Road:
- (a) front yard: 10m; and
- (b) building coverage must not exceed 40 per cent for the area between 10m and 30m of the site frontage.
- (2) In all other areas the front yard: 5m.
- (3) There is no yard requirement for buildings as they relate to the 18m wide area of public open space identified as Area 1 in Māngere Gateway: Precinct plan 1.

I422.6.7. Signs

- (1) For sites having frontage to Māngere Gateway heritage route, signs are a discretionary activity.

I422.6.8. Subdivision

- (1) Site sizes for vacant sites must comply with the site areas and minimum frontage widths specified in Table I422.6.8.1 Site areas and minimum frontages.

Table I422.6.8.1 Site areas and minimum frontages

Sub-precinct	Minimum area	Minimum frontage - front/corner site	Minimum frontage – rear site
Sites in sub-precinct A and C	2000m ²	23m	9m
Sites in sub-precincts B	4000m ²	32m	9m

- (2) Subdivision for lots, roads, private ways and services, and stormwater systems is to protect any identified natural, cultural and historic heritage and landscape features.

I422.7. Assessment – controlled activities

There are no controlled activities in this precinct.

I422.8. Assessment – restricted discretionary activities

I422.8.1. 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) Drive-through restaurants:
 - (a) traffic and access; and
 - (b) development design.
- (2) Visitor accommodation:
 - (a) traffic and access; and
 - (b) development and design.
- (3) Buildings, structures and works including new or modified parking areas; or subdivision:
 - (a) site layout;
 - (b) design and external appearance of buildings and landscape design;
 - (c) design consistency within and between sub-precincts;
 - (d) coherent design for the Māngere Gateway heritage route, Oruarangi Road and surrounds;
 - (e) land use and transport integration;
 - (f) sub-precincts B – C – relationship to open space;
 - (g) adverse effects on heritage resources; and
 - (h) landscape treatment
 - (i) location and design of site access and the road network.
- (4) External alterations or additions to buildings or structures on any site with frontage or access to the Māngere Gateway heritage route shown on Māngere Gateway: Precinct plan 1:
 - (a) design and external appearance of buildings and landscape design;
 - (b) design consistency within and between sub-precincts;
 - (c) coherent design for the Māngere Gateway heritage route and surrounds;
and
 - (d) land use and transport integration.

I422.8.2. 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) Drive-through restaurants:

(a) drive-through ordering and collection points should be designed and located to avoid or mitigate adverse effects of noise, light, glare on adjacent residential zoned sites;

(b) refer to I422.8.2(2).

(2) Buildings, structures and works including new or modified parking areas; or subdivision:

(a) site layout:

(i) the site layout should reinforce or enhance the street pattern;

(ii) the site layout should be compatible with the site development of adjoining sites and the streetscape;

(iii) the building should align with the street, to create a clear spatial system along the street. Where streets are curved, the building should align with that curve, or alternatively should be stepped in plan in relation to the curve;

(iv) buildings on corner sites should be designed to respond to the site's prominence in the roading network and the adjoining road intersection; and

(v) car parking areas should be designed and located to ensure an attractive site layout, particularly when viewed from the road or public open spaces;

(b) design and external appearance of buildings and landscape design:

(i) the scale, form, design, height, and colour of the proposed building or structures (including fencing) should be sympathetic to existing built development and the wider natural, cultural and built heritage and landscape values of the area;

(ii) building and landscape design should be used to frame and define edges to roads, parks and stormwater reserves, and to emphasise key intersections;

(iii) service areas, loading docks and car parks should be separated from and not facing the front yard;

(iv) passive surveillance of reserves and public open spaces from the adjacent buildings should be provided for windows, balconies, indoor and outdoor activities overlooking these areas;

- (v) site levels, building scale, development intensity, building form, colour and texture should be used to reduce the apparent height and size of large buildings when viewed from the Māngere Gateway heritage route or public open spaces;
 - (vi) the main pedestrian entry to buildings should be clearly recognisable from the street;
 - (vii) in the case of any building that will contain an activity that will attract tourists, the building should be designed with features such as artwork that reflects the heritage of the Mangere Gateway precinct, and features including generous areas of glazing, verandahs over entrance areas, and a high quality of landscape planting around those parts of the building accessible to visitors should be provided;
 - (viii) in the case of any building visible from the Special Purpose – Māori Purpose zone or an open space zone (existing or proposed), the building design and external appearance should include or measures such as building setback and landscape planting that respond sensitively to cultural and landscape values;
 - (ix) front activities (i.e. the more active office, showroom or similar activities) should be located fronting adjacent streets and reserves; and conversely 'back' activities (i.e. warehouse, distribution, industrial, storage) should be in less visible locations;
 - (x) materials and colours of buildings (including buildings on adjoining sites) should be consistent;
 - (xi) any security fencing should be integrated with planting and buildings so as to avoid any adverse visual effect on adjacent roads, parks and stormwater management areas;
 - (xii) low glare, high cut-off exterior lighting should be used, and integrated with the building and landscape designs;
 - (xiii) signage should be integrated with the building and landscape design;
 - (xiv) planting along road frontages should achieve continuity to enhance the streetscape and character of the locality;
 - (xv) the landscape treatment should be of a similar scale as the proposed development, to provide adequate visual softening of large buildings and to screen car parking, loading and storage areas; and
 - (xvi) the proposed landscaping should be integrated with the type, quality, character and standard of landscape design developed for the relevant sub-precinct;
- (c) design consistency within and between sub-precincts:

- (i) buildings structures or works should be designed having regard to the context of adjoining sub-precincts and other surrounding land, natural features and buildings, structures and works;
- (d) the building, structures and works should promote a coherent design for the Mangere Gateway heritage route and adjoining land by:
 - (ii) ensuring a coherent spatial structure formed by the relationship of buildings to the street and to one another;
 - (iii) minimising the number of vehicle entrances onto the street;
 - (iv) aligning buildings to the street;
 - (v) locating buildings, structures and works, and access points to sites, so that heavy vehicle traffic (except buses) is discouraged on the Gateway heritage route;
 - (vi) locating the office component of a development at the front (street) part of the development;
 - (vii) using consistent materials on buildings;
 - (viii) using consistent planting, paving, lighting and fencing;
 - (ix) ensuring existing trees and shelter belts are retained where they may contribute to maintaining amenity values;
 - (x) providing trees along road berms and within front yards. These trees should be capable of reaching a similar scale as nearby buildings;
 - (xi) avoiding security fencing being closer to the front boundary of the site than the buildings on the site; and
 - (xii) enhancing the natural character of open space;
 - (xiii) pou, art, sculpture or other public amenity features should be of an appropriate design to represent the Māori and European history of the area and be located on land adjoining the Mangere Gateway heritage route, in order to promote a distinctiveness or sense of place appropriate for the wider heritage area;

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pou, art, sculpture and other public amenity features should generally be located only in open space areas or on sites that will attract tourists;

(e) Land use and transport integration:

- (i) a full Integrated Transport Assessment should be submitted with the application, and include consideration of:
 - all modes of transport that would support the land uses proposed;
 - in sub-precincts B and C, the possible location of and linkages to rapid transport networks;

- planning and development tools to facilitate sustainable transport;
 - travel plans, as appropriate to encourage uptake of sustainable transport options by employers and visitors;
 - car parking standards with justification for the number of spaces proposed, so land is used efficiently and effectively;
 - provision, where appropriate, to be made for cyclists, including cycle storage; and
 - any relevant funding matters;
- (ii) roads should be provided to create a connected roading pattern that avoids the need for rear sites;
- (iii) roads and frontage to those roads should be provided in general accordance with the indicative road pattern for sub-precincts B and C;
- (iv) roads should be designed to a consistent, high-quality standard;
- (v) sufficient cycleway and walkway linkages and facilities should be provided, and should be designed to contribute to the employment, visitor and recreational user attractiveness of the heritage area;
- (vi) the development framework plan should discourage heavy vehicle traffic movements through the Special Purpose – Māori Purpose Zone;
- (vii) the street and site layout should avoid adverse effects on the safety and efficiency of the adjacent road network;
- (viii) the street layout and street design should encourage heavy traffic movements (except buses) away from the Māori Purpose zone and away from the Gateway heritage route, except where there is no available alternative route for heavy traffic; and
- (ix) the transport network, including roads, pedestrian and cycling connections, should be designed and constructed in a manner that is consistent with the requirements of any relevant code of practice or engineering standards;
- (f) sub-precincts B-C: provision of and relationship to public open spaces and natural resources:
- (i) development proposals for the public open space areas identified in the precincts should generally reflect an informal or passive design that reflects the historic rural character, cultural and heritage values of the area including as viewed from the Mangere Gateway Heritage Route; and
- (ii) strong open space and visual connections to and around Waitomokia and Oruarangi Creeks should be created, and include provision for pedestrian and cycle linkages and locations for cultural, landscape and historical interpretive features;

(g) adverse effects on heritage resources:

- (i) buildings, structures and works adjoining that part of the Mangere Gateway Heritage Route within sub-precincts B and C should be designed in such a way as to incorporate historic trees and shelter belts and existing heritage buildings, including the provision of an appropriate area of domestic open space around the Paul Homestead (556 Oruarangi Road), and ensuring the location and scale of development complements rather than dominates that area;
- (ii) buildings, structures and works adjoining Oruarangi Road within sub-precincts B and C should be designed in such a way as to incorporate existing heritage buildings and historic trees, and complements those elements as well as responding sensitively to the cultural and landscape values of the area;
- (iii) development proposals should identify and incorporate any cultural heritage resources, in a way that integrates with and enhances those resources;
- (iv) Sub-precinct C should be developed in such a way as ensures a separate identity is maintained for development within the Special Purpose - Maori Purpose Zone; and
- (v) Sub-precinct C should be developed in such a way as the outlook from the Special Purpose - Maori Purpose Zone is dominated by landscaped open space rather than buildings, carparks and vehicle accessways;

(h) landscape treatment:

- (i) consistent landscape design should be established and maintained along the Gateway heritage route;
- (ii) existing trees and shelterbelts that may enhance the amenity of buildings, structures and works should be retained;
- (iii) the form of new planting should enhance the amenity of buildings, structures and works (including density, species, depth and height) of new planting should be proposed is capable of attaining a similar scale to proposed buildings, and should relate appropriately to existing trees and shelterbelts on and immediately adjacent to the site;
- (iv) a continuity of planting along road frontages should be provided and maintained, wherever possible using species existing in the area;
- (v) the proposed landscaping should be placed so that it does not obstruct views of landscape or landmark features;
- (vi) the extent and form of landscaping should complement development in adjoining policy areas, contribute in a significant manner to the visual amenities of the site, and streetscape, and promote a

distinctiveness or sense of place appropriate for the wider heritage area;

- (vii) the proposed landscaping should be designed to create visual interest, and contribute to the amenities of the area;
- (viii) the landscape and streetscape design elements of the Māngere Gateway heritage route should be extended within and across road and other reserves and required yards (from building face to building face);
- (ix) the design should incorporate standard elements (street trees, other planting, lighting, furnishings, directional signs); and planting of a naturally occurring, irregular form along and parallel to the Māngere Gateway heritage route, contrasted with more geometric planting perpendicular to that route;
- (x) front boundaries should be defined by using locally sourced volcanic stone walls, hedges or linear planting; and
- (xi) specimen trees capable of attaining sufficient height should be used to frame and define the edges of roads, parks and storm-water reserves, and to emphasise key road intersections.

(3) External alterations or additions to buildings or structures on any site with frontage or access to the Māngere Gateway heritage route shown on Māngere Gateway: Precinct plan 1:

- (a) refer to Rule I422.8.2(2)(b) to (e).

I422.9. Special information requirements

- (1) Where landscaping is required, a resource consent application must be accompanied by the following information:
 - (a) a planting plan for the landscaped area that provides detail of the:
 - (i) site preparation for planting, weed and pest control;
 - (ii) existing trees to be retained, species to be planted, size of plants, where they are to be planted and density of planting; and
 - (iii) maintenance of planting, including fertiliser, replacing dead plants, animal and plant pest control and mulching;
 - (b) a re-vegetation plan/programme, including pre-planting site assessment and planting plan assessment and annual monitoring programme;
 - (c) evidence of consultation with local iwi.
- (2) A cultural impact assessment is required for an application for buildings, structures and works including new or modified parking areas or subdivision. This

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requirement may be waived by the Council for minor works before or after a comprehensive redevelopment of the site.

I422.10. Precinct plans

I422.10.1 Māngere Gateway: Precinct plan 1

