

# **AUCKLAND UNITARY PLAN OPERATIVE IN PART**

## **PROPOSED PLAN CHANGE 52 (Private) – 520 Great South Road, Papakura**

### **SUMMARY OF DECISIONS REQUESTED**

**Enclosed:**

- **Explanation**
- **Summary of Decisions Requested**
- **Submissions**

## **Explanation**

- You may make a “further submission” to support or oppose any submission already received (see summaries that follow).
- You should use Form 6.
- Your further submission must be received by 23 October 2020.
- Send a copy of your further submission to the original submitter as soon as possible after submitting it to the Council.

**Summary of Decisions Requested**

Plan Change 52 (Private) - Great South Road, Papakura

Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary
1	1.1	Tingran	tingran.duan@gmail.com	Supports	Approve the plan change without any amendments.
2	2.1	Casey Norris	cnorris@ljhtakanini.co.nz	Opposes	Decline the plan change as it will directly effect the submitters property outlook, value, sun light, drainage and traffic management.
3	3.1	Jamie Barry Mackenzie	jamie.mackenzie@live.com	Opposes	Decline the plan change.
4	4.1	Chris Caldwell	ccaldwell@xtra.co.nz	Supports	Approve the plan change with the amendments requested by the submitter.
4	4.2	Chris Caldwell	ccaldwell@xtra.co.nz	Supports	Upgrade the safety provisions for the proposed intersection.
5	5.1	Judy and Peter Coleman M & J Coleman	totaras117@gmail.com	Opposes	Seeks that the entire area should be looked at as a whole as this would be better for the environment and would allow better planning for its community as per comments in submission.
5	5.2	Judy and Peter Coleman M & J Coleman	totaras117@gmail.com	Opposes	Oppose the parcel of land being rezoned Mixed Housing Urban.
6	6.1	Priyanka Hulikoppe	skadole@yahoo.com	Opposes	Decline the plan change.
6	6.2	Priyanka Hulikoppe	skadole@yahoo.com	Opposes	Seeks that the whole area be developed together and considered together rather than rezoning small patches.
6	6.3	Priyanka Hulikoppe	skadole@yahoo.com	Opposes	Seeks that there be some open space (gaps) between urban and suburban zones.
7	7.1	Julia Marr	julia@jmarrphysio.co.nz	Supports	Approve the plan change with the amendments.
7	7.2	Julia Marr	julia@jmarrphysio.co.nz	Supports	Seeks for less dwellings to allow for community space within this new development and more parking.

**Plan Change 52 (Private) - Great South Road, Papakura**

**Summary of Decisions Requested**

Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary
8	8.1	Ngati Te Ata Attn: Karl Flavell	karl_flavell@hotmail.com	Opposes	Reject the Application on the basis that there has been a lack of iwi consultation, engagement and consideration of the Submitter's cultural preferences resulting in a failure to give effect to sections 6(e), 6(f), 7(a) and 8 of the RMA.
9	9.1	Lee & Gary Running	sales@atlas movers.co.nz	Supports	If the proposed plan change is not declined, than it be amended as outlined below.
9	9.2	Lee & Gary Running	sales@atlas movers.co.nz	Supports	Seeks that when infrastructure planning is being done/considered for 520 Great South Road and 21 Gatland Road, that there be consideration for future capacity and access to a storm water connections at 9 & 11 Gatland Road to be connected to.
10	10.1	Veolia Water Services Attn: Sanjeev Morar	sanjeev.morar@veolia.com	Neutral	Seeks a decision that ensures that the water and wastewater capacity and servicing requirements of the Proposal will be adequately met, such that the water and wastewater related effects are appropriately managed.
10	10.2	Veolia Water Services Attn: Sanjeev Morar	sanjeev.morar@veolia.com	Neutral	Seeks that the existing water infrastructure is modelled to ensure sufficient capacity. Should there be insufficient capacity, it is the responsibility of the Applicant to, at its cost, design and construct required network infrastructure upgrades.
10	10.3	Veolia Water Services Attn: Sanjeev Morar	sanjeev.morar@veolia.com	Neutral	Seeks that the wastewater disposal from the Plan Change Area is required to be connected to the public wastewater network, discharging to the Slippery Creek Wastewater Pump Station, Motorway Wastewater Pump Station and across State Highway 1 to the Hingaia Wastewater Pump Station.

Plan Change 52 (Private) - Great South Road, Papakura

Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary
10	10.4	Veolia Water Services Attn: Sanjeev Morar	sanjeev.morar@veolia.com	Neutral	Seeks that the Applicant will, at its cost, design and construct:  i. any wastewater infrastructure required to enable the connection of the Plan Change Area to the public wastewater disposal and collection system  ii. any water infrastructure required to enable the connection of the Plan Change Area to the public retail water network.
10	10.5	Veolia Water Services Attn: Sanjeev Morar	sanjeev.morar@veolia.com	Neutral	Seeks that the Applicant obtains approval from Veolia for the connection points to the local network to service the Plan Change Area.
11	11.1	Srini Reddy	nzreddyz@gmail.com	Opposes	Objects to PC 52 as this development will affect the submitter's newly proposed drive way and the median strip which was approved by the Auckland Transport for 541 Great South Road, which is opposite to 520 Great South Road.
12	12.1	Heritage New Zealand Pouhere Taonga Attn: Susan Andrews	sandrews@heritage.org.nz	Opposes	Approve the plan change with the amendments requested.
12	12.2	Heritage New Zealand Pouhere Taonga Attn: Susan Andrews	sandrews@heritage.org.nz	Opposes	Seeks that the plan change not be approved until such time as an archaeological assessment/field survey has been completed by an appropriately qualified archaeologist.
12	12.3	Heritage New Zealand Pouhere Taonga Attn: Susan Andrews	sandrews@heritage.org.nz	Opposes	Seeks that the plan change not be approved until such time as the plan change is amended as appropriate in response to the assessment to avoid effects on any identified archaeological sites in the first instance.

Plan Change 52 (Private) - Great South Road, Papakura

Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary
13	13.1	Auckland Transport Attn: Chris Freke	Chris.Freke@at.govt.nz; rachelm@barker.co.nz	Opposes	<p>That the Proposed Private Plan Change incorporate provisions and / or identifies appropriate mechanisms to provide for the upgrade of Great South Road to urban standard and to ensure that development does not adversely affect the ability to undertake any necessary upgrades to enable a future Frequent Transport Network.</p> <p>These provisions and / or mechanisms should include requirements addressing the following in relation to the upgrade of Great South Road:</p> <ul style="list-style-type: none"> <li>- Vesting and formation of frontage upgrades</li> <li>- Timing of upgrade requirements</li> <li>- Funding and delivery of the above work</li> </ul>
13	13.2	Auckland Transport Attn: Chris Freke	Chris.Freke@at.govt.nz; rachelm@barker.co.nz	Opposes	<p>Inclusion within the plan change of a requirement to form a link road with separate cycle facility between Great South Road and Gatland Road which should be readily capable of being extended northward. This should also indicate the alignment of the road.</p>
13	13.3	Auckland Transport Attn: Chris Freke	Chris.Freke@at.govt.nz; rachelm@barker.co.nz	Opposes	<p>That a more optimal alignment for the Great South Road to Gatland Road link is included as part of the plan change.</p> <p>In the event that the alignment is not changed, Auckland Transport seeks provisions to ensure the roads and intersections are designed so as not to preclude future access to the north and to avoid any adverse effects from through traffic.</p>
13	13.4	Auckland Transport Attn: Chris Freke	Chris.Freke@at.govt.nz; rachelm@barker.co.nz	Opposes	<p>That the Proposed Private Plan Change incorporate provisions and mechanisms to provide certainty around the assessment of the local network improvements required to mitigate the effects from development enabled under the plan change.</p> <p>That the Proposed Private Plan Change incorporate provisions allowing the staging of subdivision and associated mitigation related works to be a matter for discretion.</p>

**Plan Change 52 (Private) - Great South Road, Papakura**

**Summary of Decisions Requested**

Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary
13	13.5	Auckland Transport Attn: Chris Freke	Chris.Freke@at.govt.nz; rachelm@barker.co.nz	Opposes	That the Proposed Private Plan Change incorporate appropriate provisions / rules to address the matters raised within this submission.  These provisions could potentially be addressed by inclusion within the Auckland Unitary Plan of a precinct plan and associated provisions and or alternative mechanisms.
14	14.1	David and Sarah Bryant	davidbryant@outlook.co.nz	Opposes	Decline the plan change, but if approved, make the amendments requested by the submitter
14	14.2	David and Sarah Bryant	davidbryant@outlook.co.nz	Opposes	Rezone to Residential - Mixed Housing Suburban
14	14.3	David and Sarah Bryant	davidbryant@outlook.co.nz	Opposes	Establish continuous safe pedestrian access to nearby Town Centre's including pedestrian crossings.
14	14.4	David and Sarah Bryant	davidbryant@outlook.co.nz	Opposes	Undertake suitable consultation with property owners affected by the proposed road widening.



## **Submissions**

**From:** [Unitary Plan](#)  
**To:** [Unitary Plan](#)  
**Subject:** Unitary Plan Publicly Notified Submission - Plan Change 52 (Private) - Tingran  
**Date:** Sunday, 6 September 2020 12:15:39 AM

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The following customer has submitted a Unitary Plan online submission.

**Contact details**

Full name of submitter: Tingran

Organisation name:

Agent's full name:

Email address: tingran.duan@gmail.com

Contact phone number: 0210628283

Postal address:

1041

**Submission details**

**This is a submission to:**

Plan change number: Plan Change 52 (Private)

Plan change name: PC52 (Private): 520 Great South Road, Papakura

**My submission relates to**

Rule or rules:  
none

Property address: none

Map or maps: none

Other provisions:  
none

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:  
just interested to learn about this rezoning project

1.1 | I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 6 September 2020

**Attend a hearing**

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?  
Yes

**Declaration**

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

**From:** [Unitary Plan](#)  
**To:** [Unitary Plan](#)  
**Subject:** Unitary Plan Publicly Notified Submission - Plan Change 52 (Private) - Casey Norris  
**Date:** Saturday, 12 September 2020 11:16:07 AM

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The following customer has submitted a Unitary Plan online submission.

**Contact details**

Full name of submitter: Casey Norris

Organisation name:

Agent's full name:

Email address: cnorris@ljhtakanini.co.nz

Contact phone number:

Postal address:  
3/516 Great South Road  
Papakura  
2113

**Submission details**

**This is a submission to:**

Plan change number: Plan Change 52 (Private)

Plan change name: PC52 (Private): 520 Great South Road, Papakura

**My submission relates to**

Rule or rules:  
Plan change

Property address: 520, 522 Great South Road & 51 Gatland Road

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:  
It will directly effect my property outlook, value, sun light, drainage.  
Traffic management.

2.1

I or we seek the following decision by council: Decline the plan change

Submission date: 12 September 2020

**Attend a hearing**

Do you wish to be heard in support of your submission? No

**Declaration**

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

## Contact details

Full name of submitter: Jamie Barry Mackenzie

Organisation name:

Agent's full name:

Email address: [jamie.mackenzie@live.com](mailto:jamie.mackenzie@live.com)

Contact phone number:

Postal address:  
516b Great Sout Road  
Rosehill  
Auckland 2113

## Submission details

### This is a submission to:

Plan change number: Plan Change 52 (Private)

Plan change name: PC52 (Private): 520 Great South Road, Papakura

### My submission relates to

Rule or rules:

Property address: PC52 (Private): 520 Great South Road, Papakura - 522 Great South Road, Papakura and 21 Gatland Road, Rosehill

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

My partner and I have been living in our home since December 2017. A big factor in us buying our home was the semi rural outlook we have with the views of the Drury Hills, also the amount of the property got and the quietness of no other houses behind us. Prior to buying our home there was no mention of the land behind our home being subdivided and home homes built on it, if we were made aware of this we would not have brought where we did.

My partner and I along with our surrounding neighbors strongly oppose the future mixing housing urban development at 520 Great South Road and the adjoining site at 522 Great South Road and 21 Gatland Road, Rosehill.

The proposed 113 dwellings for the development is far too many for the land size which will mean that the houses will be crammed in, and the houses will be 2-3 story dwellings. Our current views will be completely gone with these houses going in and instead we will be looking at a 2-3 story dwellings that will all look the same and the houses literally crammed in side by side. We will no longer have

any privacy with these houses being up high and looking down on our home and houses being in close proximity to our fence line. We will also lose out on the sun that we get during the morning which will now be blocked out by these houses.

During peak times along Great South Road traffic can be noisy, however with these proposed new houses this will be even worse with more vehicles on the road causing traffic issues and increased noise coming from the houses which will cause ongoing issues. My partner and I are both shift workers and the majority of the time working night shifts and the construction that will be going on for a significant period of time will be a nuisance. The amount of construction that will be going on will also cause structural movement of the house and damage to our house foundations which is not covered under any insurance policy.

My partner and I along with our surrounding neighbors are all strongly opposed to this development, we wish that you take this submission into consideration.

3.1 | I or we seek the following decision by council: Decline the plan change

Submission date: 15 September 2020

### **Attend a hearing**

Do you wish to be heard in support of your submission? No

### **Declaration**

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

## Contact details

Full name of submitter: Chris Caldwell

Organisation name:

Agent's full name:

Email address: [ccaldwell@xtra.co.nz](mailto:ccaldwell@xtra.co.nz)

Contact phone number: 021818376

Postal address:  
39 Manuwai Lane  
Drury RD 2  
Auckland 2578

## Submission details

### This is a submission to:

Plan change number: Plan Change 52 (Private)

Plan change name: PC52 (Private): 520 Great South Road, Papakura

### My submission relates to

Rule or rules:

Property address:

Map or maps:

Other provisions:

Safety considerations for proposed intersection with Great South Road.

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

The plan change is consistent with the structure plan for the area I believe, however, the new intersection should be enhanced with a safety lane provided on Great South Road to allow right turning traffic onto Great South Road a safety lane from which it can merge into the full traffic flow. Great South Road is already busy and with the existing and proposed projects will become even busier, therefore right turning options will need to become more robust. I have attached a schematic diagram of what I am proposing.

4.1 | I or we seek the following decision by council: Approve the plan change with the amendments I requested

4.2 | Details of amendments: Upgrade the safety provisions for the proposed intersection

Submission date: 17 September 2020



Supporting documents  
GSR - Intersection layout\_1.pdf

### **Attend a hearing**

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?  
Yes

### **Declaration**

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

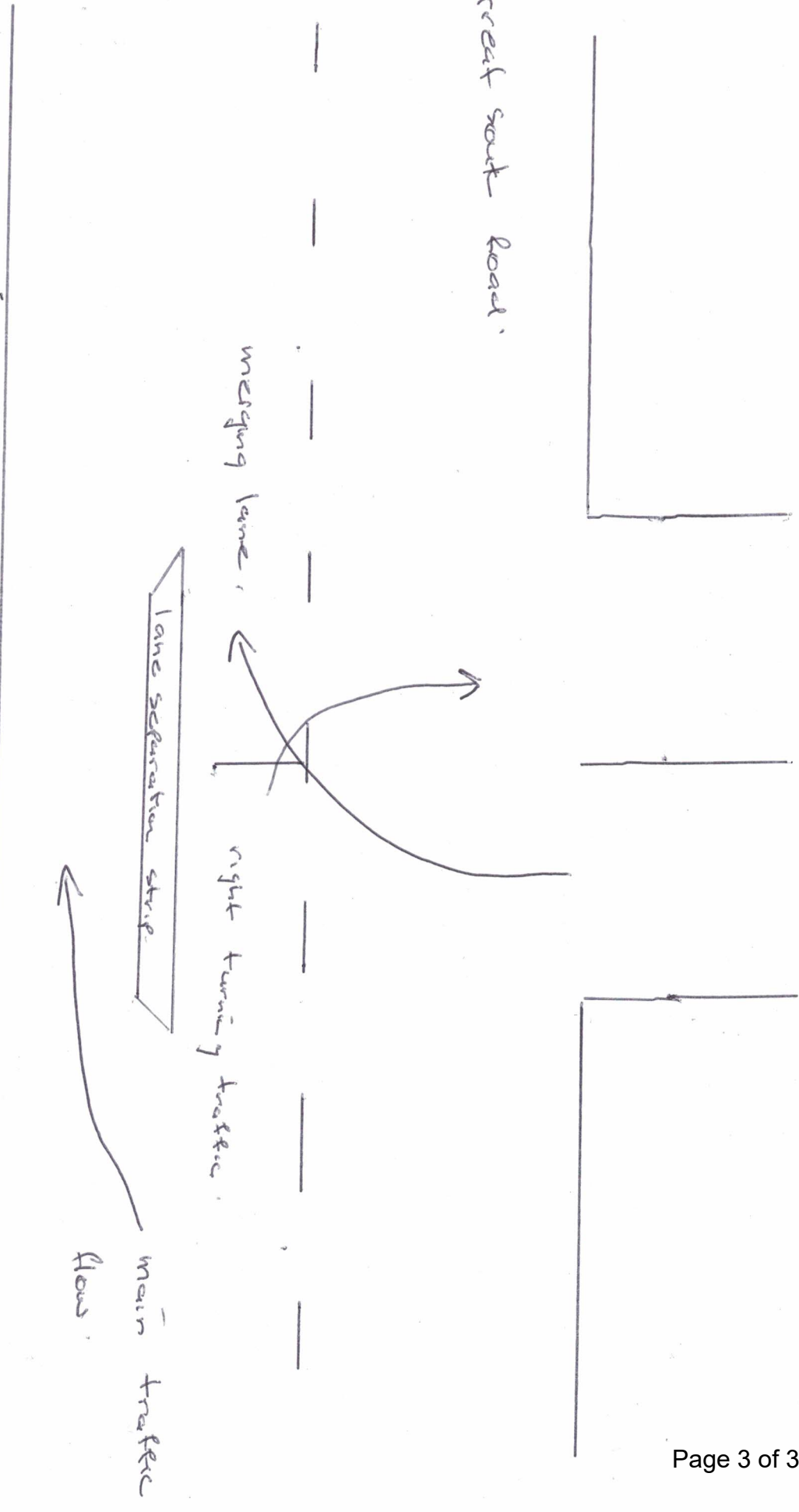
- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

New intersection

Great South Road



To whom it may concern,

Re. Private Plan Change 52

520-522 Great South Road

Papakura and,

21 Gatland Road

Papakura

We would like to oppose the above development.

Reasons:

1. The area to the East of Great South Road from Coulthard Terrace to the Slippery Creek bridge is an area that needs to be looked at as a “whole”. It is a very special area as it is a parcel of land which drains into the creek. This area should not be piecemeal developed as it will destroy the community and end up with areas that do not interconnect or relate to each other. We need plans for cycleways, walkways and parks in this area.
  2. All the stormwater eventually heads to Slippery Creek. This creek is unstable and is very prone to erosion. It has many native eels in it. Children also swim in this creek. The protection of this ecosystem which is the waterway in this catchment is paramount.
  3. The cemetery is a private sensitive area and the development surrounding this needs to be very carefully done. People visiting the cemetery require privacy and should not have homes overlooking this very private place.
  4. The mental health affects to those who have lived in this area for generations needs to be considered and so along with the “newer” members of the community everyone’s opinions and ideas should be sought.
  5. All “other” Drury development will create huge infrastructure problems in the area. The Great South Road is already a “nightmare” to negotiate. The connecting road at the bottom of Gatland Road has obviously been ill considered as this road will be eroded in every creek overflow (and there can be 7 overflows in any one year), where the water flows at dangerous speeds and would require a huge bridge about 800m in length to negotiate this. There are also 400-year-old Totaras in this area which require protecting.
- 5.1 | We propose that the entire area should be looked at as a whole as this would be better for the environment and would allow better planning for its community.
- 5.2 | Therefore, until this can be organised with all the parties involved, we oppose the parcel of land above being rezoned Mixed House Urban.

Resource consent application is consequently rejected for the reasons above (and several others).

Thank you

Judy & P Coleman  
117 Gatland Road

M & J Coleman  
64 Gatland Road

# Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991  
FORM 5



Send your submission to [unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz) or post to :

Attn: Planning Technician  
Auckland Council  
Level 24, 135 Albert Street  
Private Bag 92300  
Auckland 1142

For office use only
Submission No:
Receipt Date:

## Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms (Full Name)

PRIYANKA HULI KOPPE

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

518A GREAT SOUTH ROAD ROSEHILL

Telephone:

021 21 35108

Fax/Email:

skadole@yahoo.com

Contact Person: (Name and designation, if applicable)

## Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PC 52

Plan Change/Variation Name

520 Great South Road, Papakura

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

Or

Property Address

520 Great South Road, 21 Gaitland Road

Or

Map

Or

Other (specify)

## Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I support the specific provisions identified above

I oppose the specific provisions identified above

I wish to have the provisions identified above amended

Yes

No

The reasons for my views are: I have attached detailed my view & facts with this submission.

(continue on a separate sheet if necessary)

I seek the following decision by Council:

6.1

- Accept the proposed plan change / variation
- Accept the proposed plan change / variation with amendments as outlined below
- Decline the proposed plan change / variation
- If the proposed plan change / variation is not declined, then amend it as outlined below.

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing

[Signature]

Signature of Submitter  
(or person authorised to sign on behalf of submitter)

21/09/2020

Date

**Notes to person making submission:**

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could  / could not  gain an advantage in trade competition through this submission.

**If you could gain an advantage in trade competition through this submission please complete the following:**

I am  / am not  directly affected by an effect of the subject matter of the submission that:

- (a) adversely affects the environment; and
- (b) does not relate to trade competition or the effects of trade competition.

Dear Sir/ Madam,  
Following are the reasons for my views.

There is no open space zoning proposed saying 2 nearby parks available. Suburban park on Opaheke road is not directly accessible from the 520 great south road or 21 Gatland road. People need to drive for 4kms around to get to that park. People need to cross the busiest great south road to get to park on Drumkeen Place and this Park is small and already catering for Park haven residents.

There is a paper road joining Gatland road to Opaheke road in the plan. The chances of this road getting built is nil, unless council / government spends millions of dollars to build a heightened proper bridge and road across the "Otuwairoa stream/slippery creek". As per the local residents, this creek floods 6 to 7 times a year and normal small bridge or a road can not withstand the floods. There is a 400 year old tree in the way of this planned road. So this road needs to be only considered for changing the plan if it actually exists.

6.2 | This creek separates the area 470-600 Great south road from the actual drury center and planned train station. This whole area needs to be developed together and considered together to development rather than rezoning the small patches.

There is no community space planned. It will be packed with houses and residents will lack the common community space.

All the eateries, laundromats, grocery shops etc. are not within the walking distance from the current proposed rezoning place. Most of the current people drive to Papakura center to get these day to day facilities. So, if you are zoning to urban and building 113 houses, then all the new residents need to commute to get these things, which will increase tremendous flow in traffic and cause nuisance.

As a suburb Drury is not ready yet to cater for urban setup. Infrastructure, public transport, community spaces, parks need to be in place before you change the zone.

6.3 | There should be some open space (gaps) between urban and suburban zones or else privacy of suburban zoned houses are at risk and all the Suburban zoned houses will miss out from the morning sun.

We as a family (myself, my husband, daughter, father in law and mother in law) have bought this house recently in February 2020. A big factor in us buying our home was the semi-rural outlook we have with the views of Drury hills, the amount of sun the property got and the quietness of no other houses behind and side to us. Prior to buying our home there was no mention of the land behind and side to our home being subdivided and homes built on it, if we were made aware of this we would not have brought where we did.

We all along with our surrounding neighbors strongly oppose the future mixed housing urban development at 520 Great South Road and the adjoining site at 522 Great South Road and 21 Gatland Road, Rosehill.

The proposed 113 dwellings for the development is far too many for the land size which will mean that the houses will be crammed in, and the houses will be 2-3 story dwellings. Our current views will be completely gone with these houses going in and instead we will be looking at 2-3 storey dwellings that will all look the same and houses literally crammed side by side. We will no longer have any privacy with these houses being up high and looking down on our home and houses being in close proximity to our fence line. We will also lose out on the sun that we get during the morning which will now be blocked out by these houses.

There is not enough public transport available. It has mentioned about Papakura train station and its parking capacity in the assessment report. But this train station already caters for Papakura, Rosehill, Drury, Redhill, Karaka, Opaheke etc. Drury train station is in the plan but there is no guarantee of it operational in a few years. So, it does not feel right to have houses built before proper public transport available.

During peak times along Great South Road traffic can be noisy, however with these proposed new houses this will be even worse with more vehicles on the road causing traffic issues and increased noise coming from the houses which will cause ongoing issues. Construction that will be going on for a significant period of time will be a nuisance. The amount of construction that will be going on will also cause structural movement to our house and damage to our house foundations which is not covered under any insurance policy.

Our whole family along with our surrounding neighbors are all strongly opposed to this development, we wish that you take this submission into consideration.

If any of you at the Auckland Council were in our position, I guarantee you that you would feel exactly the same way as we do.



## Contact details

Full name of submitter: Julia Marr

Organisation name:

Agent's full name: Julia Marr

Email address: [julia@jmarrphysio.co.nz](mailto:julia@jmarrphysio.co.nz)

Contact phone number: 021 934905

Postal address:  
J Marr Physiotherapy  
P O Box 11  
Drury  
Auckland 2113

## Submission details

### This is a submission to:

Plan change number: Plan Change 52 (Private)

Plan change name: PC52 (Private): 520 Great South Road, Papakura

### My submission relates to

Rule or rules:

Property address: This private plan change aims to rezone the land at 520 Great South Road and the adjoining sites at 522 Great South Road and 21 Gatland Road from Future Urban zone to Mixed Housing Urban.

Map or maps:

Other provisions:  
PC-56 Appendix 3,4 and 5

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Concern about the lack of parking available to residents within the new development would mean they will park on Great South Road.

Lack of village green where people could get to know their neighbors

7.1 | I or we seek the following decision by council: Approve the plan change with the amendments I requested

7.2 | Details of amendments: Less dwellings to allow for community space within this new development and more parking

Submission date: 22 September 2020

Supporting documents  
PC52 Submission.pdf

### **Attend a hearing**

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?  
Yes

### **Declaration**

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

## PC 52 (Private): 520, 522 Great South Road, 21 Gatland Road, Papakura

I am excited about the provision of new housing and the improvement to my neighbourhood with the quality build at the above address.

Please consider the following:

- Safe Green Space
- Safe Parking

My concern is the lack of green or village space provided within this environment at this stage of the unitary planning and development. There is a park in Drumkeen Place, Parkhaven which meets requirements for this development to go ahead. Has anyone considered that the children and families will need to cross the main arterial route of Great South Road which at times is a very busy road. I frequently cross this road to walk my two dogs around Parkhaven and it is a precarious task. I often need to break into a run to make it across the road safely and do not consider this to be a safe practice for young families.

The unitary plan has further parks planned (shown in Figure 5 of the PC52 – labelled as 3) and shows the Opaheke Park. This park is 41 minutes walk away at this present time but the future access road will enable that walking time to be reduced to a few minutes. What a wonderful space this will be for all residents of this area but it would appear that the Future Urban Land Supply Strategy 2017 states that this plan change will not be “development ready” until 2028 – 2032. This is a long time for current and future residents to wait for social space when they are living in such high density housing. Potentially 8-12 years. Half a lifetime of a child’s developmental years.

I do believe that the green space adjacent to the intended development will be utilised by the residents in the early stages as it is easy to access and requires no road crossing. This is the Papakura South Cemetery. Not really a place where young children, adolescents and young adults should be hanging out.

My other concern is the apparent lack of parking for the terraced housing. I am unable to determine from the plan whether the rear access behind the terraced housing will have designated parking here. If the terraced housing along Great South Road were to park on Great South Road they will be creating congestion, pull out hazardous and hair raising parking

manoeuvres or have young children getting in and out of cars where there is not only high traffic flow but large machinery transportation. The oversize transportation that is not permitted to use the motorway all come past this area and require a wider section of road to enable other large vehicles to move in opposing directions. Will Great South Road need to be widened in the future? Has any consideration been taken to offer a layby for residents and their visitors to pull off the main road to safely access parking?

This leaves Gatland Road for the overflow parking. Has the council considered that this is already used as a public space for the Papakura South Cemetery parking? What will happen when the space is required for the frequent large funerals that are attended at this cemetery. Parking for funerals frequently fills all the currently marked spaces, the opposite side of the road and will often extend up Gatland Road towards Great South Road. Where will funeral goers park when there is no allocated parking remaining for them?

It has become a new culture to depart the cemetery grounds in a vehicle using a lose of tyre traction technique in respect for the dead. Gatland Road is covered in skid marks in evidence of this. I have seen cars lose traction then lose control of their vehicle and slam into the brick wall. Evident in the number of loose rocks that have come out of the wall from the high impact. Add children playing on the footpath, riding their bikes up and down the road, walking their pets along Gatland Road and we have a recipe for disaster. I have written to the council previously to request a review of the yellow parking half rounds that were bolted to the road as a temporary measure to deter skidding cars. I received no reply. These half rounds were a temporary measure put in place more than 10 years ago and are now breaking apart and disintegrating.

I think this new housing will be fantastic in offering new housing for people in an area like Drury which is a wonderful place to live. This is a great opportunity to look long term and make this an amazing place to live.

Lets no cock it up!

Thank you so much for reading through my submission. I appreciate your time

Julia Marr



# NGĀTI TE ATA

*“Ka whiti te ra ki tua o rehua ka ara a Kaiwhare i te rua”*

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23<sup>rd</sup> September 2020

## **AUCKLAND UNITARY PLAN: SUBMISSION ON PLAN CHANGE 52 (PRIVATE) 520 GREAT SOUTH ROAD, PAPAURA**

**To:** Auckland Council

Auckland Council  
Unitary Plan  
Private Bag 92300  
Auckland 1142

Attention: Planning Technician

**Name of Submitter:** Ngāti Te Ata (the **Submitter**)

### **INTRODUCTION**

1. This is a submission on proposed Plan Change 52 (Private): 520 Great South Road, Papakura. Proposed Private Plan Change 52 seeks to rezone 520 and 522 Great South Road and 21 Gatland Road, Papakura from Future Urban to Residential – Mixed Housing Urban
2. The Submitter could not gain an advantage in trade competition through this submission.
3. This submission relates to the entire Application; however, the Submitter is particularly interested in iwi consultation, engagement and consideration of the Submitter’s cultural preferences arising from PPC52.
4. The Submitter opposes the Application on the basis that sections 6(e), 6(f), 7(a) and 8 of the Resource Management Act 1991 (**RMA**) have not been adequately met, and on the basis that the Submitters were not adequately consulted on the Application.

## BACKGROUND

5. Ngati Te Ata are one of the main mana whenua groups in the Papakura-Drury area. Within the wider landscape of Tamaki Makaurau (Auckland) lay the settlements of the Te Waiohua people (the original inhabitants). Members of the Tainui waka settled around the isthmus and began to intermarry with the ancestors of Te Waiohua. It was this intermarriage and the development of other bonds between the people that settlement established in Papakura-Drury. Ngati Te Ata descend from both groups. As the descendants (current generation) Ngati Te Ata are kaitiaki and have inherent responsibilities to ensure that they can protect and preserve their taonga for future generations.

## REASONS FOR SUBMISSION

6. The Submitter considers that the Application is inconsistent with Part 2 of the RMA, specifically:
  - (a) Section 6(e) which states that the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers is to be protected from inappropriate subdivision, use and development;
  - (b) Section 6(f) which states that historic heritage is to be protected from inappropriate subdivision, use and development;
  - (c) Section 7(a) which requires all persons exercising functions and powers under the RMA to have particular regard to kaitiakitanga;
  - (d) Section 8 which requires all persons exercising functions and powers under the RMA to take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).
7. Of specific concern to the Submitters is the lack any real iwi consultation engagement, or consideration of the Submitter's cultural preferences when developing the plan change. Consultation would have enabled the Submitter to contribute to the development of the plan change and assist the Applicant to ensure that it gave appropriate effect to Part 2 of the RMA and Mana Whenua design principles.
8. Established Treaty principles emphasise tribal rangatiratanga, the active protection of Maori people in the use of their lands, waters and other taonga, and the duty to consult with Maori.
9. Partnership requires a duty to interact in good faith and in the nature of a partnership. There should be a sense of shared enterprise and mutual benefit where each partner must take account of the needs and interests of the other.
10. Redress is the obligation to remedy past breaches of the Treaty. Redress is necessary to restore the honour and integrity of the Treaty partner, and the mana and status of Māori, as part of the reconciliation process. The provision of redress must also take account of its practical impact and the need to avoid the creation of fresh injustice. While the obligation of redress sits with the Crown and Auckland Council (through Council), which has a role in the implementation of redress at the

regional and local level, the applicant also has a role in a more collaborative approach with iwi in a mutually beneficial negotiated way in light of PPC52. This, however, has not occurred.

11. Examples of how the Applicant could have successfully engaged with the Submitters include:
- (a) Initiating a comprehensive engagement process with Ngati Te Ata who wished to engage in the plan change process, including **undertaking a cultural values-impact assessment report**. Ngati Te Ata as mana whenua have the ability to work collaboratively with the Applicant; and
  - (b) Incorporating Te Aranga Design Principles and other key design themes and principles into the design and layout of the proposed plan change; and
  - (c) Incorporating Mana Whenua principles into fresh water solutions on the site, including riparian reserves and public access open space in stormwater management areas.

#### DECISION SOUGHT

8.1

12. The Submitter seeks the following decision from Auckland Council:
- (a) Reject the Application on the basis that there has been a lack of iwi consultation, engagement and consideration of the Submitter's cultural preferences resulting in a failure to give effect to sections 6(e), 6(f), 7(a) and 8 of the RMA.
13. The Submitter wishes to be heard in support of its submission.
14. The Submitter would consider presenting a joint case if others make similar submissions.

23<sup>rd</sup> September 2020



Karl Flavell  
 On behalf of Ngāti Te Ata  
 Electronic address for service of submitter: karl\_flavell@hotmail.com  
 Telephone: 0279328998  
 Postal address: Po Box 437, Pukekohe 2340.

# Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991  
FORM 5



Send your submission to [unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz) or post to :

Attn: Planning Technician  
Auckland Council  
Level 24, 135 Albert Street  
Private Bag 92300  
Auckland 1142

For office use only
Submission No:
Receipt Date:

## Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

Lee + Gary Running

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

70 Firth St, Dnny

Telephone:

021 759749

Fax/Email:

Sales@atlas movers.co.nz

Contact Person: (Name and designation, if applicable)

## Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PC 52

Plan Change/Variation Name

520 Great South Road, Papakura

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

Or

Property Address

Or

Map

Or

Other (specify)

## Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I support the specific provisions identified above  \* pls see over for explanation

I oppose the specific provisions identified above

I wish to have the provisions identified above amended

Yes

No



The reasons for my views are: We own 2 adjacent properties that will be developed in the future.

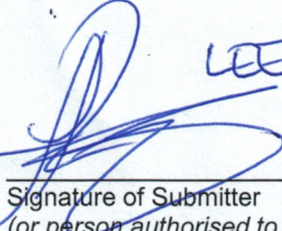
(continue on a separate sheet if necessary)

I seek the following decision by Council:

- Accept the proposed plan change / variation
- Accept the proposed plan change / variation with amendments as outlined below
- Decline the proposed plan change / variation

9.1 If the proposed plan change / variation is not declined, then amend it as outlined below.

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing

 LEE RUNNING  
 Signature of Submitter  
 (or person authorised to sign on behalf of submitter)

23/9/20  
 Date

**Notes to person making submission:**

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could  /could not  gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am  / am not  directly affected by an effect of the subject matter of the submission that:

- (a) adversely affects the environment; and
- (b) does not relate to trade competition or the effects of trade competition.

9.2  
 \* When infrastructure planning is being done/considered for the property development at 520 Great South Rd & 21 Gatland Rd, could consideration please be given for future capacity and access to a storm water connection that 9 & 11 Gatland Rd (our properties) could connect to.



Auckland Council  
Level 24, 135 Albert Street  
Private Bag 92300  
Auckland 1142

Attn.: Planning Technician

**unitaryplan@aucklandcouncil.govt.nz**

**TO: Auckland Council**  
**SUBMISSION ON: Plan Change 52 (Private) - 520 Great South Road, Drury**  
**FROM: Veolia Water Services (ANZ) Pty Ltd**  
**ADDRESS FOR SERVICE: sanjeev.morar@veolia.com**  
**DATE: 23 September 2020**

**Veolia could not gain an advantage in trade competition through this submission.**

## **1. INTRODUCTION**

### **1.1. Background**

On July 1, 1997 a 30-year franchise agreement commenced with the Papakura District Council to outsource operations of the water and wastewater networks in Papakura, Drury and Takanini to a Veolia, wholly owned subsidiary called United Water.

Around the globe, Veolia helps cities and industries to manage, optimize and make the most of their resources. The company provides an array of solutions related to water, energy and materials. Veolia's 174,000 employees are tasked with contributing directly to the sustainability performance of customers in the public and private sectors, allowing them to pursue development while protecting the environment.

- 100 million people supplied with drinking water

- 63 million people connected to wastewater systems
- 4,245 drinking water production plants managed
- 3,303 wastewater treatment plants managed<sup>[s1]</sup>

In 2011, United Water was rebranded to Veolia, its parent company's name. This brand change brought the New Zealand operations in line with Veolia's global business.

Under the existing franchise agreement, Veolia is responsible for all aspects of the water and wastewater business including:

- Meter reading, billing and collection of revenue
- Customer services
- Operations and maintenance of the water supply and wastewater collection systems
- Planning, design and construction of new infrastructure

Papakura District Council was disestablished in 2010 with the creation of the Auckland Council as a unitary authority.

Auckland Council owns Watercare - a council organisation. All the water in the Papakura district is supplied by Watercare and all wastewater is treated at Watercare's Mangere Plant.

Watercare Services Ltd owns the water and wastewater infrastructure which is operated by Veolia.

## **2. SUBMISSION**

### **2.1. General**

This is a submission on a change proposed by 520 GSR Ltd to the Auckland Unitary Plan (Operative in Part) that was publicly notified on 27 August 2020 ("**Proposal**").

The Applicant proposes to rezone 4.63 hectares of Future Urban land at 520-522 Great South Road and 21 Gatland Road, Drury,] to a Residential - Mixed Housing Urban ("**Plan Change Area**").

Veolia neither supports nor opposes the Proposal. The purpose of this submission is to address the technical feasibility of the proposed water and wastewater servicing arrangement to ensure that the effects on the existing and planned water and wastewater network are appropriately considered and managed in accordance with Resource Management Act 1991 ("**RMA**").

In making its submission, Veolia has considered the relevant provisions of the Auckland Plan 2050, Te Tahua Taungahuru Te Mahere Taungahuru 2018 – 2028/The 10-year Budget Long-term Plan 2018 – 2028, the Auckland Future Urban Land Supply Strategy 2015 and 2017, the Water Supply and Wastewater Network Bylaw 2015 and the Water and Wastewater Code of Practice for Land Development and Subdivision. It has also considered the relevant RMA documents including the Auckland Unitary Plan (Operative in Part) and the National Policy Statement on Urban Development Capacity 2016 which (among other matters) requires local authorities to ensure that at any one time there is sufficient housing and business development capacity which:

- (a) in the short term, is feasible, zoned and serviced with development infrastructure (including water and wastewater);
- (b) in the medium term, is feasible, zoned and either:
  - (i) serviced with development infrastructure, or
  - (ii) the funding for the development infrastructure required to service that development capacity must be identified in a Long Term Plan required under the Local Government Act 2002; and
- (c) in the long term, is feasible, identified in relevant plans and strategies, and the development infrastructure required to service it is identified in the relevant Infrastructure Strategy required under the Local Government Act 2002.<sup>1</sup>

## **2.2. Specific parts of the Proposal**

The specific parts of the Proposal that this submission relates to are: the proposed water and wastewater servicing arrangement and the effects of the Proposal on the existing and planned water and wastewater network.

Veolia has reviewed the Proposal but it is not in a position to confirm whether, in Veolia's opinion, the proposed servicing arrangement is appropriate. Specifically:

- (a) Water Supply - Network modelling to be undertaken to determine suitability of existing infrastructure to provide for proposed demand
- (b) Wastewater Network (gravity) - Availability of capacity to be determined pending discharge location
- (c) Wastewater Pump Station and Rising Main - Upgrades to be assessed for the existing Slippery Creek WWPS, Motorway WWPS and Motorway rising main.

### **2.2.1. Water supply**

#### **2.2.1.1. Water supply infrastructure**

The two properties, 520 and 522 Great South Road, Drury are positioned with a public 150mm public watermain along their western boundaries. An existing 100mm public watermain is located along the northern boundary of 21 Gatland Road, Drury.

#### **2.2.1.2. Water supply servicing for the Plan Change Area**

In order to adequately assess the effects of the Proposal on the existing and planned water infrastructure network, the following further information regarding the proposed water supply servicing is required:

- (a) network modelling of the existing network with the additional demand proposed

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<sup>1</sup> National Policy Statement on Urban Development Capacity 2016, policy PA1.

- (b) an assessment of the water infrastructure upgrades that might be required to service the development

The Applicant will be required to construct and fund any local network to service the Plan Change Area

For clarity, all of the water supply network relevant to the plan change is considered local network, and is therefore required to be funded by the developer.

## **2.2.2. Wastewater**

### **2.2.2.1. Wastewater infrastructure**

Currently, the Slippery Creek and Motorway wastewater pump stations are at capacity. There is some capacity available in the upstream gravity networks, however, capacity will vary location dependent.

#### **2.2.2.2. Wastewater servicing for the Plan Change Area**

It is proposed that the Plan Change Area be serviced via the existing gravity wastewater network, through to the existing Slippery Creek Wastewater Pump Station, to the Motorway Wastewater Pump Station, where wastewater is pumped via a rising main across State Highway 1, into the Bulk Hingaia Wastewater Pump Station.

Although there is limited capacity available in the gravity wastewater network, upstream of the wastewater pump stations, there is insufficient capacity available at both the Slippery Creek and Motorway stations. Capacity within the rising main from each station also requires assessment.

The Applicant will be required to construct and fund the local network upgrade to service the Plan Change Area.

This would require, at the cost of the Applicant, the design and construction of:

- (a) suitable gravity network discharge location. Should capacity be insufficient where the Applicant wishes to discharge, upgrades will be required
- (b) upgrade of the existing Slippery Creek and Motorway wastewater pump stations, including (but not limited to) storage and pump capacity
- (c) assessment of suitability of both the Slippery Creek and Motorway wastewater pump station rising mains - capacity and head losses to be determined pending proposed pump station upgrades

All upgrades are to be reviewed and agreed with Veolia.

## **3. DECISION SOUGHT**

10.1

Veolia seeks a decision that ensures that the water and wastewater capacity and servicing requirements of the Proposal will be adequately met, such that the water and wastewater related effects are appropriately managed.

To enable that decision to be made, Veolia requests that:

- 10.2 | (a) Existing water infrastructure is modelled to ensure sufficient capacity. Should there be insufficient capacity, it is the responsibility of the Applicant to, at its cost, design and construct required network infrastructure upgrades.
- 10.3 | (b) Wastewater disposal from the Plan Change Area is required to be connected to the public wastewater network, discharging to the Slippery Creek Wastewater Pump Station, Motorway Wastewater Pump Station and across State Highway 1 to the Hingaia Wastewater Pump Station.
- 10.4 | (c) The Applicant will, at its cost, design and construct:
  - i. any wastewater infrastructure required to enable the connection of the Plan Change Area to the public wastewater disposal and collection system
  - ii. any water infrastructure required to enable the connection of the Plan Change Area to the public retail water network
- 10.5 | (d) The Applicant obtains approval from Veolia for the connection points to the local network to service the Plan Change Area.

#### 4. HEARING

Veolia wishes to be heard in support of its submission.

A handwritten signature in blue ink, appearing to read 'Sanjeev Morar', is written over a light blue rectangular background.

Sanjeev Morar  
Developments Manager

**From:** [Srinivas Reddyreddy](#)  
**To:** [Unitary Plan](#); [Sanjay Bangs](#); [steve.denize@terrargroup.co.nz](mailto:steve.denize@terrargroup.co.nz); [Nui.McGregor@terrargroup.co.nz](mailto:Nui.McGregor@terrargroup.co.nz)  
**Subject:** Fwd: Resource consent proposal for 520-522 Great south road  
**Date:** Thursday, 24 September 2020 1:55:16 PM

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Hello Planning team,

I would like to submit my objection which is proposed at 520 and 522 Great South Road , Papakura. This development will effect my newly proposed drive way and the meadian strip which was approved by the Auckland transport for 541 Great south Road which is opposite to 520 Great south road.

New development at 520 Gerat south road directlyl affect our entry point of the site. You can see in the picture below. The waiting queue to get in their development will obstruct the traffic movement getting into our site. This will create unsafe traffic movement to our site.



**Figure 8**  
*Proposed intersection on Great South Road - concept layout*

---

Kind Regards

Srini Reddy

021 222 7233.

The following customer has submitted a Unitary Plan online submission.

### Contact details

Full name of submitter: Srinivas ReddyReddy

Organisation name: Elders Homecare Ltd

Agent's full name:

Email address: [nzreddyz@gmail.com](mailto:nzreddyz@gmail.com)

Contact phone number: 021 222 7233

Postal address:  
41A Millen Avenue  
Pakuranga  
Auckland 2010

### Submission details

#### This is a submission to:

Plan change number: Plan Change 52 (Private)

Plan change name: PC52 (Private): 520 Great South Road, Papakura

#### My submission relates to

Rule or rules:

I would like to submit my objection which is proposed at 520 and 522 Great South Road, Papakura. This development will affect my newly proposed driveway and the median strip which was approved by the Auckland transport for 541 Great south Road which is opposite to 520 Great south roads.

11.1

The new development at 520 Great south road directly affects our entry point of the site. The waiting queue to get in their development will obstruct the traffic movement getting into our site. This will create an unsafe traffic movement for our site.

Property address: 520 and 522 Great south Road

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

The proposed plan change at 520 and 522 will affect my driveway.

I or we seek the following decision by council: Approve the plan change with the amendments I requested



Details of amendments: The new development will affect my new proposed drive way and the median strip.

Submission date: 24 September 2020

Supporting documents  
112103.PDF

### **Attend a hearing**

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?  
Yes

### **Declaration**

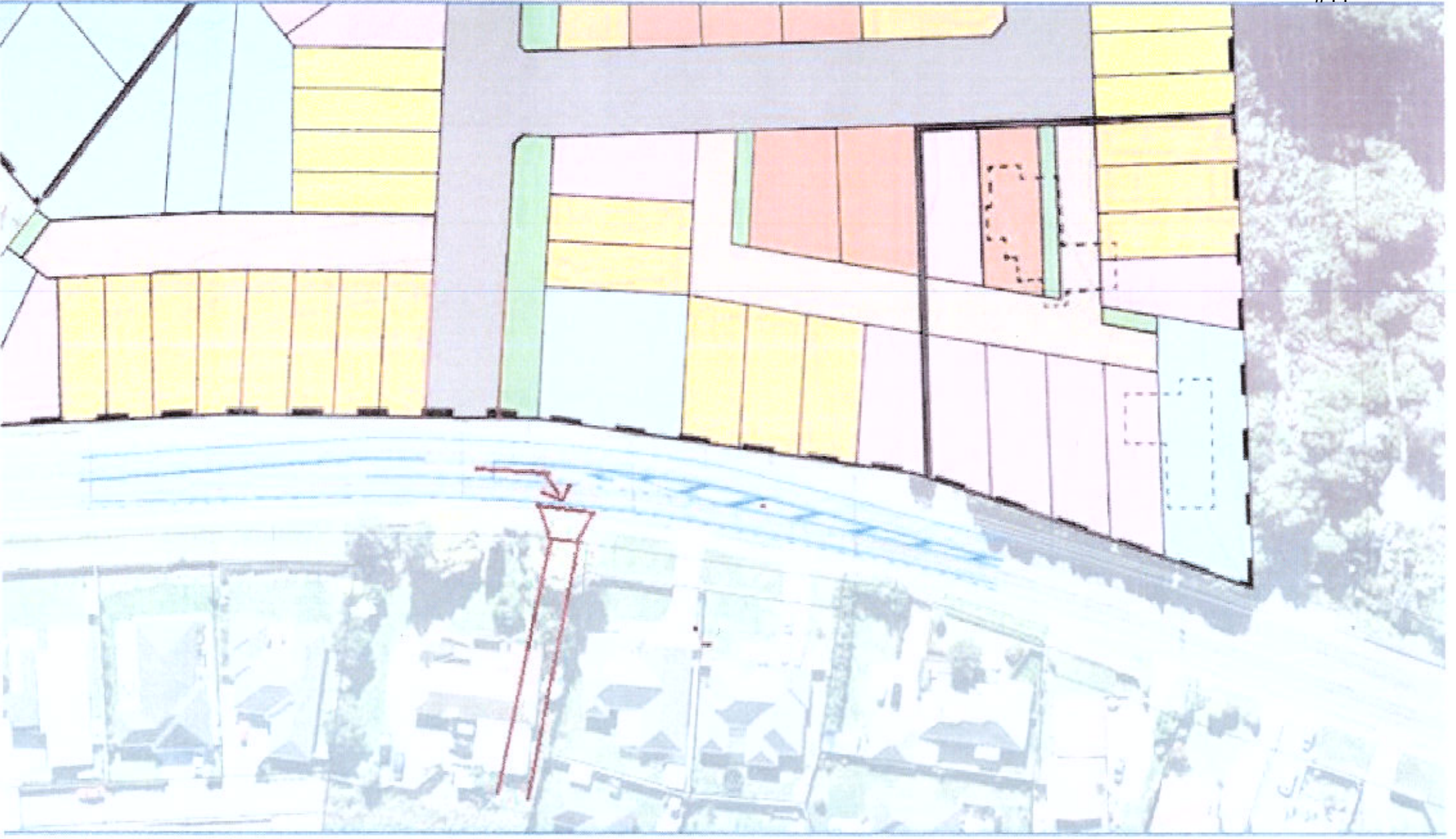
Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.



rd intersection on Great South Road - concept layout

## Contact details

Full name of submitter: Susan Andrews

Organisation name: Heritage New Zealand Pouhere Taonga

Agent's full name:

Email address: [sandrews@heritage.org.nz](mailto:sandrews@heritage.org.nz)

Contact phone number: 09 307 9920

Postal address:

## Submission details

### This is a submission to:

Plan change number: Plan Change 52 (Private)

Plan change name: PC52 (Private): 520 Great South Road, Papakura

### My submission relates to

Rule or rules:

Please see attached submission.

Property address: Please see attached submission.

Map or maps: Please see attached submission.

Other provisions:

Please see attached submission.

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Please see attached submission.

12.1 | I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: Please see attached submission.

Submission date: 24 September 2020

Supporting documents

HNZPT Submission PPC52 - 520 Great South Road Papakura 24 09 20 FINAL.pdf

## Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?  
Yes

### **Declaration**

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.



24<sup>th</sup> September 2020

Attention: Planning Technician  
Auckland Council  
Level 24  
135 Albert Street  
Private Bag 92300  
Auckland 1143

Dear Sir or Madam

**SUBMISSION OF HERITAGE NEW ZEALAND POUHERE TAONGA**

**PROPOSED PLAN CHANGE 52 (PRIVATE): 520 GREAT SOUTH ROAD, PAPAURA**

**To:** Auckland Council

**Name of submitter:** Heritage New Zealand Pouhere Taonga

**1. This is a submission on the following proposed private change to the Auckland Unitary Plan (Operative in Part) (the proposal):**

PC 52 (Private): To rezone the land at 520 Great South Road and the adjoining sites at 522 Great South Road and 21 Gatland Road from Future Urban zone to Mixed Housing Urban.

**2. Heritage New Zealand could not gain an advantage in trade competition through this submission.**

**3. The specific provisions of the proposal that Heritage New Zealand's submission relates to are:**

- The absence of any qualified archaeological assessment to verify the potential for adverse effects on any archaeological sites that may exist within the plan change area.

**4. Heritage New Zealand's submission is:**

- Heritage New Zealand is an autonomous Crown Entity with statutory responsibilities under the Heritage New Zealand Pouhere Taonga Act 2014 for the identification, protection, preservation and conservation of New Zealand's historical and cultural heritage.
- Heritage New Zealand seeks that an archaeological assessment is completed by a suitably qualified professional in conjunction with this plan change to establish if any archaeological values are located within the subject sites and assess potential effects on those values.
- The original historic alignment of the Great South Road crosses the subject property. The road follows a series of traditional Maori overland tracks or 'ara' which functioned as an economic supply line and as 'ara wairua' or spiritual pathways, prior to becoming a military supply line in the 19<sup>th</sup> century during the NZ Land Wars. Further the land also appears to have been used for farming in the 19<sup>th</sup> century and a structure is visible on the 1942 aerial which may predate 1900. The presence of these features therefore indicate there is potential for archaeology to be present (see attached Appendix A).

- Additionally, while no archaeological sites are currently recorded within the subject sites, the land is located only 400 metres from Slippery Creek which connects to the inlet at Drury, therefore the presence of subsurface sites relating to Maori settlement also cannot be discounted.
- Heritage NZ seeks that the plan change be reviewed following completion of assessment and be modified as appropriate to ensure effects on any archaeological remains are avoided in the first instance.
- This will also enable any pre-1900 features located to be recorded as an archaeological site with the New Zealand Archaeological Association (NZAA) ArchSite database and the Auckland Council Cultural Heritage Index (CHI), and assist owners to plan developments appropriately with regards to avoidance or minimisation of effects, including determining whether an archaeological authority pursuant to the Heritage New Zealand Pouhere Taonga Act (2014) may be required.
- Reliance on the Accidental Discovery Protocol provisions of the Auckland Unitary Plan is only appropriate in the instance where it has been established that the potential for archaeological remains is low.
- Heritage NZ supports the continuation of engagement with iwi as development progresses to facilitate the reinsertion of their footprint within the area. This should include the wider iwi consultation forum engaged during the preceding structure planning processes, to enable their whakaaro to inform future development.

This accords with the following direction provided by the Drury-Opaheke Structure Plan: *'cultural values, the ongoing history and the status of mana whenua need to feature proactively in the design and development of the new urban environment'*, and *'will need to be considered in the preparation of plan changes and other development processes'*.

**5. Heritage New Zealand seeks the following decision from the local authority:**

- That the plan change not be approved until such time as:
  - 12.2 - an archaeological assessment/field survey has been completed by an appropriately qualified archaeologist, and
  - 12.3 - the plan change is amended as appropriate in response to the assessment to avoid effects on any identified archaeological sites in the first instance.

**6. Heritage New Zealand does wish to be heard in support of our submission.**

Yours sincerely

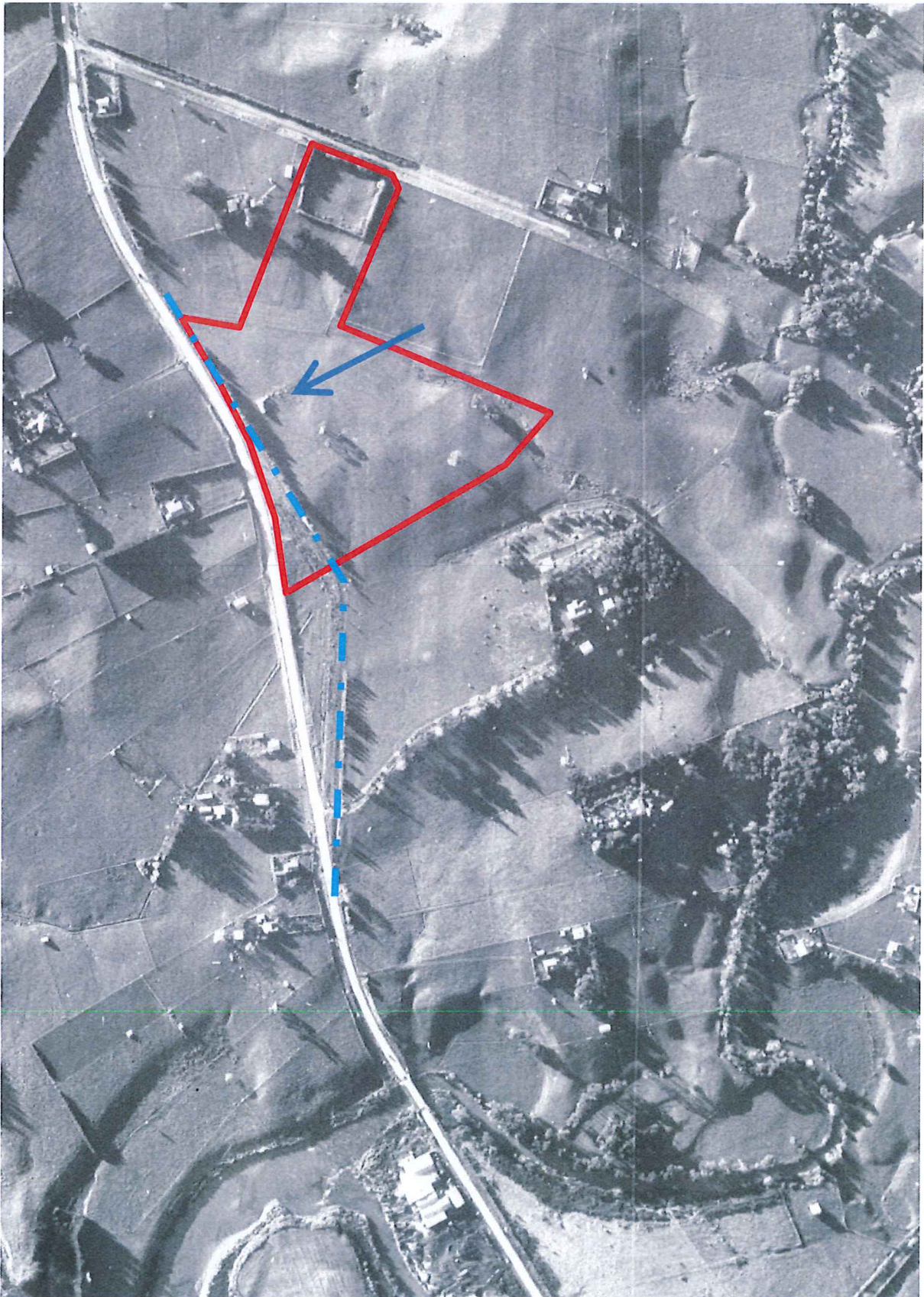


Sherry Reynolds  
Director Northern Region

Address for Service:  
Susan Andrews  
PO Box 105 291, Auckland  
09 307 9920  
[sandrews@heritage.org.nz](mailto:sandrews@heritage.org.nz)

**Appendix A:**

1942 aerial with approximate plan change area outlined in red, structure/shed blue arrow, and former road alignment of Great South Road aqua dashed line.



24 September 2020

Plans and Places  
Auckland Council  
Private Bag 92300  
Auckland 1142

Attn: Sanjay Bangs

Email: [unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz)

**SUBMISSION ON PROPOSED PRIVATE PLAN CHANGE 52 – 520 GREAT SOUTH ROAD, PAPA KURA**

Please find attached Auckland Transport's submission on Proposed Private Plan Change 52 from Great South Road Limited and others for land at 520 and 522 Great South Road and 21 Gatland Road Papakura.

If you have any queries in relation to this submission, please contact me at Chris.Freke@at.govt.nz, or on 0274661119.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Chris Freke', written in a cursive style.

Chris Freke  
**Principal Planner, Strategic Land Use and Spatial Management**

cc: Barker and Associates Ltd - [rachelm@barker.co.nz](mailto:rachelm@barker.co.nz)

Encl: Auckland Transport's submission on Proposed Private Plan Change 52 – 520 Great South Road, Papakura



## Submission by Auckland Transport on Proposed Private Plan Change 52 - 520 Great South Road, Papakura

**To:** Auckland Council  
Private Bag 92300  
Auckland 1142

**Submission on:** Proposed Private Plan Change 52 from 520 Great South Road Limited and others for land at 520 and 522 Great South Road and 21 Gatland Road, Papakura

**From:** Auckland Transport  
Private Bag 92250  
Auckland 1142

### 1. Introduction:

- 1.1 520 Great South Road Limited ('the applicant') are applying for a plan change ('PC52' or 'the plan change') to the Auckland Unitary Plan – Operative in Part to rezone approximately 4.63 hectares of land between Great South Road and Gatland Road in Papakura from Future Urban to Residential - Mixed Housing Urban.
- 1.2 According to the documents provided with the plan change application, the rezoning is expected to provide capacity for approximately 113 dwellings.
- 1.3 Auckland Transport is a Council-Controlled Organisation (CCO) of Auckland Council ('the Council') and the Road Controlling Authority for the Auckland region. Auckland Transport has the legislated purpose to contribute to an 'effective, efficient and safe Auckland land transport system in the public interest'.<sup>1</sup> Auckland Transport is responsible for the planning and funding of most public transport; operating the local roading network; and developing and enhancing the local road, public transport, walking and cycling network for the Auckland Region.
- 1.4 Urban development on greenfield land not previously developed for urban purposes generates transport effects and the need for investment in transport infrastructure and services to support construction, land use activities, and the communities that will live and work in these areas. Auckland Transport's submission seeks to ensure that the potential transport related direct and cumulative effects raised by Proposed Private Plan Change 52 are appropriately considered and mitigated.
- 1.5 Auckland Council's Future Urban Land Supply Strategy (2017) sets out the sequencing and timing of future urban land for development readiness over a 30-year period. Although non-statutory, it helps to inform the Council's (and CCO's) infrastructure asset planning and funding priorities and, in turn, enables development capacity to be provided in a coordinated and cost-efficient way via the release of "ready to go" land. This 2017 strategy identifies the plan change area to be development ready in "first half, decade two, 2028-2032". The Auckland Plan

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<sup>1</sup> Local Government (Auckland Council) Act 2009, section 39.

2050 (2018) includes this managed expansion into future urban areas as part of Auckland's Development Strategy.

- 1.6 Auckland Transport considers this lack of alignment between the planned staging and "early release" of the subject site as a key consideration in the assessment of effects associated with the proposal and ensuring that these effects are able to be appropriately mitigated. Auckland Transport considers that effects may arise from this development occurring ahead of the provision of the required transport network improvements. In addition, there is significant uncertainty as to whether these effects will be addressed under the general Auckland Unitary Plan provisions that apply to development and subdivision in the proposed zone, noting that the Proposed Plan Change does not include any additional or alternative mechanism / provisions.
- 1.7 Auckland Transport makes this submission to ensure that Proposed Private Plan Change 52 appropriately manages the effects of the proposal on the local and wider transport network.
- 1.8 The specific parts of the plan change that this submission relates to are set out in **Attachment 1**. In keeping with Auckland Transport's purpose, the matters raised relate to transport and transport land use integration, and include:
- A requirement to identify mechanisms to ensure the applicant delivers appropriate upgrades to the adjacent transport network and addresses potential adverse effects from the additional traffic generated from it.
  - A requirement for greater certainty that the proposal will result in a road layout that is integrated with likely future development in the wider area.
- 1.9 Auckland Transport opposes the Proposed Private Plan Change for the reasons outlined in **Attachment 1**, as it does not consider that it contains sufficient provisions or mechanisms to enable the adverse effects arising from the resultant development and subdivision to be appropriately mitigated.
- 1.10 Auckland Transport is available and willing to work through the matters raised in this submission with the applicant.

## 2. Decisions sought:

- 2.1 The decisions which Auckland Transport seeks from the Council are set out in **Attachment 1**.
- 2.2 In all cases where amendments to the Proposed Private Plan Change are proposed, Auckland Transport would consider alternative wording, amendments or methods which address the reasons for Auckland Transport's submission. Auckland Transport also seeks any consequential amendments required to give effect to the decisions requested.

**3. Appearance at the hearing**

3.1 Auckland Transport wishes to be heard in support of this submission.

3.2 If others make a similar submission, Auckland Transport will consider presenting a joint case with them at the hearing.

**Name:** Auckland Transport

**Signature:**



Christina Robertson  
Group Manager, Strategic Land Use and Spatial Management

**Date:** 24 September 2020

**Contact person:** Chris Freke  
Principal Planner, Strategic Land Use and Spatial  
Management

**Address for service:** Auckland Transport  
Private Bag 92250  
Auckland 1142

**Telephone:** 0274 661119

**Email:** [Chris.Freke@at.govt.nz](mailto:Chris.Freke@at.govt.nz)

Attachment 1

Issue / Provision	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
<p>Misalignment of out of sequence release of development site and the provision of transport infrastructure upgrades</p>	<p>Oppose</p>	<p>Auckland Transport is not supportive of development proposals where there is no provision, or there is inadequate provision, for the necessary infrastructure to enable development to be appropriately serviced, such as the upgrading of the surrounding transport network where it will be required.</p> <p>The Supporting Growth Alliance (a partnership of Auckland Transport and Waka Kotahi) has identified Great South Road as a proposed future Frequent Transport Network route requiring bus lanes - this is not expected to be required within the next 10 years and so no work has been undertaken to formally confirm what is needed in this part of the arterial corridor or to prepare any notices of requirement. Auckland Transport does not have funding to provide for any required strategic infrastructure or upgrades to support the development of such out of sequence land.</p> <p>As noted above, the Auckland Plan and the Future Urban Land Supply Strategy identifies this area to be considered for release for urban development in 2028-2032. Auckland Transport is concerned the Proposed Private Plan Change 52 out of sequence development may adversely affect the ability of the future transport network to be upgraded to address the cumulative effects of growth associated with urbanisation of the Future Urban land within Drury-Opaheke. The Proposed Private Plan Change itself does not propose any protection for likely future widening requirements.</p> <p>The Proposed Private Plan Change could also lead to development along Great South Road without associated frontage improvements. These frontage improvements would ideally be provided for at the time of development by the developer in acknowledgement of the mitigation of effects generated by each respective site or area.</p> <p>Great South Road is currently built, in part, to a rural standard with fragmented footpaths on the eastern side along the site frontage. The developer should be required to form the site frontage. Required upgrades would include provision of footpath, kerbs and channels, earthworks to integrate with development levels, cycle facilities, street lights, berm and street trees as well as a portion of carriageway widening, land vesting and stormwater treatment.</p>	<p>That the Proposed Private Plan Change incorporate provisions and / or identifies appropriate mechanisms to provide for the upgrade of Great South Road to urban standard and to ensure that development does not adversely affect the ability to undertake any necessary upgrades to enable a future Frequent Transport Network.</p> <p>These provisions and / or mechanisms should include requirements addressing the following in relation to the upgrade of Great South Road:</p> <ul style="list-style-type: none"> <li>• Vesting and formation of frontage upgrades</li> <li>• Timing of upgrade requirements</li> <li>• Funding and delivery of the above work</li> </ul>

13.1

Issue / Provision	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
Integration of the plan change road layout with the existing and anticipated local transport network	Oppose	<p>There are no roading plans proposed as part of the plan change as the changes sought only proposes rezoning the area. As a result, subsequent development of the subject site will occur under the general subdivision provisions of the Auckland Unitary Plan. It is considered that these provisions will not provide sufficient certainty that the effects from development within the plan change area can be mitigated.</p> <p>The Integrated Transport Assessment accompanying the Proposed Private Plan Change identifies the need for a direct road connection from Great South Road, through the plan change area, to ultimately connect with the Park Way Road within the 29 Bellfield Road approved subdivision. The Integrated Transport Assessment indicates that this road will have a cycleway that is separate from the carriageway. The Proposed Private Plan Change makes no provision for this link or specification of the design elements required to be incorporated within it.</p>	Inclusion within the plan change of a requirement to form a link road with separate cycle facility between Great South Road and Gatland Road which should be readily capable of being extended northward. This should also indicate the alignment of the road.
Alignment of local link road between Great South Road and Gatland Road	Oppose	<p>The proposed alignment of the local road servicing the subject site utilises the current unformed road reserve adjoining the Papakura South cemetery and indicates that this could be continued northward.</p> <p>Auckland Transport supports the need for a local link from Great South Road with separated cycle facilities to ultimately connect with the future Park Way Road.</p> <p>Auckland Transport, however, is concerned about the ability of the proposed alignment to be continued northwards from Gatland Road due to it straddling the boundary of two smaller substantially developed existing properties. A more appropriate alternative alignment is considered to run slightly to the west along the frontage of 46 Gatland Road where Proposed Private Plan Change 52 depicts a secondary local road intersection. This secondary road has the potential to become a 'short cut' for through traffic in the event that roading access to the north is created opposite it.</p>	<p>That a more optimal alignment for the Great South Road to Gatland Road link is included as part of the plan change.</p> <p>In the event that the alignment is not changed, Auckland Transport seeks provisions to ensure the roads and intersections are designed so as not to preclude future access to the north and to avoid any adverse effects from through traffic.</p>
Mechanisms to ensure implementation of required mitigation measures to address effects	Oppose	<p>Auckland Transport's assessment of the Proposed Private Plan Change, including the supporting Integrated Transport Assessment, has identified a number of mitigation measures to address the potential effects on the transport network. These include:</p> <ul style="list-style-type: none"> <li>• Proposed new intersection with Great South Road to service the enabled redevelopment</li> <li>• Provide some widening along the Great South Road frontage to accommodate a painted flush median and right turn pocket (accessing the subject site)</li> </ul>	<p>That the Proposed Private Plan Change incorporate provisions and mechanisms to provide certainty around the assessment of the local network improvements required to mitigate the effects from development enabled under the plan change.</p> <p>That the Proposed Private Plan Change incorporate provisions</p>

13.2

13.3

13.4

Issue / Provision	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
		<ul style="list-style-type: none"> <li>• Upgrading the frontage of Gatland Road and Great South Road to urban standards (as mentioned above)</li> <li>• Intersection of Gatland Road and the proposed link road (servicing the subject site) to provide for a roundabout</li> <li>• Provision of crossing facilities along Great South Road given the increase in demand from the enabled development for pedestrians and cyclists to cross Great South Road to access schools and bus stops.</li> </ul> <p>There is a need to ensure that the provisions enabling the proposed development also provide certainty around the implementation and timing of required mitigation measures.</p>	<p>allowing the staging of subdivision and associated mitigation related works to be a matter for discretion.</p>
<p>General – Plan provision mechanisms to address wider cumulative effects of incremental development</p>	<p>Oppose</p>	<p>Proposed Private Plan Change 52 proposes to rezone Future Urban zoned land without any associated specific transport provisions which are needed to create greater certainty that the potential adverse effects from the development are assessed and mitigated.</p> <p>The incremental rezoning of small areas of Future Urban zone land within the same local transport catchment can also reduce the ability to realise and stage integrated and connected transport networks unless there are appropriate provisions to ensure this.</p>	<p>That the Proposed Private Plan Change incorporate appropriate provisions / rules to address the matters raised within this submission.</p> <p>These provisions could potentially be addressed by inclusion within the Auckland Unitary Plan of a precinct plan and associated provisions and or alternative mechanisms.</p>

13.4

13.5

## Contact details

Full name of submitter: David and Sarah Bryant

Organisation name:

Agent's full name:

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Contact phone number: 021624231

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555 Great South Road  
Rosehill  
Papakura 2113

## Submission details

### This is a submission to:

Plan change number: Plan Change 52 (Private)

Plan change name: PC52 (Private): 520 Great South Road, Papakura

### My submission relates to

Rule or rules:

The rezone of 520 and 522 Great South Road and 21 Gatland Road, Papakura from Future Urban to Residential - Mixed Housing Urban.

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

The main reason for our view is that the property is too far away from amenities to justify the housing density that comes with the Residential – Mixed Housing Urban zone. According to google maps 522 Great South Road (the closest of the properties to Drury) is 1.7km away from Drury Meats, close to the Drury town centre. Google maps references this as a 20 minute walk. This is too far away to be considered a reasonable walking distance. The Auckland Plan 2012 lists 400-800m as the walkable catchment for a local centre, the location of this property is over 2x that distance from the nearest local centre, Drury. Also, directive 10.3 of the aforementioned plan directs that urban intensification is to be focused on areas that have, 'networks that easily connect residents to amenities' and 'good walking access to community facilities.' The location of the property does not meet either of these criteria.

The memorandum from Barker and Associates, dated 22 May 2020, stated, 'There are continuous footpaths on the Western side of Great South Road, that extend between the plan change and Drury Village.' This statement is not correct. The Western footpath does not extend all the way to the

Slippery Creek Bridge. Slippery Creek Bridge has only a single crossing on the Eastern side, so if residents were to use the Western footpath, they would have to cross the busy arterial road twice. There are also no pedestrian crossings between the development site and the bridge, so there is a road safety issue. There is no suitable continuous footpath between the property and the bridge on the Eastern side.

The aforementioned memorandum states, 'there are footpaths that extend between the Plan Change area and the Centre' (in reference to Papakura). Again, this refers to the footpaths on the Western side which would require residents to cross the road.

In addition, the proposed zone of Residential – Mixed Housing Urban is not consistent with recent development in the area which is Residential – Mixed Housing Suburban. The majority of houses are single level with a few two storeys. We are not aware of any three storey houses like that alluded to in section 2.4 of the pc-52-appendix-5-urban-design-assessment document.

We are also concerned about the impact of the proposed road widening on existing residents' properties. There does not appear to be any provision for this to be done with consultation of the property owners, or in a mutually agreed manner.

We strongly urge the Council to decline this plan change.

14.1 | I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

14.2 | Details of amendments: Rezone to Residential - Mixed Housing Suburban, continuous safe  
 14.3 | pedestrian access to nearby Town Centre's including pedestrian crossings, suitable consultation with  
 14.4 | property owners affected by the proposed road widening.

Submission date: 24 September 2020

## Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?  
 Yes

## Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.