

# **AUCKLAND UNITARY PLAN OPERATIVE IN PART**

## **PROPOSED PLAN CHANGE 117 (Private)**

### **Māngere 1 Precinct**

## **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 22 August 2025
- 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**

PC 117 (Private): Māngere 1 Precinct

Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested
1	1.1	Samuel Bowering	<a href="mailto:sambowering@me.com">sambowering@me.com</a>	Oppose on the basis of traffic safety concerns including trucks
1	1.2	Samuel Bowering	<a href="mailto:sambowering@me.com">sambowering@me.com</a>	Oppose on the basis that zoning should remain Residential Mixed Housing Suburban
2	2.1	Daksha Patel	<a href="mailto:daksha1969.patel@gmail.com">daksha1969.patel@gmail.com</a>	Oppose on the basis of concern about adverse effects on residential character, including from the height of buildings
2	2.2	Daksha Patel	<a href="mailto:daksha1969.patel@gmail.com">daksha1969.patel@gmail.com</a>	Oppose on the basis of potential adverse effects from noise
2	2.3	Daksha Patel	<a href="mailto:daksha1969.patel@gmail.com">daksha1969.patel@gmail.com</a>	Oppose on the basis of potential traffic congestion and traffic safety concerns
2	2.4	Daksha Patel	<a href="mailto:daksha1969.patel@gmail.com">daksha1969.patel@gmail.com</a>	Oppose on the basis of concerns about infrastructure capacity constraints
2	2.5	Daksha Patel	<a href="mailto:daksha1969.patel@gmail.com">daksha1969.patel@gmail.com</a>	Oppose on the basis of concerns about possible adverse ecological effects
2	2.6	Daksha Patel	<a href="mailto:daksha1969.patel@gmail.com">daksha1969.patel@gmail.com</a>	Oppose on the basis of concerns about potential adverse effects from hazardous materials or processes
3	3.1	Fa'aulu Tomuli-Afoa	<a href="mailto:caercyn@gmail.com">caercyn@gmail.com</a>	Oppose on the basis of concern about adverse effects on residential amenity
3	3.2	Fa'aulu Tomuli-Afoa	<a href="mailto:caercyn@gmail.com">caercyn@gmail.com</a>	Oppose on the basis of potential traffic congestion and traffic safety concerns
3	3.3	Fa'aulu Tomuli-Afoa	<a href="mailto:caercyn@gmail.com">caercyn@gmail.com</a>	Oppose on the basis of concerns about possible adverse ecological effects
3	3.4	Fa'aulu Tomuli-Afoa	<a href="mailto:caercyn@gmail.com">caercyn@gmail.com</a>	Oppose on the basis of concerns about potential adverse effects on health and air quality

PC 117 (Private): Māngere 1 Precinct				
Summary of Decisions Requested				
Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested
3	3.5	Fa'aulu Tomuli-Afoa	<a href="mailto:caercyn@gmail.com">caercyn@gmail.com</a>	Oppose on the basis of the need for landscape buffer / noise barrier
3	3.6	Fa'aulu Tomuli-Afoa	<a href="mailto:caercyn@gmail.com">caercyn@gmail.com</a>	Oppose on the basis of the need for a communication plan with residents
4	4.1	William Hicks	<a href="mailto:will.hicks.nz@gmail.com">will.hicks.nz@gmail.com</a>	Oppose on the basis of potential traffic congestion
4	4.2	William Hicks	<a href="mailto:will.hicks.nz@gmail.com">will.hicks.nz@gmail.com</a>	Oppose on the basis of potential for further zoning requests
5	5.1	Frances Fuamatu	<a href="mailto:francesfuama2@gmail.com">francesfuama2@gmail.com</a>	Oppose on the basis of adverse effects on residential amenity
5	5.2	Frances Fuamatu	<a href="mailto:francesfuama2@gmail.com">francesfuama2@gmail.com</a>	Oppose on the basis of potential traffic congestion and traffic safety concerns
5	5.3	Frances Fuamatu	<a href="mailto:francesfuama2@gmail.com">francesfuama2@gmail.com</a>	Oppose on the basis of possible adverse ecological effects
5	5.4	Frances Fuamatu	<a href="mailto:francesfuama2@gmail.com">francesfuama2@gmail.com</a>	Oppose on the basis of potential adverse effects on health and air quality
5	5.5	Frances Fuamatu	<a href="mailto:francesfuama2@gmail.com">francesfuama2@gmail.com</a>	Oppose on the basis of the need for landscape buffer / noise barrier
5	5.6	Frances Fuamatu	<a href="mailto:francesfuama2@gmail.com">francesfuama2@gmail.com</a>	Oppose on the basis of the need for a communication plan with residents
6	6.1	Al-Madinah School	<a href="mailto:rizwanh@al-madinah.school.nz">rizwanh@al-madinah.school.nz</a>	Oppose on the basis of potential traffic traffic safety concerns for students
6	6.2	Al-Madinah School	<a href="mailto:rizwanh@al-madinah.school.nz">rizwanh@al-madinah.school.nz</a>	Oppose on the basis of potential adverse effects on health and air quality for students and staff

PC 117 (Private): Māngere 1 Precinct

Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested
6	6.3	Al-Madinah School	<a href="mailto:rizwanh@al-madinah.school.nz">rizwanh@al-madinah.school.nz</a>	Oppose on the basis of adverse effects on residential character and incompatibility with the adjacent school
7	7.1	Shiva Sankaran	<a href="mailto:kiwiwala@gmail.com">kiwiwala@gmail.com</a>	No decision requested, however concern expressed about adverse traffic effects, including on parking.
7	7.2	Shiva Sankaran	<a href="mailto:kiwiwala@gmail.com">kiwiwala@gmail.com</a>	No decision requested, however concern expressed about adverse ecological effects on wetlands
7	7.3	Shiva Sankaran	<a href="mailto:kiwiwala@gmail.com">kiwiwala@gmail.com</a>	No decision requested, however (inferred) concern expressed about the need for noise controls
7	7.4	Shiva Sankaran	<a href="mailto:kiwiwala@gmail.com">kiwiwala@gmail.com</a>	No decision requested, however (inferred) concern expressed about the need for air quality guidelines
8	8.1	Auckland International Airport Limited	<a href="mailto:sarah.westoby@aucklandairport.co.nz">sarah.westoby@aucklandairport.co.nz</a>	Amend the proposal as necessary to take into account outcomes of revisions sought to the traffic modelling
9	9.1	Kāinga Ora – Homes and Communities	<a href="mailto:developmentplanning@kaingaora.govt.nz">developmentplanning@kaingaora.govt.nz</a>	Amend the plan change by incorporating amendments to the Mangere 1 Precinct as detailed in the submission, including by deleting existing yard controls and applying the current Height in Relation to Boundary control of 2m + 45° to the boundary shared with the Residential Single House Zone
10	10.1	Ngati Te Ata Waiohū	<a href="mailto:karl_flavell@hotmail.com">karl_flavell@hotmail.com</a>	No Decision requested, however seeks provision of a cultural impact assessment and further / ongoing consultation with the submitter
11	11.1	Khadeeja Dean	<a href="mailto:benfayed.h@gmail.com">benfayed.h@gmail.com</a>	Oppose on the basis of traffic safety concerns including trucks, seeks access only on airport side of the property
11	11.2	Khadeeja Dean	<a href="mailto:benfayed.h@gmail.com">benfayed.h@gmail.com</a>	Oppose on the basis that there is no need for more industrial zoning
11	11.3	Khadeeja Dean	<a href="mailto:benfayed.h@gmail.com">benfayed.h@gmail.com</a>	Seeks protection of trees
12	12.1	Auckland Council	<a href="mailto:kath.coombes@aucklandcouncil.govt.nz">kath.coombes@aucklandcouncil.govt.nz</a>	Provide further information on other stormwater management options that do not involve adjoining land

**PC 117 (Private): Māngere 1 Precinct**

**Summary of Decisions Requested**

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested
12	12.2	Auckland Council	<a href="mailto:kath.coombes@aucklandcouncil.govt.nz">kath.coombes@aucklandcouncil.govt.nz</a>	Amend wording of Objective 3, Policy 3 and Activity Table to improve clarity
12	12.3	Auckland Council	<a href="mailto:kath.coombes@aucklandcouncil.govt.nz">kath.coombes@aucklandcouncil.govt.nz</a>	Amend wording of Standard I420.6.4 Infrastructure and Servicing (heading, purpose and standards including as they relate to the Stormwater Management Plan, water quality, flood management and overall clarity of wording
12	12.4	Auckland Council	<a href="mailto:kath.coombes@aucklandcouncil.govt.nz">kath.coombes@aucklandcouncil.govt.nz</a>	Amend I420.6.2 Yards Standard so that it specifies a 30m rear yard requirement or, if a lesser yard distance, alternative noise abatement measures such as as bund or fence.
12	12.5	Auckland Council	<a href="mailto:kath.coombes@aucklandcouncil.govt.nz">kath.coombes@aucklandcouncil.govt.nz</a>	Amend I420.6.3 Landscape Treatments Standard so that it it reverts back to the current standard, including 50% planting of a 30m rear yard
12	12.6	Auckland Council	<a href="mailto:kath.coombes@aucklandcouncil.govt.nz">kath.coombes@aucklandcouncil.govt.nz</a>	Amend I420.6.1 Noise Standard, to ensure noise received on the boundary of any adjoining site within a residential zone meets the standard set out in Table E25.6.2.1 Noise levels in residential zones.
13	13.1	Te Tāhuhu o te Mātauranga   Ministry of Education	<a href="mailto:Eden.Rima@beca.com">Eden.Rima@beca.com</a>	Neutral, subject to the retention of the revised Māngere 1 Precinct provisions, particularly those relating to setback, screening and controls on activities with the potential to affect air quality and amenity operating in this zone
13	13.2	Te Tāhuhu o te Mātauranga   Ministry of Education	<a href="mailto:Eden.Rima@beca.com">Eden.Rima@beca.com</a>	Amend provisions by stipulating minimum plant height at time of planting

See errata document dated 11/08/25

## **Submissions**



**From:** [UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** Unitary Plan Publicly Notified Submission - Plan Change 117 - Samuel Bowering  
**Date:** Monday, 30 June 2025 9:01:02 pm

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The following customer has submitted a Unitary Plan online submission.

#### Contact details

Full name of submitter: Samuel Bowering

Organisation name:

Agent's full name:

Email address: sambowering@me.com

Contact phone number: 021824447

Postal address:

6 Michelle Place Mangere

Mangere

Auckland 2022

#### Submission details

##### This is a submission to:

Plan change number: Plan Change 117

Plan change name: PC 117 (Private): Māngere 1 Precinct

##### My submission relates to

Rule or rules:

Plan Change

Property address: 50 Westney 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:

I do not support the proposed changes to 50 Westney Road.

This specific area of Westney Road is currently mixed housing suburban with 3 schools within close proximity. The specific property is surrounded by 3 sides by suburban properties, with many residents using the adjacent schools.

Currently traffic restrictions are in place to forbid trucks from using this area of Westney road. The large trucks that frequent light industry areas create undue risk to the numerous school children who use this area.

Numerous occasions already exist where small children have had close calls with large trucks who disobey the current restrictions put in place to reduce their thoroughfare by the school. Currently the sidewalks and berms still have large amounts of damage that trucks have caused after mounting

the curbs where house park meets Westney road.

The large piece of land at 50 Westney road should remain mixed housing suburban, and be used to create more housing for the adjacent schools and facilities.

1.2

If any future light rail or heavy rail options to the airport are planned the current zoning will help create a strong use case for those public transport options, similar to that occurring around similar public transport works like the CRL.

The proposed changes will only financial benefit the developers while the detriment of these changes will affect all of the surrounding community, including multiple rolls of school children and their families.

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

Submission date: 30 June 2025

### **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**

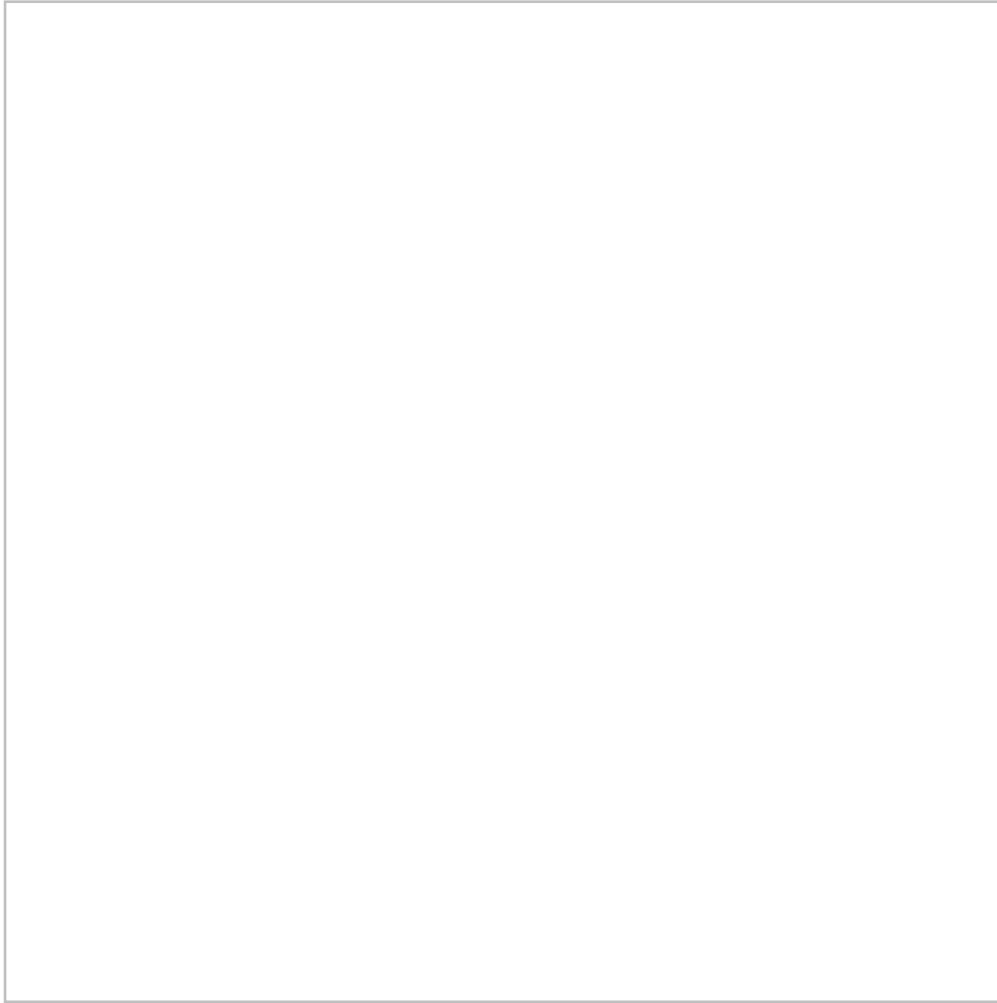
Could you gain an advantage in trade competition through this submission? No

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.



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**From:** [UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** Unitary Plan Publicly Notified Submission - Plan Change 117 - Daksha Patel  
**Date:** Friday, 4 July 2025 2:01:17 pm

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The following customer has submitted a Unitary Plan online submission.

#### Contact details

Full name of submitter: Daksha Patel

Organisation name: Airport Superette Dairy

Agent's full name:

Email address: daksha1969.patel@gmail.com

Contact phone number:

Postal address:  
 279 KIRKBRIDE ROAD  
 Mangere  
 AUCKLAND 2022

#### Submission details

##### This is a submission to:

Plan change number: Plan Change 117

Plan change name: PC 117 (Private): Māngere 1 Precinct

##### My submission relates to

Rule or rules:  
 Dear Auckland Council

I'm writing to express my concerns about the proposed plan change for the property at 50 Westney Road Mangere for a Light Industry Site. I've reviewed the plan and feel it's important to bring up a few points that directly affect the surrounding neighborhood.

First, I understand that the zoning for this site is being changed from Residential/Commercial to Light Industrial Zone. I'm worried that turning this area into light industrial use will have a significant impact on the residential character of the neighborhood, particularly in terms of noise, traffic, and the overall environment.

I also noticed that the proposed building height (20 meters) exceeds the allowable height limit of 9 meters by 11 meters. This could affect privacy for nearby properties and alter the overall feel of the area. The size of the development might also create a visual imbalance when compared to the surrounding buildings, which are primarily residential.

Additionally, I'm concerned about the potential for increased noise levels due to the operations of the proposed industry, especially since the development doesn't seem to address how it will stay within the acceptable noise limits set by local regulations. I would appreciate it if the developers could clarify this and provide more details on noise control measures.

I would like to request further clarification on the specific type of light industry proposed for the site at. While the plan mentions that the property is being developed for a light industry, the lack of detail on what type of industry will be operating makes it difficult to fully assess the potential impacts on the surrounding residential area.

2.1

2.2

The proposed access points for traffic are also a point of concern. With few access points on Westney Road, I worry that this could lead to traffic congestion, especially during rush hours. This increase in traffic could also affect safety and overall quality of life in the neighborhood.

2.3

Given these concerns, I would like to see additional measures taken to mitigate potential disruptions. Specifically, I would suggest that the developers limit the operating hours of the industry to reduce noise during night-time hours and look into better traffic management strategies to handle the increase in vehicles.

Property address: 279 Kirkbride Road Mangere Auckland

Map or maps: On the main street off traffic lights

Other provisions:

Is the current infrastructure such as water, sewage, roads, electricity sufficient to support the new development.

2.4

Is the environmental protection measures in place such as we have a park and a river not to far off and if the land is near sensitive ecosystems or waterways, you might want to ensure proper stormwater management, sustainable building practices, or pollution controls.

2.5

Since it is a light industry is can involve potentially hazardous materials or processes, so what are the safety measures that protects the neighborhood.

2.6

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:

I believe that further clarification of the type of light industry is necessary to assess its potential impact on the neighborhood. Without knowing whether the industry involves machinery, emissions, or heavy traffic, it's difficult to evaluate how it would affect residential properties. Additionally, the proposed building height of 20 meters seems excessive compared to the existing homes and could disrupt the area's suburban character. I feel that the development should adhere to height restrictions that align more closely with the residential nature of the surrounding zone. These adjustments would help ensure that the new industry integrates well with the community, minimizes disruption, and is a good fit for the area's needs.

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

Submission date: 4 July 2025

### **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.

It's rego time. Renew before 1 August to avoid a late fee. Register Now.



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**From:** [Faaulu Tomuli](#)  
**To:** [Unitary Plan](#)  
**Cc:** [Frances Fuamatu](#)  
**Subject:** Submission on Plan Change 117 (Private) - Mangere 1 Precinct: Rotokohu Investments - 50 Westney Road, Mangere  
**Date:** Saturday, 12 July 2025 2:41:02 pm

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**Public Submission – Opposition to Proposed Plan Change for 50 Westney Road, Māngere (Rotokohu Investments Ltd)**

Tēnā koutou,

I am writing as a concerned resident and ratepayer of Kohinoor Ave, Māngere in response to the proposed Plan Change to rezone 50 Westney Road from residential to light industrial use.

While I acknowledge the Preliminary Site Investigation (PSI) has found no major ground contamination risks, I have serious concerns about the impact this proposal may have on the well-being, health, safety, and amenity of our community.

As this site is located in a largely residential area, adjacent to schools and public parks, I believe the rezoning proposal is incompatible with the surrounding land use.

**Key Concerns:**

- **Loss of Residential Amenity** – The introduction of light industry will bring increased noise, truck traffic, and reduced visual appeal, negatively impacting our neighbourhood’s quality of life. 3.1
- **Roading Infrastructure Concern**  
With the growing number of freight-forwarding facilities at the far end of Westney Road, Timberly Road, and Verissimo Drive, there has been a significant increase in traffic congestion during the day—particularly during peak hours from early morning through to 3–6 PM. This congestion is creating serious safety concerns and making it extremely difficult for residents to safely exit our street. 3.2
- **Property Devaluation** – The proposed change could lower the value of nearby homes due to proximity to industrial operations. Traffic and Safety Risks – The increase in industrial vehicles will strain Westney Road and surrounding streets, posing safety risks for children, pedestrians, and cyclists. 3.1
- **Environmental Risks** – Pukaki Creek and local ecosystems could be affected by runoff or poorly managed earthworks. These natural features must be protected for future generations. 3.3
- **Health and Air Quality Concerns** – We already have air quality issues with increase traffic on Westney and George Bolt Drive. The planned demolition includes asbestos removal. Without rigorous independent monitoring, there is potential risk to public health from airborne contaminants. 3.4

**Requests for Compensation and Mitigation:** Should the proposal proceed, I request Auckland Council and Rotokohu Investments Ltd commit to the following measures: 3.5

- Establishment of landscaped buffer zones and noise barriers between industrial

operations and residential properties/schools.

- A full Traffic Impact Assessment and appropriate traffic calming or pedestrian safety upgrades.
- Independent monitoring of asbestos, dust, and runoff during demolition and construction with results made available to the public.
- A community compensation fund to support local improvements (e.g. school fencing, playground upgrades, or community wellbeing projects).
- Clear and timely communication to residents regarding construction timelines, risks, and a dedicated hotline for reporting issues. | 3.6
- Independent valuation review and exploration of rates relief or compensation if residential property values are demonstrably affected.

In closing I ask Auckland Council to take a precautionary and community-focused approach when considering this Plan Change. Our neighbourhood deserves thoughtful, inclusive development that preserves the health, safety, and quality of life for residents—especially those who are most vulnerable.

Please advise next steps or any community meetings that will advise this in person.

Thank you

Fa'aulu Tomuli-Afoa



**From:** [UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** Unitary Plan Publicly Notified Submission - Plan Change 117 - William Hicks  
**Date:** Sunday, 13 July 2025 4:16:04 pm

---

The following customer has submitted a Unitary Plan online submission.

#### **Contact details**

Full name of submitter: William Hicks

Organisation name:

Agent's full name: William Hicks

Email address: will.hicks.nz@gmail.com

Contact phone number:

Postal address:

61 Westney Road

Auckland

Auckland 2022

#### **Submission details**

##### **This is a submission to:**

Plan change number: Plan Change 117

Plan change name: PC 117 (Private): Māngere 1 Precinct

##### **My submission relates to**

Rule or rules:

Plan change 117 (Private) - Mangere 1 precinct

Property address: 50 Westney Road, Mangere

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:

Currently one half of Westney Road is residential. Changing number 50 to Business opens up heavy traffic closer to residential and also potentiall more traffic causing higher congestion than there already is. From about 2:30 pm it can take about 20 mins to get down a stretch of road that should only take a few mins. This congestion repeats at approx 5pm as well.

Rezoning this property also opens up the president to rezone further properties on Westney which I oppose.

4.1

4.2

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

Submission date: 13 July 2025

#### **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.

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**From:** [Frances Fuamatu](#)  
**To:** [Unitary Plan](#)  
**Cc:** [Faaulu Tomuli](#); [James Fuamatu](#); [Christine O'Brien \(Mangere-Otahuhu Local Board\)](#); [Tauanu'u Bakulich \(Mangere-Otahuhu Local Board\)](#); [harry.toleafoa@mangerelaw.org.nz](mailto:harry.toleafoa@mangerelaw.org.nz)  
**Subject:** Submission on Plan Change 117(Private)- Mangere 1 Precinct: Rotokohu Investments - 50 Westney Road, Mangere  
**Date:** Tuesday, 15 July 2025 6:40:03 pm

---

**Public Submission – Opposition to Proposed Plan Change for 50 Westney Road, Māngere (Rotokohu Investments Ltd)**

Tēnā koutou,

I am writing as a concerned resident and ratepayer of Kohinoor Ave, Māngere in response to the proposed Plan Change to rezone 50 Westney Road from residential to light industrial use.

While I acknowledge the Preliminary Site Investigation (PSI) has found no major ground contamination risks, I have serious concerns about the impact this proposal may have on the well-being, health, safety, and amenity of our community.

As this site is located in a largely residential area, adjacent to schools and public parks, I believe the rezoning proposal is incompatible with the surrounding land use.

**Key Concerns:**

- **Loss of Residential Amenity** – The introduction of light industry will bring increased noise, truck traffic, and reduced visual appeal, negatively impacting our neighbourhood’s quality of life. 5.1
- **Roading Infrastructure Concern**  
With the growing number of freight-forwarding facilities at the far end of Westney Road, Timberly Road, and Verissimo Drive, there has been a significant increase in traffic congestion during the day—particularly during peak hours from early morning through to 3–6 PM. This congestion is creating serious safety concerns and making it extremely difficult for residents to safely exit our street. 5.2
- **Property Devaluation** – The proposed change could lower the value of nearby homes due to proximity to industrial operations. Traffic and Safety Risks – The increase in industrial vehicles will strain Westney Road and surrounding streets, posing safety risks for children, pedestrians, and cyclists. 5.1
- **Environmental Risks** – Pukaki Creek and local ecosystems could be affected by runoff or poorly managed earthworks. These natural features must be protected for future generations. 5.3
- **Health and Air Quality Concerns** – We already have air quality issues with increased traffic on Westney and George Bolt Drive. The planned demolition includes asbestos removal. Without rigorous independent monitoring, there is potential risk to public health from airborne contaminants. 5.4
- Requests for Compensation and Mitigation:** Should the proposal proceed, I request Auckland Council and Rotokohu Investments Ltd commit to the following measures: 5.5
  - Establishment of landscaped buffer zones and noise barriers between industrial

operations and residential properties/schools.

- A full Traffic Impact Assessment and appropriate traffic calming or pedestrian safety upgrades.
- Independent monitoring of asbestos, dust, and runoff during demolition and construction with results made available to the public.
- A community compensation fund to support local improvements (e.g. school fencing, playground upgrades, or community wellbeing projects).
- Clear and timely communication to residents regarding construction timelines, risks, and a dedicated hotline for reporting issues.
- Independent valuation review and exploration of rates relief or compensation if residential property values are demonstrably affected.

5.6

In closing I ask Auckland Council to take a precautionary and community-focused approach when considering this Plan Change. Our neighbourhood deserves thoughtful, inclusive development that preserves the health, safety, and quality of life for residents—especially those who are most vulnerable.

Please advise next steps or any community meetings that will advise this in person.

Thank you  
Frances Fuamatu

**From:** [UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** Unitary Plan Publicly Notified Submission - Plan Change 117 - Mohammed Rizwan Hussein  
**Date:** Wednesday, 23 July 2025 6:30:27 am

---

The following customer has submitted a Unitary Plan online submission.

#### **Contact details**

Full name of submitter: Mohammed Rizwan Hussein

Organisation name: Al-Madinah School

Agent's full name:

Email address: rizwanh@al-madinah.school.nz

Contact phone number: 0210578893

Postal address:  
 8 Westney Road  
 Mangere  
 Mangere  
 Auckland 2022

#### **Submission details**

##### **This is a submission to:**

Plan change number: Plan Change 117

Plan change name: PC 117 (Private): Māngere 1 Precinct

##### **My submission relates to**

Rule or rules:

I oppose the proposed private plan change to rezone 50 Westney Road from Residential – Mixed Housing Suburban to Business – Light Industry. I will outline my reasons in the submissions.

Property address: 50 Westney Road, Mangere

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:

Traffic and Safety Concerns: The introduction of a Business – Light Industry zone will inevitably lead to an increase in heavy vehicle traffic, including trucks and other commercial vehicles, on local roads. This poses a direct safety risk to our students who walk, bike, or are dropped off and picked up near 50 Westney Road. The increased traffic volume and industrial vehicles are incompatible with the safe environment required for a school.

6.1

Environmental Effects: Light Industry activities can generate noise, dust, and potential air quality issues, which are detrimental to a learning environment. These adverse environmental effects would directly impact the health and concentration of our students and staff. The current Residential – Mixed Housing Suburban zoning is more appropriate for a location so close to a school.

6.2

Incompatibility with School Operations: The presence of a light industrial site next to our school is inconsistent with our educational and community-focused mission. It could interfere with our outdoor activities, sports programs, and overall campus atmosphere. The change in character of the neighborhood could also be a deterrent for new families considering enrolling their children at our school.

Community Impact: The proposed plan change does not align with the existing community's residential and educational character. We believe that the land at 50 Westney Road should be used in a way that supports the local community, and a residential or mixed-use development would be a more suitable fit.

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

Submission date: 23 July 2025

### **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.

It's rego time. Renew before 1 August to avoid a late fee. Register Now.



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**From:** [kiwiwala](#)  
**To:** [Nicholas Lau](#)  
**Cc:** [Diana Chin](#); [Unitary Plan](#)  
**Subject:** Re: Proposed Plan Change 117 (Private) Māngere 1 Precint.  
**Date:** Wednesday, 23 July 2025 11:33:28 am

---

- To all,
- I am the owner occupier of 39 Kohinoor Avenue. I wish to make the following comments on the change of use of the current SPCA location on the Westney Road:
1. The area abutting the first third of the road is currently populated with private residences, motels, schools and public park.

2. Since the connection of the Verissimo Drive to the Westney Road into Kirbride Road, the traffic has increased manifold. Parking for school drop-offs and pick-ups, through traffic to the airport, sports related parking is making the negotiating of the road very difficult. The situation is further exacerbated by traffic islands near the schools and the traffic lights on the junction of the Westney Road and Kirbride Road. Parking around in unsafe areas such as on bends and verges is becoming a common problem. This problem is particularly bad at the T junction of Kohinoor Avenue and the Westney Road. Auckland Transport needs to look into this. I suggest yellow lines close on the bends and at the T junction.

3. Consequently, the new business relocating to SPCA premises must provide adequate off-street parking for its own fleet, parking for its customers and visitors.

3. The premises abuts wetlands at the back. So, proper disposal of any toxic leaks or overflow must be made.

4. There are two schools in the immediate proximity to the site. The current level of 75 must be maintained.

5. All activity on the premises must strictly follow strict guidelines on not contributing to degradation of the air quality and bad odour.

7.1

7.2

7.3

7.4
- Thanking you for the opportunity to comment.
- Shiva Sankaran  
39 Kohinoor Avenue  
MANGERE, Auckland 2022.
- Page 1 of 1



## SUBMISSION ON PUBLICLY NOTIFIED PROPOSAL FOR PLAN CHANGE UNDER CLAUSE 6 OF THE FIRST SCHEDULE OF THE RESOURCE MANAGEMENT ACT 1991

**TO:** Auckland Council

**SUBMITTER:** Auckland International Airport Limited

**SUBMISSION ON:** Proposed Plan Change 117 ("**PC117**") (Private): Māngere 1 Precinct to the Auckland Unitary Plan - Operative in Part ("**AUP**")

### Introduction and Context

1. Auckland Airport is the landowner of over 1,500 hectares of land, including 24 km of roads over which Auckland Airport is a Road Controlling Authority. Auckland Airport's roading network currently accommodates more than 80,000 vehicle movements per day with about 7% of these being heavy vehicle movements.
2. Access to Auckland Airport is provided primarily via the state highway network, with SH20A connecting to the South-Western Motorway (SH20) to the north and SH20B connecting to the South-Western Motorway (SH20) to the south-east. Within the precinct, George Bolt Memorial Drive and Tom Pearce Drive link the state highway network to the international and domestic terminals, while also providing access to various destinations across the precinct and supporting airport operations.
3. Auckland Airport's roads are also used as a thoroughfare for people and freight to bypass the heavily congested SH20 (South-Western Motorway). This is a contributor to congestion that passengers and businesses located at Auckland Airport are experiencing and creates the need for additional investment in the airport road network. It also means that a careful review of traffic-generating activities must be undertaken so that Auckland Airport can appropriately plan for growth and future demand.
4. Heavy vehicles must access 50 Westney Road, Māngere ("**the Site**") via Verissimo Drive and the Landing intersection which connects Landing Drive, Verissimo Drive and George Bolt Memorial Drive. The Landing intersection is jointly owned by Auckland Airport, Auckland Transport, and Waka Kotahi and is a critical intersection for the strategic road network, including for access to and from Auckland Airport.
5. In this context, Auckland Airport welcomes the opportunity to submit on PC117, which proposes to rezone the Site from Residential – Mixed Housing Suburban ("**MHS**") to Business – Light Industry ("**BLI**") and modify, via removal, the existing Māngere 1 Precinct provisions.
6. In addition, approximately 1.8 ha of the south-eastern portion of the site is in the Aircraft Noise Overlay - Moderate aircraft noise area ("**MANA**"), with the balance (approximately 2.3 ha), north-eastward, located in the Aircraft Noise Overlay - Aircraft noise notification area ("**ANNA**"). Within the MANA activities will (either now or sometime in the future) be exposed to aircraft noise levels of between 60 dB Ldn and 65 dB Ldn as a result of the Airport's operations. This is reflected in the AUP which recognises that it is not practicable for Auckland Airport to internalise all the effects of aircraft noise within its landholdings and includes controls on activities sensitive to aircraft noise ("**ASAN**"), like dwellings.

7. These noise controls are important to Auckland Airport's submission to PC117, in particular, the baseline traffic numbers used in the Integrated Transport Assessment ("ITA"), dated October 2024, prepared by Flow Transportation Specialists Ltd ("Flow").
8. Auckland Airport could not gain an advantage in trade competition through this submission and the submission does not relate to trade competition or the effects of trade competition.

#### **Submission on PC117**

9. Auckland Airport is not opposed to the principle of rezoning the site from MHS to BLI but is opposed to PC117 on transport grounds. It may be that these concerns can be addressed via a brief addendum to the ITA.

#### **Reasons for Submission**

10. Rezoning the site from MHS to BLI will limit the development of ASAN in the noise contours with a corresponding reduction in the potential for reverse sensitivity effects on Auckland Airport. However, Auckland Airport considers the baseline residential traffic numbers used to inform the ITA have overlooked the density controls that apply in the MANA that limit the residential development that could occur at the site under the existing zoning.
11. Section 5.1 of the ITA prepared by Flow addresses the difference between traffic generated by a development scenario under the current residential MHS zoning and the proposed zoning of BLI. The ITA applies a current development scenario of one dwelling per 200m<sup>2</sup> on the residential site. Across the approximately 4 ha site, this comes to 200 dwellings, generating approximately 140 vehicle trips at peak hours and 1,400 daily trips.
12. The ITA asserts, at section 5.2, that *compared to a fully residential development, industrial land use on the site may increase the overall vehicle trip generation. However this increase is not significant. An additional 80 vehicle trips in the peak hour and 300-400 per day are unlikely to have any noticeable effect on the operation of the surrounding road network.*
13. The baseline development scenario of 200 dwellings does not appear to have factored in the limitations of the average density standards that apply in the MANA (1:400m<sup>2</sup>) and as a result the assessment may have underestimated the difference between the "current residential scenario" and "proposed" traffic numbers.
14. It is important that the traffic scenarios used for the ITA are based on accurate information to inform a robust assessment of transport effects, including Verissimo Drive, its intersection with George Bolt Memorial Drive, and the wider network which is critical to Auckland Airport.

#### **General Reasons for Submission**

15. Without limiting the above, the general reasons for this submission are that amendments to PC117 are necessary to ensure the plan change:
  - (a) promotes sustainable management of resources, and will achieve the purpose and principles of the Resource Management Act 1991;
  - (b) meets the reasonably foreseeable needs of future generations;
  - (c) enables social, economic and cultural wellbeing; and
  - (d) avoids, remedies or mitigates adverse effects on the environment.

**Decision Sought**

16. Auckland Airport seeks the following amendments:
- (a) recalculate the residential baseline scenario traffic numbers in the ITA factoring in the MANA density restrictions, and
  - (b) if the revised traffic baseline materially changes the transport recommendations, update the ITA as necessary; and
  - (c) such further other relief or other consequential amendments as considered appropriate and necessary to address the concerns set out above.
17. Auckland Airport wishes to be heard in support of this submission.

8.1

**AUCKLAND INTERNATIONAL AIRPORT LIMITED:****Signature:**

Andrea Marshall  
Head of Environmental Planning and Sustainability  
Auckland International Airport Limited

**Date:** 24 July 2025

**Address for Service:** C/- Sarah Westoby  
Auckland International Airport Limited  
PO Box 73020  
**MANUKAU 2150**

**Telephone:** +64 2102223527

**Email:** [sarah.westoby@aucklandairport.co.nz](mailto:sarah.westoby@aucklandairport.co.nz)



24 July 2025

*Attn: Auckland Council  
Unitary Plan Private Bag 92300  
Auckland 1142  
Attention: Planning Technician*

**KĀINGA ORA – HOMES AND COMMUNITIES SUBMISSION ON PROPOSED  
PLAN CHANGE 117 (MĀNGERE 1 PRECINCT) TO THE OPERATIVE AUCKLAND  
UNITARY PLAN UNDER CLAUSE 6 OF SCHEDULE 1 OF THE RESOURCE  
MANAGEMENT ACT 1991**

**This is a submission on Plan Change 117 – Māngere 1 Precinct (“PC117”) to the  
Operative Auckland Unitary Plan (“the Plan”), prepared by Rotokohu Investments  
Limited.**

**Scope of submission:**

The submission relates to the zoning request of PC117 and its potential adverse effects on the adjoining Kāinga Ora properties to the east of the Precinct site. Kāinga Ora oppose the request to rezone 50 Westney Road, Māngere (**“the Site”**) and request that the current Residential Mixed Housing Suburban zoning and the Māngere 1 Precinct (**“the Precinct”**) are retained.

In the absence of this relief being adopted, Kāinga Ora continue to seek the retention of the Precinct, with specific amendments to the provisions as indicated below and within **Appendix 1**.

**Background:**

Kāinga Ora own the majority of the residential properties that directly adjoin the eastern boundary of the subject site and were therefore identified as a potentially affected person and notified as such on 19 June 2025. Kāinga Ora is therefore directly affected by the proposal.

### The Kāinga Ora submission is:

1. Kāinga Ora oppose the removal of the Mangere 1 Precinct, in so far as the Precinct provides for the management of the interface between activity on the site and the residential activities adjoining the eastern boundary. In particular, Kāinga Ora observes that the existing provisions of the Precinct and the underlying residential zoning provide for a 30m yard setback from the rear (eastern) residential boundary, a maximum height limit of 8m and a Height in Relation to Boundary (HIRB) of 2m + 45°. The proposed plan change would substantially alter the effects of development at this boundary on the adjacent residential land use. Kāinga Ora seeks that the Mangere 1 Precinct is retained and amended to require that any building constructed on the site comply with a Height in Relation to Boundary (HIRB) control of 2m + 45 along the rear (eastern) boundary.
2. The amendments sought by Kāinga Ora to the Māngere 1 Precinct are detailed via tracked changes in **Appendix 1**, with the key changes being:
  - a. Enable light industrial activities, as per the proposed underlying zoning;
  - b. Delete the existing yard controls; and
  - c. Apply the current Height in Relation to Boundary ("HIRB") of 2m + 45° to the boundary shared with the Residential- Single House Zone.
3. In the event that the Mangere 1 Precinct is not retained and amended as sought, Kāinga Ora would oppose the proposed rezoning of the land from Residential - Mixed Housing Suburban to Business - Light Industry.
4. Kāinga Ora has an interest in PC117 and how it has the potential to enable development on the Site that could adversely affect the residential amenity of adjoining Kāinga Ora properties located on Naylor Drive and Jaylo Place, Māngere.
5. The changes requested are made to
  - i. Ensure that Kāinga Ora can carry out its statutory obligations;
  - ii. Ensures that the proposed provisions are the most appropriate way to achieve the purpose of the Resource Management Act 1991;
6. The changes sought by Kāinga Ora can be found within **Appendix 1**.

9.1

### Kāinga Ora seeks the following decision from Auckland Council on PC117:

That the specific amendments and deletions which are sought, as specifically outlined in **Appendix 1**, are accepted and adopted into PC117, including such further, alternative or consequential relief as may be necessary to fully achieve the relief sought in this submission. In the event that the Mangere 1 Precinct is not retained and amended as sought, Kāinga Ora would oppose the proposed rezoning of the land from Residential - Mixed Housing Suburban to Business - Light Industry.

**Kāinga Ora wishes to be heard in support of their submission.**

Kāinga Ora seeks to work collaboratively with the applicant and wishes to further discuss the matters raised its submission on PC117.

Kāinga Ora would be prepared to consider presenting our submission in a joint case with others making a similar submission at any hearings.

Kāinga Ora will not gain an advantage in trade competition through this submission.



**Brendon Liggett**  
**Manager - Development Planning**  
**Kāinga Ora – Homes and Communities**

**ADDRESS FOR SERVICE:** *Kāinga Ora – Homes and Communities, PO Box 74598, Greenlane, Auckland 1051. Email: [developmentplanning@kaingaora.govt.nz](mailto:developmentplanning@kaingaora.govt.nz)*

## Appendix 1: Decisions sought PC117

The following sets out the amendments sought to the Māngere 1 Precinct, as **alternative relief** to Plan Change 117 as it has been proposed, insofar as the plan change relates to Kāinga Ora properties.

*Proposed changes are shown as ~~strike~~~~through~~ for deletion and underlined for proposed additional text.*

## Attachment A – Amendments to Māngere 1 Precinct

### I420. Māngere 1 Precinct

#### I420.1. Precinct description

The purpose of the Māngere 1 Precinct is to [provide for Light Industrial development of the land whilst maintaining a level of residential amenity currently afforded to adjoining Residentially zoned properties to the east of the site.](#)

[The Precinct was originally created to provide for the operation of the SPCA at 50 Westney Road, Mangere, which included provisions beyond that of the underlying residential zoning that separated the SPCA activities from the boundary shared with adjoining residential properties](#)

[Whilst the zone of the site is now Business- Light Industry, the Precinct has been retained and amended to continue to acknowledge the interface between the Precinct site and adjoining residential land. The Precinct provides additional regulation beyond that of the zone provisions, to recognise the previous management of effects at the eastern boundary of the site and the changes in development outcomes that are enabled through the change to the underlying zone.](#)

~~provide for the SPCA Auckland Animal Village at 50 Westney Road, Māngere. The SPCA was established on 1978 and is a regionally significant resource providing animal welfare and associated services for Auckland. The facility occupies approximately 40 per cent of the 4 hectare site and includes administration buildings, an animal hospital, dog and cat adoption facilities, kennels, and a significant amount of land for grazing. The precinct is made up of two sub-precincts A and B, which delineate the areas within which certain types of activities should take place.~~

~~The SPCA is located at the interface of land zoned Residential – Mixed Housing Suburban Zone and Business – Light Industry Zone. Adjacent activities on residential zoned land include a school immediately to the north, and a row of established houses occupying the land to the east, and west on the opposite side of Westney Road.~~

~~When first established, the SPCA activity was relatively isolated from other activities, but gradual development of vacant land adjacent to the village has created reverse sensitivity effects. It is therefore important to provide certainty about the range of activities that can occur in the precinct. The Māngere 1 Precinct plan stipulates how the site will be developed and used.~~

The zoning of land within this precinct is ~~Residential – Mixed Housing Suburban~~ [Business – Light Industry](#) Zone.

#### I420.2. Objectives

- (1) [Development supports the planned light industrial use of the land while restricting building heights at the interface with the adjacent residential area maintaining residential amenity](#)

~~-Animal welfare activities are enabled within the Māngere 1: Precinct plan.~~



- ~~(2) Adverse effects associated with the animal welfare activities within the Māngere 1 Precinct are recognised and managed.~~

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

### I420.3. Policies

- ~~(1) Require current and future animal welfare activities to align with the Māngere 1: Precinct plan.~~
- ~~(2) Protect the amenity of adjoining residential and education land uses through appropriate built form, scale and location and the implementation of best practice noise management.~~
- ~~(3) Recognise the significance of the animal welfare facility by avoiding competing land uses within the site.~~
- (1) Enable Light Industrial development in a variety of forms which provide for the planned urban built form, while managing the interface with adjacent residentially zoned areas by ensuring an appropriate building height adjoining the residential area

~~The policies for this precinct replace the zone policies.~~

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

### I420.4. Activity table

The provisions in the zone ~~do not~~ apply in this precinct, unless otherwise specified below. The provisions in any relevant Auckland-wide and overlay provisions apply in this precinct unless otherwise specified below.

Table I420.4.1 Activity table specifies the activity status of land use and development activities in the Māngere 1 Precinct pursuant to section 9(3) of the Resource Management Act 1991.

**Table I420.4.1 Activity table**

Activity		Activity status	
		Sub-precinct A	Sub-precinct B
<b>Rural</b>			
<del>(A1)</del>	<del>Animal breeding or boarding</del>	P	P
<del>(A2)</del>	<del>Farming</del>	P	P
<b>Commerce</b>			
<del>(A3)</del>	<del>Restaurants and cafes</del>	P	D

<del>(A4)</del>	<del>Restaurants and cafes that do not comply with standard I420.6.2</del>	NC	NC
<del>(A5)</del>	<del>Clubroom</del>	P	⊘
<del>(A6)</del>	<del>Offices</del>	P	⊘
<del>(A7)</del>	<del>Retail sales</del>	P	P
<del>(A8)</del>	<del>Veterinary clinics</del>	P	⊘
<del>(A9)</del>	<del>Animal welfare (includes keeping of animals, animal adoption services, education and training of people about animal welfare)</del>	P	P
<del>(A10)</del>	<del>Animal welfare that does not comply with activity I420.4.1(A9) above</del>	⊘	⊘
<del>(A11)</del>	<del>Educational facilities</del>	P	P
<del>(A12)</del>	<del>Tertiary education facilities</del>	P	P
<del>(A13)</del>	<del>Workers' accommodation</del>	P	⊘
<del>(A14)</del>	<del>Workers' accommodation that does not comply with Standard I420.6.1</del>	NC	NC
<b>Development</b>			
(A15)	New buildings and additions to existing buildings <u>that comply with Standard I420.6</u> <del>*"for the purposes of the precinct, a rainwater tank shall be considered a building"</del>	P	⊘
(A16)	Alterations to buildings <u>that do not comply with Standards I420.6</u>	P RD	
<del>(A17)</del>	<del>Any activity that complies with Standard I420.6.6 Earthworks</del>	P	P

#### I420.5. Notification

- (1) Any application for resource consent for an activity listed in Table 0.1 Activity table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in [Rule C1.13\(4\)](#).

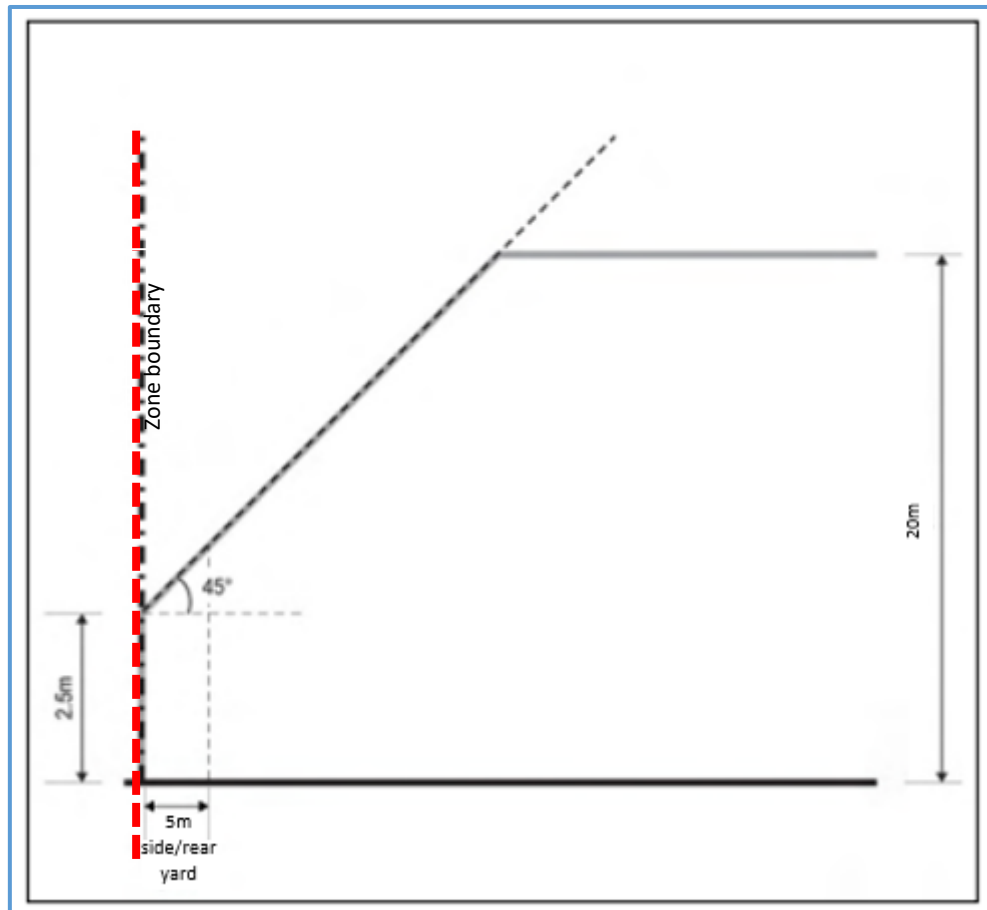
#### I420.6. Standards

The overlay, zone and Auckland-wide standards apply in this precinct in addition to the following standards.

All activities listed as permitted activities in Table 0.1 Activity table must comply with the following permitted activity standards:

I420.6.1. Height in relation to boundary ~~Worker's accommodation~~

- (1) Buildings must not project beyond a 45 degree recession plane measured from a point 2.5m vertically above the ground level along boundaries adjoining a Residential Zone, as shown in Figure I420.6.1.1 Height in relation to boundary below.



~~No more than one workers' accommodation unit must be located within subprecinct A of the Māngere 1: Precinct plan.~~

**I420.6.2. ~~Restaurants and cafes~~**

~~(1) No more than one restaurant or cafe must be located within sub-precinct B of the Māngere 1: Precinct plan.~~

**I420.6.3. Noise**

- (1) Noise levels arising from activities established on a site after 1 October 2003 measured at or within the boundary of any other site must not exceed the following limits:

1. Table I420.6.3.1 Noise limits

Activity	Average maximum level		Maximum
	dBLAeq		dBLAFmax
	Monday to Sunday 7am-8pm	All other times	10pm-7am
Within Residential zones	55	45	75
Within Industrial zones	65	65	90

**I420.6.4. Yards**

(1) Yards must comply with Table I420.6.4.1 Yards below:

**2. Table I420.6.4.1 Yards**

Yard	Dimension
Front	10m
Northern	5m
Southern	None
Rear	30m

**3. I420.6.5. Landscape treatment**

- (1) The minimum landscaped area must not exceed 35 per cent of the net site area.
- (2) Where any boundary adjoins a residential zone at least 50 per cent of the yard required in Standard I420.6.4 Yards above must be landscaped by plantings of specimen trees and shrubs.

**I420.6.6. Earthworks**

- (1) Earthworks associated with the construction/extension of a perimeter bund westward along the boundary with the adjoining residential site (Lot 1 DP 1149852) must not exceed 100m in length.

**I420.7. Assessment – controlled activities**

There are no controlled activities in this precinct.

#### 4. I420.8. Assessment – restricted discretionary activities I420.8.1. Matters of discretion

The Council will restrict its discretion to all the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities in the overlay, zone or Auckland-wide provisions:

(1) For ~~yards~~ Height in relation to boundary, ~~landscape treatment and earthworks~~:

(a) effects on amenity values of neighbouring residential areas;

~~(b) effects of site layout, landscaping and planting;~~

~~(c)~~ (b) effects of noise; and

~~(d)~~ (c) effects of design and external appearance.

#### 5. I420.8.2. Assessment criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the overlay, zone or Auckland-wide provisions:

(1) For amenity values of neighbouring residential areas:

(a) the extent to which the amenity values of neighbouring residential areas is maintained, particularly with regard to shading, bulk and dominance, privacy, noise, traffic and other potential nuisances.

~~(2) For site layout, landscaping and planting:~~

~~(a) whether the siting of the buildings and other structures, including car parking areas and vehicle access points, maintain a good relationship between those structures and other structures on the site and on adjoining sites.~~

(2) For noise:

a whether the best practicable measures are put into place to minimise the effects of noise emanating from activities on the site.

(3) For design and external appearance:

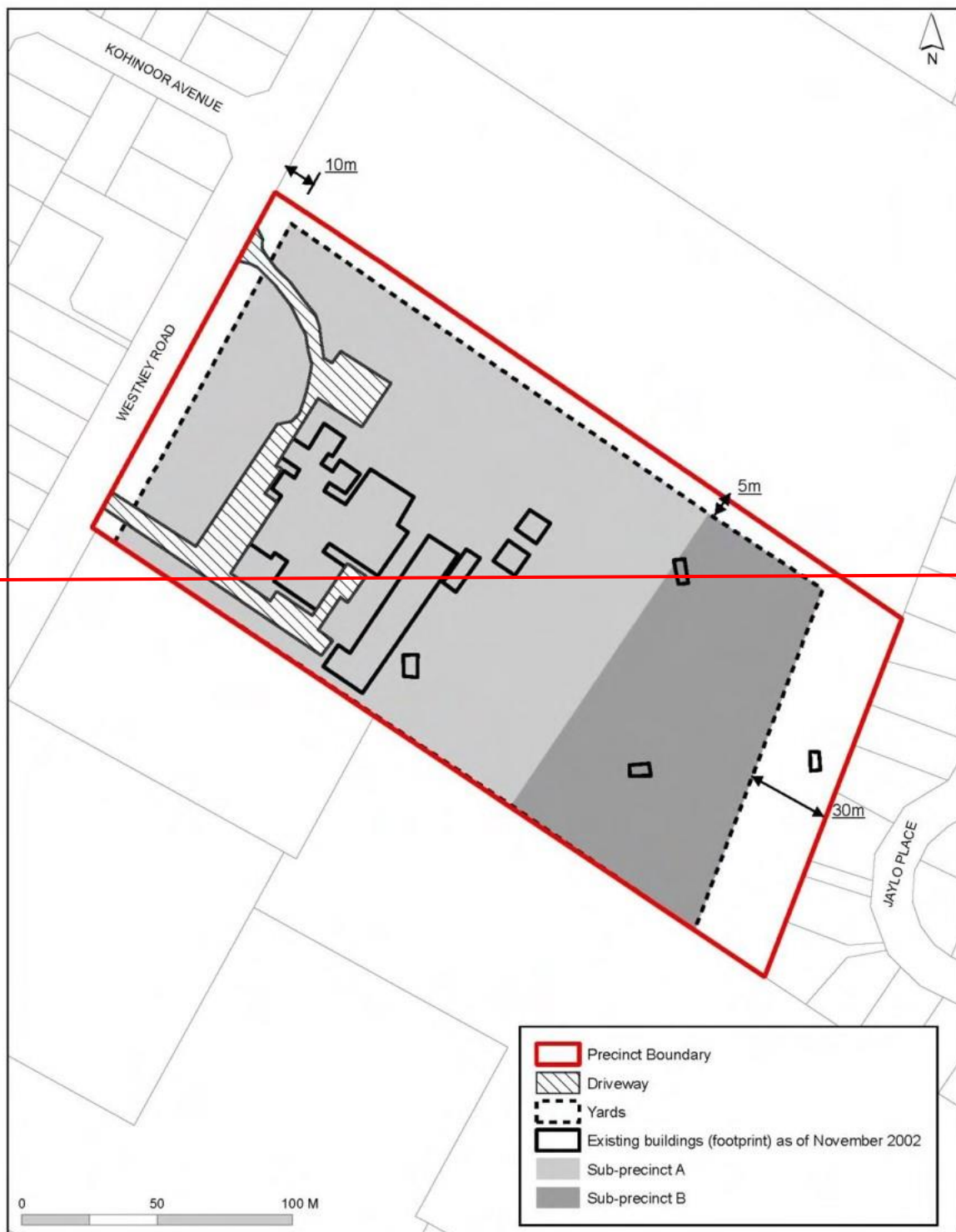
a whether buildings and other structures are designed to avoid unrelieved mass and bulk and maintain the amenity values of neighbouring residential areas.

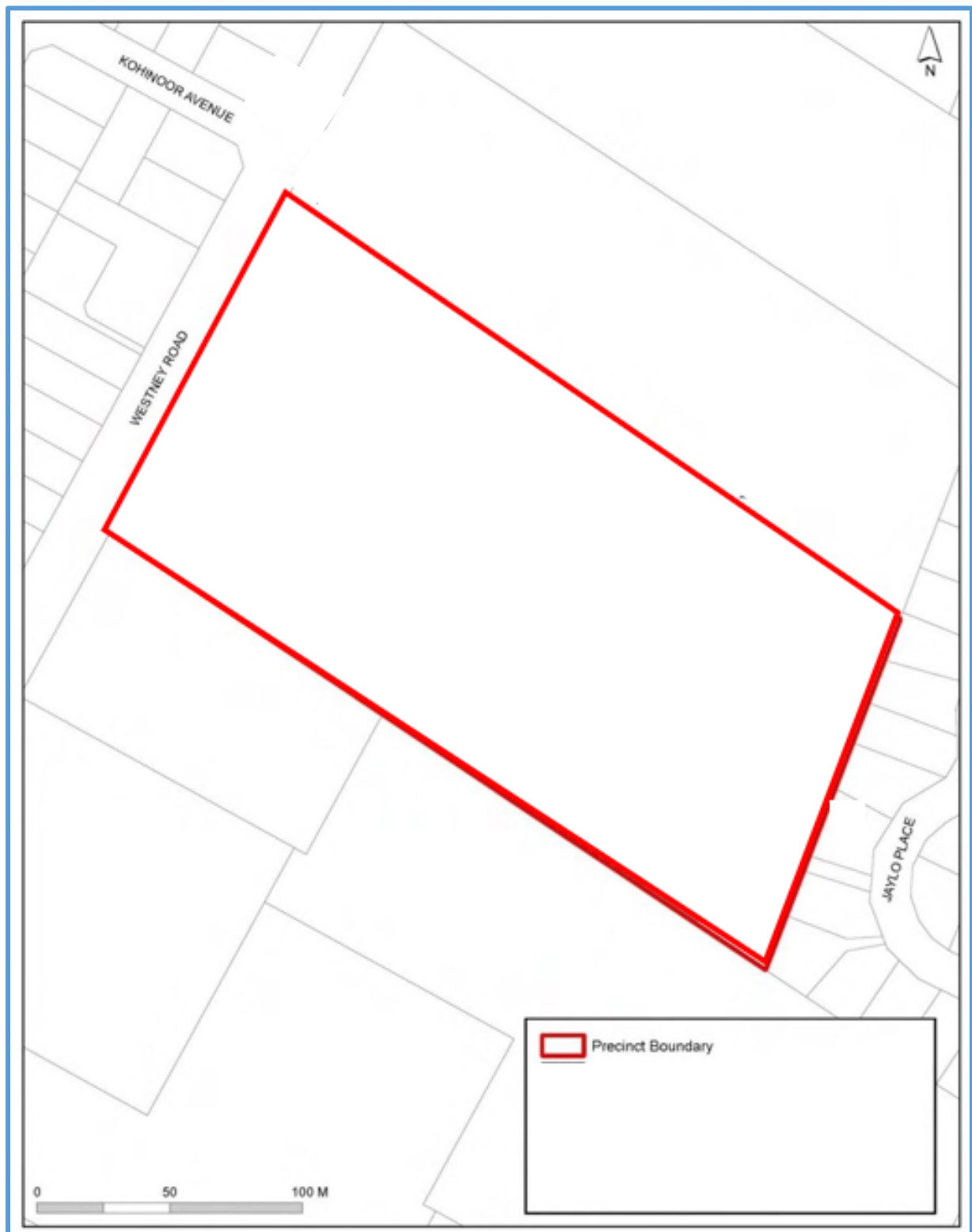
#### I420.9. Special information requirements

There are no special information requirements in this precinct.

#### I420.10. Precinct plans

## 6. I420.10.1. Māngere 1: Precinct plan







# NGATI TE ATA

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

23<sup>rd</sup> July 2025

## SUBMISSION REGARDING: PC 117 (Private): Maangere 1 Precinct

AUCKLAND COUNCIL  
Unitary Plan Department  
Submissions

Mark Benjamin  
Mt Hobson Group

### Application details

This private plan change aims to rezone 50 Westney Road, Māngere from Residential – Mixed Housing Suburban to Business – Light Industry and modify the existing Māngere 1 Precinct provisions which apply to 50 Westney Road, Māngere in the Auckland Unitary Plan (Operative in Part) to enable and support proposed Business – Light Industry activities.

1. Ngaati Te Ata is a manawhenua iwi of Maangere. We are of Waiohūa and Waikato descent.
2. We have not been formally consulted regarding this application.
3. The cultural values of Ngaati Te Ata Waiohūa are unknown. Our environmental preferences are unknown.
4. This plan change application does not meet the following:
  - RMA Section 6(e)
  - RMA Section 7(a)
  - RMA Section 8
  - RMA 4<sup>th</sup> Schedule Section 33(d)

**THEREFORE, WE OPPOSE THIS PLAN CHANGE APPLICATION.**

### Relief Sought

1. That Ngaati Te Ata Waiohūa are better informed during the course of the hearing and what information from all parties becomes apparent.

10.1



2. That a cultural impact assessment (cia) report is undertaken by Ngaati Te Ata Waiohua as requested to the applicant earlier.
3. That further discussions be undertaken with Ngaati Te Ata Waiohua to fully understand how the matters raised in this submission and recommendations in our (aforementioned) cia report have been provided for.
4. The Submitter wishes to be heard in support of their submission.

10.1



**Karl Flavell**  
Te Taiao (Manager Environment)  
Ngāti Te Ata  
Pukekohe

Ph: 027 9328998  
[karl\\_flavell@hotmail.com](mailto:karl_flavell@hotmail.com)

**From:** [UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** Unitary Plan Publicly Notified Submission - Plan Change 117 - Khadeeja Dean  
**Date:** Thursday, 24 July 2025 4:15:58 pm  
**Attachments:** [Submission on Plan Change 117.pdf](#)

---

The following customer has submitted a Unitary Plan online submission.

#### **Contact details**

Full name of submitter: Khadeeja Dean

Organisation name:

Agent's full name: Haamid Ben Fayed

Email address: benfayed.h@gmail.com

Contact phone number: 02102771609

Postal address:  
53 Westney Road Mangere  
Mangere  
Auckland 2022

#### **Submission details**

##### **This is a submission to:**

Plan change number: Plan Change 117

Plan change name: PC 117 (Private): Māngere 1 Precinct

##### **My submission relates to**

Rule or rules:  
PC117(Private): Mangere 1 Precinct

Property address: 50 Westney Road

Map or maps: 50 Westney Road

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:  
Kia ora,

My name is Kahdeeja. I grew up on Westney Road, continue to live here, and own a property directly opposite the site of the proposed plan change.

I am writing to strongly oppose the proposed rezoning of 50 Westney Road. After reviewing the application in detail, I am deeply disappointed by how little it reflects an understanding of the local community and the way our road is used every day.

The current residential zoning provides a critical buffer that protects our neighbourhood, two nearby schools, and House Park. This stretch of Westney Road is not just a road—it's a living space shared by families. My children ride their bikes here, our pets play outside, and they are often joined

by other kids from the neighbourhood. In the mornings and afternoons, children gather on their way to and from school. On weekends, the area fills with families, sports teams, and visitors attending events at the park.

If this plan change proceeds—and if heavy vehicle restrictions are amended—it will bring large industrial trucks into the heart of a residential and school zone. This is not simply a matter of shifting truck access a few hundred metres; it is about extending industrial traffic directly into safe, family-oriented spaces. It would expose children and residents to heavy vehicle movements during peak hours—particularly between 8:00–9:00 AM and 3:30–6:30 PM daily—times when the area is busiest with foot traffic, school activity, and family movement. That would fundamentally change the nature of our street and endanger our tamariki, our pets, and our way of life.

11.1

I understand how, on paper, this may appear to be a logical extension of industrial zoning. But in reality, it would result in a dramatic and unsafe shift for our community.

There is also no genuine need for this rezoning. There is **\*\*ample industrial land already available for lease, purchase, or development\*\*** within the nearby **\*\*Airport Precinct and surrounding industrial zones\*\***. It is unjustifiable to destroy an established and thriving neighbourhood just to create more industrial space when suitable alternatives exist only a few kilometres away.

11.2

I urge the Council and all decision-makers to look beyond the technical reports and consider the lived reality of those of us who call this area home. Please come and visit Westney Road. Talk to residents. Observe how the street is used, and how much it means to our families and our community.

If the committee approves the changes we urge the committee to require the vendor to move the proposed driveway to the airport side of the property and ban heavy vehicles beyond this point including on the road frontage to mitigate the neighbourhood impact.

11.1

We also request that the mature trees within the proposed change are protected and not allowed to be cut down.

11.3

Ngā mihi nui,

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

Submission date: 24 July 2025

Supporting documents

Submission on Plan Change 117.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.

It's rego time. Renew before 1 August to avoid a late fee. Register Now.



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**IN THE MATTER** of the Resource  
Management Act 1991  
(**RMA**)

**AND**

**IN THE MATTER** of a submission under  
clause 6 of the First  
Schedule to the RMA on  
Private Plan Change 117:  
Mangere 1 Precinct

**SUBMISSION ON NOTIFIED PROPOSAL FOR PRIVATE PLAN CHANGE 117  
TO THE AUCKLAND UNITARY PLAN (OPERATIVE IN PART)**

**To:** Auckland Council

**Name of submitter:** Auckland Council  
(contact: Kath Coombes)

**Address for service:** 135 Albert Street  
Private Bag 92300  
Auckland 1142

**INTRODUCTION**

1. This is a submission on Private Plan Change 117: Mangere 1 Precinct (the **plan change**) to the Auckland Unitary Plan (Operative in Part) (**AUP**) by Rotokohu Investments Limited (the **Applicant**).
2. This submission by Auckland Council is in its capacity as submitter (**ACS**).
3. ACS could not gain an advantage in trade competition through this submission.

## THE SPECIFIC PROVISIONS OF THE PROPOSAL THE SUBMISSION RELATES TO

4. This submission relates to the plan change in its entirety and all provisions including:
  - a. the Mangere 1 Precinct (the **Precinct**); and
  - b. the Auckland Unitary Plan Maps.

## SUBMISSION

5. ACS opposes the plan change, unless the matters raised in this submission are addressed. Specifically, ACS opposes the following aspects of the plan change:
  - a. The proposed approach to managing stormwater and downstream effects;
  - b. Concerns around implementation of the stormwater management plan requiring third party and designation authority approval that is yet to be confirmed;
  - c. The lack of clarity of how water quality is to be managed;
  - d. Uncertainties around the approach taken in relation to SMAF controls;
  - e. The limited detail of stormwater provisions in proposed Precinct standards;
  - f. The proposed changes to Precinct standards to manage boundary interfaces; and
  - g. The current wording of the Precinct's activity table.

### Managing stormwater and downstream effects

6. ACS is concerned with the proposal on how stormwater and downstream effects will be managed within the Precinct itself, neighbouring properties and the wider catchment area. The precinct provisions proposed need to show a clear link for any future development in the precinct to be in accordance with an approved SMP. While the current precinct provisions do show an attempt to do so, they can be strengthened so this link is made clearer.
7. The proposed Stormwater Management Plan (SMP) by Envelope Engineering Limited, dated February 2025, states that stormwater runoff from the site currently discharges to different locations that includes the public network for the northern

and western sections and an open drain for the southern and western section of the site. The majority of the site discharges to the southeastern corner through the private outlet at 3 Verissimo Drive, Mangere and onto an existing overland flow path along the northern boundary of 1 Verissimo Drive, Mangere.

### **Third party and designation authority approvals**

8. ACS is concerned with the lack of certainty with how the stormwater management plan can be implemented, given the applicant has not received written approvals to date for the work required on neighbouring properties, and from the designation authority for Designation 6502 (Petroleum Pipeline – Urban Section, Channel Terminal Services Limited).
9. It is understood that discussion with the property owners of 1, 3 and 5 Verissimo Drive, Mangere is ongoing regarding permission to upgrade the private outlet and to do works related to the overland flow path area.
10. The location of the private outlet and overland flow path works are also subject to Designation 6502. The proposed SMP states within Section 4.0 Stakeholder Engagement and Consultation that there is ongoing consultation with First Gas and Channel Infrastructure NZ Limited, and the feedback that has been received is that works in proximity to the fuel line are allowed subject to minimum clearance and construction methodology, and that detailed design would need to be provided for their assessment.
11. The proposed stormwater management relies on the upgrade and recontouring of a location that is owned by third parties and has a Designation. This is the applicant's preferred option to manage stormwater and flooding. Other options have not been discussed in as much detail but more information on these should be provided to understand what the actual options are.

### **Water Quality Management**

12. ACS is concerned with the lack of clarity provided to date of how the proposed SMP will adequately and appropriately provide for water quality management.
13. Water quality treatment is required for all impervious areas. The receiving environment is the Manukau Harbour, which has a significant ecological area overlay (SEA-M2-27a Marine 2). The proposed SMP states that water quality

treatment will be provided onsite using devices designed in accordance with Stormwater Management Devices in the Auckland Region Guideline Document 2017/001 (GD01). Water quality treatment is proposed for all trafficable surfaces. It is unclear if all impervious areas including roofs will have water quality treatment. Inert building materials are proposed. There is a lack of a definition for what constitutes 'inert building materials' in the proposed SMP and in the proposed precinct.

14. Additionally, the proposed precinct provisions lack specificity in relation to requirements around water quality treatment.

### **SMAF and Retention**

15. ACS has concerns around the proposed details of the Stormwater Management Area Flow 1 and 2 (SMAF) controls as part of this plan change proposal.
16. The proposed SMP does not specify if Chapter E10 Stormwater management area – Flow 1 and Flow 2 (SMAF) control are proposed for the precinct area. SMAF provides for the protection and enhancement of Auckland's waterways. The proposed SMP notes that retention will be provided to reduce stormwater runoff and that detention is not needed (if the overland flow path along the northern boundary of 1 Verissimo Drive, Mangere is upgraded). This does not meet SMAF requirements.

### **Precinct provisions (Stormwater matters)**

17. ACS have concerns about the lack of specificity in relation to what is proposed in the revised precinct provisions concerning stormwater and flooding risk.
18. The precinct provisions should be reflective of the specific characteristics of the site, the proposed activity, and the outcome sought. The proposed precinct provisions do not clearly specify the requirements to ensure that stormwater and flood effects will be managed and the details must reflect what is outlined in the proposed SMP.

### **Precinct provisions (Planning matters)**

19. ACS is concerned that there are issues with the proposed changes to the Precinct standards around planning matters, as currently put forward by the applicant and are discussed in detail below.



20. The proposed I420.6.2 Yards Standard, includes adjustments to the yard details (as shown in Table I420.6.2.1). The rear (eastern) yard is proposed to require buildings are setback a minimum of 10m from this boundary interface, which adjoins the existing residential zone to the east (these adjoining properties are noted as 37, 39, 41 Naylor's Drive, and 1, 3, 3W, 5, 7 Jaylo Place). This is a departure from the operative I420.6.4 Yards Standard, which requires a building setback of 30m on the rear (eastern) boundary. There is a concern that buildings being able to be built significantly closer to this boundary interface as a result of this proposed change in this standard, which could lead to adverse impacts such as building dominance and loss of sunlight/daylight and amenity for the residents of these properties.
21. The proposed I420.6.3 Landscape Treatment Standard, proposes adjustments to the depth of the yard to be planted out to help soften boundary interfaces. However, the proposed change only requires a minimum of 3m of the boundary yard to be planted, compared to the current precinct requirements which are to be at least 50% of the Yards Standard, which equate to 15m minimum wide planted strip of the rear (eastern) yard and 2.5m of the northern yard. In particular, it is concerning that these changes will cause a substantial drop in the buffer planting requirement along the rear (eastern) boundary, as this interfaces with residential dwellings in the Residential – Single House zone.
22. It is recommended that some amendments to the proposed Yards Standard and the Landscape Treatment Standard is made to increase the minimum requirements of these standards, to ensure that the boundary interfaces with the existing residential area can be managed appropriately and to reduce adverse effects caused by any future development on the land subject to this plan change.
23. The proposed I420.6.1 Noise Standard at the interface with the Special Purpose – School Zone, is a departure from the current precinct Noise Standard (I420.6.3) as it notes specific noise standards with the interface with the adjoining Special Purpose – School Zone, but lacks any specific noise standards with the interface with the adjoining Residential – Single House zone. Therefore it is sought that an amendment is made to include specific noise limits at the interface with the adjoining residential zone.

### Wording of Precinct Activity Table

24. ACS is concerned with the wording currently proposed in I420.4.1 Activity table, in particular with the first row being (A1).
25. It is currently worded as “Activities listed as permitted, restricted discretionary, discretionary or non-complying activities in Table H17.4.1 Light Industry Zone” and there is no activity status listed. This means as noted above the table that “A blank table cell with no activity status specified means that the zone, Auckland-wide and overlay provisions apply.”
26. This appears to cause conflict or confusion with the activities specified from A2-A25, that are all given a restricted discretionary activity status under this Precinct. These specific types of light industrial activities would typically fall under the permitted activities as specified in the Business – Light Industrial zone provisions (Table H17.4.1 Activity table) for industrial activities (A33).
27. It is proposed that it would be better to revise this sentence in A1 of the proposed I420.4.1 Activity table to remove reference to permitted activities and instead read “Activities listed as restricted discretionary, discretionary or non-complying activities in Table H17.4.1 Light Industry Zone”, in order to provide clarity and to avoid duplication with the underlying zone provisions.

### DECISION SOUGHT

28. ACS seeks that the plan change is declined in its entirety, unless the matters raised in this submission are addressed.
29. Provide additional information on the other stormwater management options that do not involve the adjoining land. | 12.1
30. In the alternative to the primary relief, ACS seeks the following decisions if the plan change is approved:
  - a) Amend Objective 3, given that the first sentence reads as a policy. The objective needs to contain a clear outcome for stormwater management. | 12.2
  - b) Amend Policy 3, given that the first sentence reads as an objective. The policy needs to state how to achieve Objective 3.

- c) Amend the title for Standard 1420.6.4 Infrastructure and Servicing, as the standards are related to stormwater only (e.g. amend to 'Stormwater Management').
- d) Combine Standard 1420.6.4.1 Hydrological Mitigation, 1420.6.4.2 Water Quality, 1420.6.4.3 Stormwater Flood Management into a single, all-encompassing standard – specified to be Standard 1420.6.4 'Stormwater Management', and amend the purpose and standard to include all relevant matters that were incorporated in these three standards.
- e) As part of giving effect to d) above, amend the purpose relating to Hydrological Mitigation and specify in detail what is meant by "frequent small storm events".
- f) As part of giving effect to d) above, amend the sub clause relating to Hydrological Mitigation (formerly Standard 1420.6.4.1(1)) to require the SMAF control to apply in addition to any specific requirements in the proposed SMP.
- g) As part of giving effect to d) above, amend purpose relating to Water Quality (formerly Standard 1420.6.4.2 Water Quality), so it is specified what contaminants are to be avoided and what contaminants are to be limited.
- h) As part of giving effect to d) above, amend Standard 1420.6.4.2(2) as it currently lacks clarity of what is referred to as "Council approved inert cladding, roofing and spouting building materials", to instead provide details of what building material are suitable to be used.
- i) As part of giving effect to d) above, amend provisions relating to Stormwater Flood Management (formerly Standard 1420.6.4.3 Stormwater Flood Management) specifically the purpose and standard, to reflect the site specific stormwater management proposed for this plan change. This includes clarifying what is meant by 'communal stormwater device(s)' and where is the 'the drainage reserve area'. If an indicative area for stormwater device(s) is proposed it needs to be clearly shown in a proposed precinct plan and/or specifically outlined and identified in the proposed SMP.
- j) Amend 1420.8.1 Matters of discretion (4) to improve clarity and provide matters of discretion that address all the standards related to stormwater and flood management. As part of giving effect to d), the title of this standard is to be revised in this section.

12.3

- |    |  |      |
|----|--|------|
| k) | Amend I420.8.2 Assessment criteria (noted as second 3) to improve clarity and provide relevant criteria that enable assessment of applications related to stormwater and flood management.   | 12.3 |
| l) | Amend I420.6.2 Yards Standard, to ensure adverse effects on the boundary interface with the neighbouring residential zone are managed appropriately. It is recommended that this standard should revert back to the operative I420.6.2 Yards Standard, that specifies a 30m rear yard requirement, instead of 10m as proposed by this plan change, or alternatively a lesser distance than 30m whilst incorporating noise abatement measures such as a bund or a physical noise barrier for example a fence specifically designed to lessen noise transfer.  | 12.4 |
| m) | Amend I420.6.3 Landscape Treatment Standard, to ensure adverse effects on the boundary interface with the neighbouring residential zone are managed appropriately. It is recommended that this standard should revert back to the operative I420.6.3 Landscape Treatment Standard, that specifies a planted and landscaped area that is at least 50% of the width of the yard where adjoining a residential zone. This equates to a minimum 15m wide planted area along the rear boundary of the site, compared to only a minimum 3m wide as proposed by this plan change. This should be considered in conjunction with l) above. | 12.5 |
| n) | Amend I420.6.1 Noise Standard, to ensure noise received on the boundary of any adjoining site within a residential zone meets the standard set out in Table E25.6.2.1 Noise levels in residential zones.   | 12.6 |
| o) | Amend I420.4.1 Activity table, activity (A1) to remove the reference to permitted activities so that the activity reads "Activities listed as restricted discretionary, discretionary or non-complying activities in Table H17.4.1 Light Industry Zone".   | 12.2 |
31. ACS seeks any other alternative or consequential relief to address the matters outlined in this submission.

## APPEARANCES AT THE HEARING

32. ACS wishes to be heard in support of its submission.

**DATED** 23 July 2025

On behalf of Auckland Council as submitter:



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Kath Coombes, Acting Manager Planning - Regional, North, West & Islands, Planning & Resource Consents

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**FORM 5**

**Submission on a publicly notified proposal for policy statement or plan, change or variation  
under Clause 6 of Schedule 1, Resource Management Act 1991**

To: Auckland Council

**Name of submitter:** Te Tāhuhu o te Mātauranga | Ministry of Education

Address for service: C/- Beca Ltd  
PO Box 6345  
Victoria Street West  
Auckland 1142

Attention: Eden Rima

Phone: +64 9 300 9000

Email: Eden.Rima@beca.com

**This is a submission on the Plan Change 117 (Private) – Māngere 1 Precinct**

**The specific parts of the proposal that the Ministry of Education's submission relates to are:**

The Ministry are interested in the proposed rezoning due to potential effects on the change in land use from Residential – Mixed Housing Suburban to Business – Light Industry zone at 50 Westney Road, Māngere.

**Background**

Te Tāhuhu o te Mātauranga | Ministry of Education ('the Ministry') is the Government's lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government's goals for education. The Ministry assesses population changes, school roll fluctuations and other trends and challenges impacting on education provision at all levels of the education network to identify changing needs within the network so the Ministry can respond effectively.

The Ministry has responsibility for all education property owned by the Crown. This involves managing the existing property portfolio, upgrading and improving the portfolio, purchasing and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property and managing teacher and caretaker housing. The Ministry is therefore a considerable stakeholder in terms of activities that may impact existing and future educational facilities and assets within the Auckland region.

**The Ministry of Education's submission is:**

Plan Change 117 (PC 117) is seeking to rezone approximately 4.0468 hectares of land in Māngere from Residential – Mixed Housing Suburban (MHU) zone to Business – Light Industry zone. The land to be rezoned is directly adjacent to Zayed College, in close proximity to Al-Madinah School as well as one private early childhood education facility, as per the below figure.

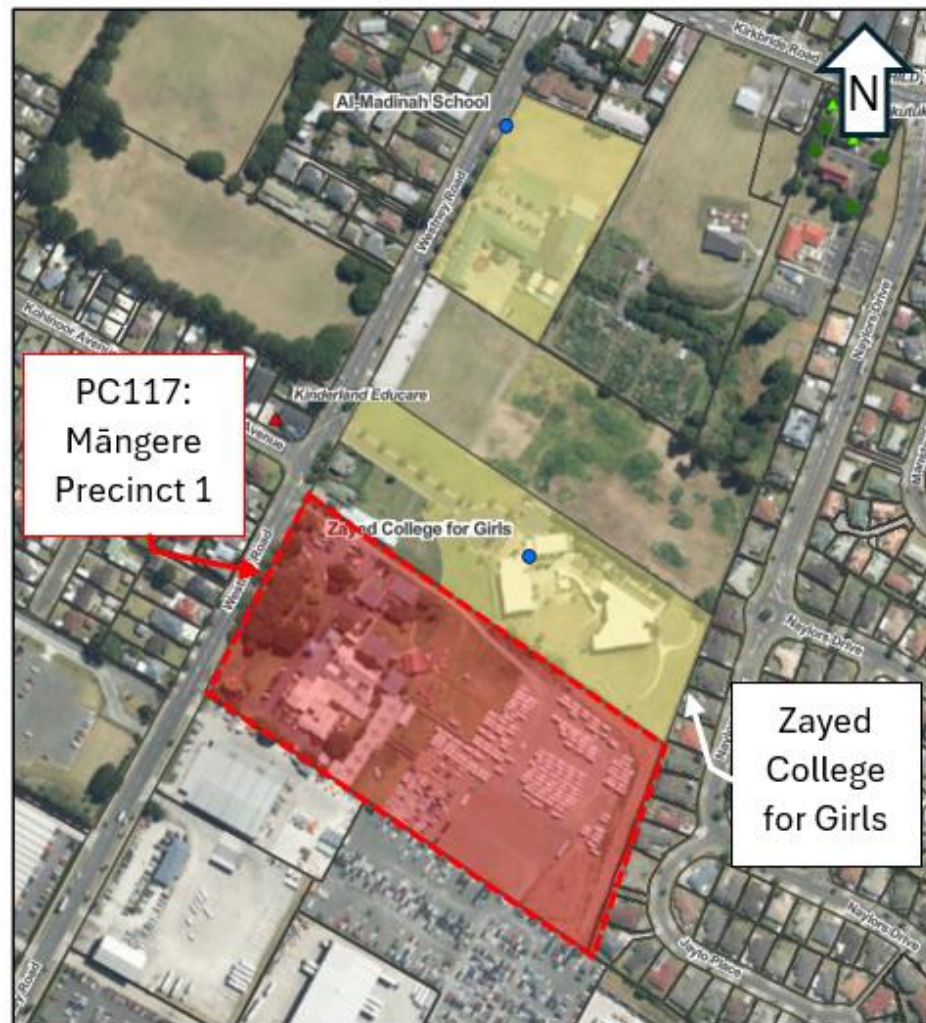


Figure 1: Zayed College for Girls located adjacent to the plan change.

### Existing educational facilities

As shown above, Zayed College for Girls is located directly adjacent to the plan change area (PCA), sharing a southern boundary. Zayed College is a state integrated special character Islamic secondary school for girls in Years 7 to 13. It was built by Zayed bin Sultan Al-Nahayan Charitable and Humanitarian Foundation and opened in January 2001.

Farther north along Westney Drive is Al-Madinah School, a co-educational state integrated school offering primary and secondary education.

The land upon which both schools are located is zoned Special Purpose - School. As with most state integrated schools the site is not designated. State-integrated schools are state schools that receive government funding to operate the school, and to maintain and modernise the integrated school buildings.

Kinderland Educare, a privately owned early childhood education provider, is located northwest of the site on the corner of Westney Drive and Kohinoor Avenue.

### **Ministry concerns with PC117**

The Ministry is concerned that the proposed plan change will introduce a less compatible zoning with the Special Purpose – School zone and in doing so enable changes to the scale and nature of activities adjacent to the site, potentially resulting in adverse effects on amenity, health and safety.

Specifically, the concerns relate to the potential for significant scale of industrial or commercial buildings (up to 20m high) with consequential effects on privacy, overlooking, shading, amenity, higher permitted levels of noise and vibration, dust, odour, air discharges and increases in the volume of heavy vehicle movements that can be associated with permitted activities in this zone (such as manufacturing, logistics, storage, transport and distribution activities).

In making a submission on this particular private plan change the Ministry has given consideration to the existing environment and the existing provisions under the Māngere 1 Precinct, which provide for the Māngere SPCA facility (and a lower level of amenity in places), as well as the underlying zoning (residential).

### **School Boundary Interface**

The urban design assessment by ET Urban Design Ltd on behalf of the Applicant highlights the sensitivities of the adjacent boundary to the school and notes:

*“careful consideration is required to ensure that any proposed industrial activities do not negatively impact the school’s environment or the amenity of the dwelling. The potential for noise, increased traffic, and visual intrusion should be appropriately mitigated by design measures, such as landscaped buffers, and appropriate building setbacks”.*

The Ministry acknowledges and supports the efforts of Council officers to address this matter. Whilst the Unitary Plan does provide for provisions relating to interfaces between zones the Ministry agrees with Council officers (and the direction from the applicants advisor) that these do not go far enough given the significant scale of development that could be anticipated. The Ministry support the bespoke yard controls to manage possible adverse effects of future development.

In particular the Ministry supports the retention of the following provisions in the updated Māngere 1 Precinct:

- Objectives I420.2(1) and (2) relating to air quality and amenity outcomes.
- Policies I421.3(1) and (2) relating to protecting amenity of adjoining residential and educational land uses.
- Discharge of contaminants into air from activities listed in the proposed activity table are Restricted Discretionary Activity and must comply with the relevant matters of discretion.

13.1



- Increasing building setback from 5m under the current provisions to 10m (I420.6.2(1)).
- Introduction of I420.6.3 Landscape treatment provision to provide a vegetated screen between activities and neighbouring residential and school zoned land to mitigate adverse visual and nuisance effects.
- Under this provision yards required by Standard I420.6.2 Yards above must be planted to a depth of at least 3m with a mixture of trees, shrubs and ground cover plants (including grass) to provide a densely planted visual buffer and must be appropriately maintained thereafter. The planting required by I420.6.3 above must include trees capable of reaching a height of at least 5m planted no more than 10m apart.
- The setback yards and screening are essential to protect amenity of the school given the scale of development that would otherwise be permitted.

The Ministry note that these provisions could be improved by stipulating minimum height at time of planting which would avoid the risk of an extended delay before screening is providing any mitigation.

13.2

### **Noise and transport effects**

The applicant has also prepared noise and transport assessments which, along with the urban design statement, have been the subject of further information requests through Clause 23 of the Resource Management Act that have resulted in modifications to the provisions.

While the Ministry broadly has concerns with industrial zoning adjacent to schools the current precinct provisions (and existing environment) provide for some activities to generate effects that are greater than the existing residential standards. For example, the Ministry notes that the proposed noise standard that would apply to the school boundary would be above the permitted noise limit for the underlying zoning of the PCA (residential). This being 55dB LAeq instead of 50dB LAeq. However, this higher limit is already provided for under the existing Precinct 1 provisions that also apply.

With regard to transport, the main safety concern related to the proposal is the potential for an increase in heavy vehicle traffic, particularly around the schools. The Ministry acknowledges that heavy vehicle traffic would not be permitted to travel north from the site which, subject to compliance, would mean heavy vehicles would travel south along the section of road that is more suited to that type of traffic and in the opposite direction to the schools.

### **Decision sought**

The Ministry is **neutral** on the private plan change subject to the retention of the revised Māngere 1 Precinct provisions, particularly those relating to setback, screening and controls on activities with the potential to affect air quality and amenity operating in this zone, as outlined above.

**The Ministry wishes to be heard in support of its submission.**

*Eden Rima*

Eden Rima

**Planner – Beca Ltd**  
**(Consultant to the Ministry of Education)**

**Date:** 4 August 2025