

# **AUCKLAND UNITARY PLAN OPERATIVE IN PART**

## **PROPOSED PLAN CHANGE 89 (Private) Clevedon Quarry**

### **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 05 May 2023
- 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 89 (Private) - Clevedon Quarry					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decisions Requested
73	73.1	Auckland Transport Attn: Chris Freke	<a href="mailto:Chris.Freke@at.govt.nz">Chris.Freke@at.govt.nz</a>	Accept the plan change with the amendments requested	Accept the plan change subject to appropriate provisions specific to this Quarry being included in AUP to ensure long term effects from increasing the operating lifespan on the local transport network can be addressed
73	73.2	Auckland Transport Attn: Chris Freke	Chris.Freke@at.govt.nz	Accept the plan change with the amendments requested	Accept the plan change subject to appropriate provisions specific to this Quarry being included in AUP to ensure long term effects from increasing the operating lifespan on the local transport network can be addressed

## **Submissions**

24 February 2023

Plans and Places  
Auckland Council  
Private Bag 92300  
Auckland 1142

Attention: Planning Technician

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

**SUBMISSION ON PROPOSED PRIVATE PLAN CHANGE 89: CLEVEDON QUARRY**

Please find attached Auckland Transport's submission on Proposed Private Plan Change 89 Clevedon Quarry to the Auckland Unitary Plan (Operative in Part). The applicant is Stevenson Aggregates Ltd.

Should you have any queries in relation to this submission, please contact me Chris Freke on 027 466 1119.

Yours sincerely



p.p.

Chris Freke  
Principal Planner, Land Use Policy and Planning South

Cc: By Email: Stevenson Aggregates Ltd  
Jo Young ([jo.young@stevenson.co.nz](mailto:jo.young@stevenson.co.nz)); and  
Also on behalf of the Applicant: Mark Tollemach ([mark@tollemache.co.nz](mailto:mark@tollemache.co.nz))

**SUBMISSION ON PROPOSED PRIVATE PLAN CHANGE 89 – CLEVEDON QUARRY**

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

**Submission on:** Proposed Private Plan Change 89 to rezone land at 546 and 646 McNicol Road and 439 Otau Mountain Road, Clevedon. The rezoning seeks to change land from Special Purpose Quarry Zone (SPQZ) to Rural Production Zone (RPZ) and other land from RPZ to SPQZ in the Auckland Unitary Plan (Operative in Part) 2016.

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

## 1. Introduction

1.1 Stevenson Aggregates Ltd (“the applicant”) has lodged a Private Plan Change (‘PPC89’ or ‘the Plan Change’) to the Auckland Unitary Plan: Operative in Part (‘AUP(OP)’). The Plan Change seeks to re-zone a total of 63.49ha of land in the following ways (taken from the supporting documents):

- 31.80 ha of 546 McNicol Road to be rezoned from Special Purpose – Quarry Zone (“SPQZ”) to Rural Production Zone (‘RPZ’);
- 31.54 ha of 646 McNicol Road to be rezoned from RPZ to SPQZ; and
- 0.15 ha of 439 Otau Mountain Road to be rezoned from RPZ to SPQZ.

The Plan Change also seeks a 1.5ha correction to the extent of SPQZ within 546 McNicol Road.<sup>1</sup>

It is noted that the Plan Change essentially proposes to swap the extent of the Clevedon Quarry’s (“the Quarry”) SPQZ located in the northern half of 546 McNicol Road with a relocated SPQZ at 646 McNicol Road which is contiguous and immediately adjacent to the existing SPQZ that remains in the southern half of 546 McNicol Road.

The total area of the proposed SPQZ would be 73.78ha compared with the current operative extent of 73.88ha.

The Plan Change proposes to delete the Quarry Buffer Area Overlay (“QBAO”) within 646 McNicol Road where this land is proposed to be rezoned to SPQZ. This is a consequential mapping amendment to this overlay.

It is otherwise noted that no changes are proposed to the:

- Quarry Buffer Area Overlay (“QBAO”) outside the site;

---

<sup>1</sup> Planning Assessment: Assessment of Environmental Effects dated September 2021, page 6, section 1.1.3

- Outstanding Natural Feature overlay (“ONF”);
- Natural Stream Management Area (“NSMA”); or
- the Significant Ecological Areas overlay (“SEA”).

- 1.2 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>2</sup>. In fulfilling this role, Auckland Transport is responsible for the following:
- a. The planning and funding of most public transport;
  - b. Promoting alternative modes of transport (i.e. alternatives to the private motor vehicle);
  - c. Operating the roading network; and
  - d. Developing and enhancing the local road, public transport, walking and cycling networks for the Auckland Region.
- 1.3 Auckland Transport is supportive of the proposed increase in the operating lifespan of the Clevedon Quarry and notes that the Auckland Regional Policy Statement<sup>3</sup> identifies that minerals are essential for Auckland’s continuing development. It goes on to note that in the past, Auckland’s quarries have produced nearly 10 million tonnes of aggregates per year and that is expected to increase to 15 million tonnes per annum by 2041.
- 1.4 The proposed expansion of the Quarry operating lifespan through proposed zoning changes to the north (31.8 ha) and south (31.54 ha) of the consented Quarry pit is generally supported by Auckland Transport. Auckland Transport recognises the anticipated increase in demand for, and Auckland’s dependence on minerals. The Auckland Regional Policy Statement identifies that an accessible supply of minerals is a matter of regional importance.<sup>4</sup>
- 1.5 Notwithstanding this, quarry operations rely on heavy commercial vehicles (“HCVs”) for haulage of extracted material. The number of HCV movements would increase through increasing the operating lifespan of this Quarry. It is understood that the current consent enables extraction of up to 60 million tonnes of aggregate (with consent for a maximum of 3 million tonnes to be removed annually). After this, any further quarrying within the current quarry zone and SEA would require new consents.
- 1.6 This Plan Change seeks to add capacity to extend Quarry operations. This Plan Change would enable potential extraction of up to a further 90 million tonnes (enabling 150 million tonnes of aggregate extraction), which, if assumed at current maximum consented extraction rate would extend the operations by 30 years.
- 1.7 An additional 30 years of aggregate resource will generate adverse transport effects, due to ongoing high levels of HCV traffic associated with the Quarry. An extended operating lifespan of the Quarry will increase the timescale over which pavement damage would be caused by HCV traffic on McNicol and Tourist Roads which, in turn, will increase the risk to the safety of road users.

---

<sup>2</sup> Local Government (Auckland Council) Act 2009, section 39.

<sup>3</sup> Auckland Unitary Plan (Regional Policy Statement), B7.7 Explanation and principal reasons for adoption

<sup>4</sup> Auckland Unitary Plan (Regional Policy Statement), page 14 and the Auckland Plan 2050



- 1.8 Auckland Transport is concerned that there are no proposals within the Plan Change documentation to mitigate long term adverse transport effects on McNicol and Tourist Roads (in particular pavement damage and resulting safety concerns).
- 1.9 Auckland Transport's position is supportive of the Plan Change subject to incorporation of precinct provisions or alternative mechanisms to address the matters raised within this submission. The decisions which Auckland Transport seeks from the Council are set out in Attachment 1.
- 1.10 Auckland is not a trade competitor for the purpose of section 308B of the Resource Management Act 1991.
- 1.11 Auckland Transport is available and willing to work through the matters raised in this submission with the Applicant.

## **2. Mitigation of adverse transport effects**

- 2.1 A critical issue for Auckland Transport is whether the Plan Change includes appropriate provisions to mitigate adverse transport effects (pavement damage and resulting safety concerns) associated with the expanded operating lifespan (through relocation of an extent of SPQZ from north of the quarry pit to the south of the quarry pit) and therefore, HCV movements projected into the future.
- 2.2 Auckland Transport is concerned that the potential level of HCV traffic movements enabled by the Plan Change would exceed the structural capacity of McNicol and Tourist Roads, including subsequent safety concerns. The current consented level of HCV movements allows for the removal of up to 3 million tonnes of aggregate annually with the current quarry capacity understood to be 60 million tonnes (circa 20 years of operations depending on when maximum extraction rate is reached). Increasing the Quarry capacity from 60 million tonnes to 150 million tonnes is regarded as providing for over 50 years of operating lifespan (or a further 30 years).
- 2.3 Auckland Transport is of the view that this additional 30 years of Quarry operating lifespan and HCV movements would cause future damage to McNicol and Tourist Roads and associated infrastructure in excess of ordinary rural wear and tear. The need to repair these roads would continue beyond the ordinary and associated maintenance requirements and would be ongoing over that future extended period. These adverse effects would introduce safety risks for road users of McNicol and Tourist Roads.
- 2.4 Whilst mineral or aggregate extraction requires a controlled activity resource consent within an SPQZ, Auckland Transport is of the view that the current AUP(OP) provisions will not enable appropriate assessment and mitigation of adverse transport network effects (pavement damage and resulting safety concerns) from the Quarry activities that would be further enabled by this Plan Change through future consenting processes.

**3. Specific Parts of the Plan Change that this submission relates to:**

- 3.1 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 include:
- The need for specific provisions relating to the expanded Quarry area to address matters raised in this submission; and
  - The need for provisions to secure the mitigation of adverse transport effects (pavement damage and associated safety concerns) arising from quarry activities on the immediate local road network.

**4. The Decisions sought by Auckland Transport are:**

- 4.1 Auckland Transport supports PPC 89 subject to incorporation of provisions or other mechanisms applying to the expanded Quarry area to address the matters raised within this submission.
- 4.2 The decisions which Auckland Transport seeks from the Council are set out in **Attachment 1**.

**5. Appearance at the hearing:**

- 5.1 Auckland Transport wishes to be heard in support of this submission at a hearing.
- 5.2 If others make a similar submission, Auckland Transport will consider presenting a joint case with them at the hearing.

**Name:** Auckland Transport



**Signature:**

Sarah Wilson  
Manager Land Use Policy and Planning South

**Date:** 24 February 2023

**Contact Person:** Chris Freke  
Principal Planner, Land Use Policy and Planning South

**Address for service:** Auckland Transport  
Private Bag 99250  
Auckland 1142

**Telephone:** 027 466 1119

**Email:** Chris.Freke@at.govt.nz

**Attachment 1**

The following table sets out where amendments are sought to PPC 89 Clevedon Quarry including aspects supported or opposed by Auckland Transport (in whole or in part) and the decision and /or relief sought to address outstanding concerns.

Issue	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
Overall Plan Change	Support in part	Auckland Transport acknowledges that the Clevedon Quarry is a key aggregate resource, however, it also recognises that there are effects associated with the proposal that need to be addressed.	Approve the Plan Change subject to appropriate provisions or measures specific to this Quarry being incorporated into the Auckland Unitary Plan (Operative in Part) which ensure that Auckland Transport's concerns over the long-term adverse effects from increasing the operating lifespan of the Quarry on the local transport network can be appropriately addressed or mitigated.
<p>Adequacy of transport assessment relating to the rezoning of land from Rural Production Zone to Special Purpose Quarry Zone and vice versa.</p> <p>Ongoing and future pavement damage and resulting safety concerns</p>	Oppose in part	<p>Auckland Transport has reviewed the application documents including the Assessment of Environmental Effects (AEE) prepared on behalf of Stevenson Aggregates which supports the proposed Plan Change.</p> <p>The current consented level of annual production allows up to approximately 3 million tonnes per year or around 60,000,000 million tonnes over 6 stages (approximately 20 years) to be extracted.<sup>5</sup></p> <p>The Plan Change will enable Clevedon Quarry to have a total lifespan of over 50 years, based on the identified resource of 150 million tonnes<sup>6</sup></p> <p>The Plan Change does not provide for any mitigation or ongoing maintenance of the road pavement from activity to be enabled by this Plan Change to ensure safety concerns are addressed in the surrounding transport network. McNicol Road and Tourist Road are identified in the Assessment of Environmental</p>	Support the Plan Change subject to appropriate provisions or other mechanisms specific to this Quarry being incorporated into the Auckland Unitary Plan (Operative in Part) which ensure that Auckland Transport's concerns over the long-term adverse effects from increasing the operating lifespan of the Quarry on the local transport network can be appropriately addressed or mitigated.

73.1

73.2

<sup>5</sup> Planning Assessment: Assessment of Environmental Effects dated September 2021, page 13.

<sup>6</sup> Planning Assessment: Assessment of Environmental Effects dated September 2021 page 26.

Issue	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
		<p>Effects<sup>7</sup> as part of the typical frequent routes the Quarry trucks use to travel to and from the Quarry. The concerns relate to the direct impacts of haulage routes used by the Clevedon Quarry Heavy Commercial Vehicles (HCV), given that the Plan Change proposes to extend the life of the Quarry operations from approximately 20 years (as consented in [2018] NZEnvC 96) to a total lifespan of over 50 years. This Plan Change would enable 30 additional years of extraction, if carried out at the same levels as currently consented (3 million tonnes per year) under resource consent [2018] NZEnvC 96.</p> <p>Auckland Transport is of the view that this Plan Change requires provisions to enable mitigation of adverse transport network effects (pavement damage and resulting safety concerns) from the Quarry activities that would be further enabled by this Plan Change through future consenting processes.</p>	

<sup>7</sup> Planning Assessment: Assessment of Environmental Effects dated September 2021, page 14.