

MEMORANDUM

To: Auckland Council: Sanjay Bangs
From: Barker & Associates
Date: 22 May 2020
Re: 520 Great South Road: Planning RFI Response

520 Great South Road Plan Change Request

We write in response to your request dated 6 April 2020 for further information under Clause 23(1) to Schedule 1 of the Resource Management Act 1991 relating to the above private plan change request. This letter sets out our responses to the matters raised in your letter, and is supported by the following attachment prepared by the technical specialists supporting the plan change request:

- Attachment 1: 520 Great South Road Section 32 Assessment Report
- Attachment 2: Response to Transport Request for Further Information
- Attachment 3: Stormwater Management Plan
- Attachment 4: Response to Geotech Request for Further Information
- Attachment 5: Letter confirming wastewater network solution

The requests and our responses are set out below.

1.0 PLANNING

RFI	Request	Response
P1	Please expand on the section 32 analysis contained in Section 9.0 of the Section 32 Assessment to outline the costs and benefits of the identified options at a finer grain level.	Refer to additional section 32 analysis within Section 9.0 of the Section 32 Assessment Report.
P2	Please expand on the consultation undertaken with iwi groups outlined in Section 6.3 of the Section 32 Assessment report, including the timeframes, scope of engagement and documents provided to iwi groups (including all iwi groups with an interest in the land).	Refer to Section 6.3 of the Section 32 Assessment Report.
P3	Further information is sought as to the type of neighbourhood shop located within walking distance and the retail and commercial services present at the Papakura and Drury centres. The availability of these amenities is important to understand the local day-	The closet shop to the Plan Change area is located on 530 Great South Road approximately 150m to the south of the Plan Change area. This shop sells fruit and vegetables.

	<p>to-day needs of residents would be met within walking distance of the Plan Change area, particularly if the build-out of this PPC land occurs well-ahead of the development of the future Drury East centre.</p> <p>Commentary on the quality of pedestrian and cycling facilities and frequency of public transport is also sought to understand whether these will be genuine travel choices for future residents.</p> <p>Please provide further comment on the quality of access from the site to convenience retail and commercial services.</p>	<p>From the Plan Change area it is 1.5km to the Drury village. There are continuous footpaths on the western side of Great South Road that extend between the Plan Change area and Drury Village. The topography is relatively flat so therefore it is a gentle and manageable walk. The Drury Village has all the required day to day needs There is a foodmarket, butcher, bakery, hairdresser, beauty salon, real estate agent, petrol station and car workshop to name a few of the businesses located at Drury Village.</p> <p>Papakura is located 3km north of the Plan Change area. Whilst Papakura is located further away there are footpaths that extend between the Plan Change area and the Centre and the topography is relatively flat. Papakura is a larger centre with a wide range of retail, commercial, civic and other amenities.</p> <p>Both centres can also be accessed via established public transport. The primary mode of public transport serving the site is the 376 bus route with two sets of bus stops located within 400m on Great South Road. The 376 is a local service that runs between Drury and Papakura running at half hourly frequencies at peak times, down to hourly outside of the peaks. The Drury Central Train Station is due to be complete in 2024 and it is anticipated that bus services along Great South Road will increase to become a Frequent Transport Network. This is indicated in the Supporting Growth Alliance’s preferred network for the South: https://www.supportinggrowth.govt.nz/assets/2019-Launch-Website/c1c1831b2e/Indicative-Network-2019-Maps-South.pdf. To support this, as part of their resource consent application, the Plan Change Applicant is proposing a 5m setback from Great South Road to enable any necessary future road widening. Discussions with Auckland Transport on this matter are on-going as part of the resource consent process.</p>
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P4	Please expand on the assessment of the PPC against the FULSS in Section 6.2.2 of the Section 32 Assessment report to consider the matters set out in Appendix 1 and 2 of the FULSS.	Refer to Appendix 10 to the Section 32 Assessment Report.
P5	Please expand on the RPS Assessment provided as Appendix 4 to the request to clarify how the PPC is consistent with the identified RPS matters.	Refer to Appendix 4 of the Section 32 Assessment Report.
DE1	<p>Veolia Water have been consulted and have advised the following:</p> <p><i>“At present, there is insufficient capacity to service the proposed development. Upgrades to the downstream gravity wastewater network as well as pump station and storage will be required. Water network upgrades may also be required.”</i></p> <p>As cited above, there is insufficient capacity in the wastewater network to service the proposed area and there may be some upgrades required in the water supply reticulation. At the future subdivision or land use resource consent stage, necessary upgrades to the infrastructure network will be</p>	<p>Maven Engineering Consultants are providing engineering advice as part of the resource consent application currently being prepared to redevelop the site.</p> <p>Maven advise that a pump station can be provided on-site that would not pump during peak times either from the current existing catchment or from the proposed development. This on-site solution will take pressure off the existing downstream pump stations during peak times. This solution is currently being discussed with Veolia.</p>

MEMORANDUM



Urban & Environmental

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	required in consultation with Veolia Water.	
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