AUCKLAND UNITARY PLAN
OPERATIVE IN PART

PROPOSED PLAN CHANGE 112
(Private)

Lisle Farm

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 10 July 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

Plan Change 112 (Private) - Lisle Farm Summary of Decisions Requested				
Sub #	**Sub Point**	**Submitter Name**	**Address for Service**	**Summary of Decisions Requested**
1	1.1	Kira Feldman	orlova2110@gmail.com	Decline the plan change due to insufficient infrastructure and services, and environmental impacts associated with development.
2	2.1	Bo Annemie Geldof	bo.geldof@hotmail.com	Decline the plan change due to increased traffic effects on local roads.
3	3.1	Lynette Joan Burton	onerustydog@xtra.co.nz	Decline the plan change due to traffic effects on Anselmi Ridge Road and pressure on stormwater infrastructure.
4	4.1	Patrick Twomey	patrick@twomanstructures.co.nz	Decline the plan change due to lack of supporting infrastructure and effects on local roads.
5	5.1	Claire Louise Starr	claire.starr7@gmail.com	Decline the plan change for the following reasons: negative impacts on local amenity and character of the area; traffic congestion and safety effects on local roads; and construction effects.
6	6.1	Connell Dawson Weston	connellweston@me.com	Decline the plan change, but if approved, require minimum section sizes of approximately 1000sqm adjacent to William Andrew Drive
6	6.2	Connell Dawson Weston	connellweston@me.com	Decline the plan change, but if approved, require minimum section sizes of approximately 700sqm adjacent to Lisle Farm Drive.
6	6.3	Connell Dawson Weston	connellweston@me.com	Decline the plan change, but if approved, require minimum section sizes of approximately 1000sqm adjacent to William Andrew Drive, 700sqm adjacent to Lisle Farm Drive Properties and comparatively smaller sections to the south facing the Stockman Living Development.
7	7.1	Kelvin Potter	kelvinpotternz@gmail.com	Decline the plan change in its current form as the location is unsuitable for high-density housing, particularly in terms of infrastructure capacity and character preservation.
7	7.2	Kelvin Potter	kelvinpotternz@gmail.com	Decline the plan change, but if approved, ensure the proposed arterial road is fully funded, consented, and under construction prior to development occurring.
7	7.3	Kelvin Potter	kelvinpotternz@gmail.com	Decline the plan change, but if approved, require a full Traffic Impact Assessment to be undertaken, addressing both short-term and long-term effects.
7	7.4	Kelvin Potter	kelvinpotternz@gmail.com	Decline the plan change, but if approved, designate Lisle Farm Drive as the sole or primary access point for the development to avoid overburdening William Andrew Road.
7	7.5	Kelvin Potter	kelvinpotternz@gmail.com	Decline the plan change, but if approved, require larger lots with off-street parking provided.
7	7.6	Kelvin Potter	kelvinpotternz@gmail.com	Decline the plan change, but if approved, align the plan change with the Pukekohe Structure Plan and the Auckland Unitary Plan to ensure any rezoning supports coordinated and sustainable development.
7	7.7	Kelvin Potter	kelvinpotternz@gmail.com	Decline the plan change, but if approved, ensure development is coordinated and integrated with the provision of infrastructure.
8	8.1	Titchmarsh Family Trust	titch99@xtra.co.nz	Approve the plan change without amendment
9	9.1	Grant Wilson	spookster@gmail.com	Decline the plan change, but if approved, remove road access to William Andrew Road from the plan change area.
10	10.1	Mary Crawford	mecrawford1953@gmail.com	Decline the plan change due to effects on infrastructure.
11	11.1	Graham Douglas Skilling	skilling@outlook.co.nz	Approve the plan change with the amendment that there should be no access to the plan change area via Lisle Farm Drive.

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12	12.1	Pamela Jane Cussen	pamcussen@gmail.com	Decline the plan change, but if approved, require larger lots (minimum of 800m2) to better align with the local character and family demand.
12	12.2	Pamela Jane Cussen	pamcussen@gmail.com	Decline the plan change, but if approved, require the establishment of a buffer zone between the plan change area and rural land to manage potential reverse sensitivity effects.
12	12.3	Pamela Jane Cussen	pamcussen@gmail.com	Decline the plan change, but if approved, ensure local roading limitations are addressed and access for emergency vehicles is not hindered.
12	12.4	Pamela Jane Cussen	pamcussen@gmail.com	Decline the plan change, but if approved, ensure that the environmental features within the plan change area are preserved and integrated into green space or ecological corridors.
12	12.5	Pamela Jane Cussen	pamcussen@gmail.com	Decline the plan change, but if approved, ensure infrastructure, including public transport, are in place before the plan change area is rezoned.
13	13.1	Belinda Segetin	belindavandyk@gmail.com	Decline the plan change due to effects on Lisle Farm Drive.
14	14.1	Michael Agnew	magnew325@gmail.com	Decline the plan change due to increased traffic volume and associated effects.
15	15.1	Matthew James Holt	matthew.holt88@gmail.com	Decline the plan change, but if approved, ensure that there is either limited access or no access via 70 Lisle Farm Drive.
15	15.2	Matthew James Holt	matthew.holt88@gmail.com	Decline the plan change, but if approved, ensure that only low-density housing is enabled.
16	16.1	Benjamin James Caldwell	benocaldwell@gmail.com	Decline the plan change due to traffic effects and the proposed section sizes in the plan change area is out of character with the established neighbourhood.
17	17.1	Lloyd Curtis	curtisnotredame@gmail.com	Decline the plan change, but if approved, William Andrew Road should not be a primary access point to the plan change area.
17	17.2	Lloyd Curtis	curtisnotredame@gmail.com	Decline the plan change, but if approved, ensure a minimum section size of 800m2 within the plan change area.
17	17.3	Lloyd Curtis	curtisnotredame@gmail.com	Decline the plan change, but if approved, ensure sufficient supporting infrastructure is provided.
17	17.4	Lloyd Curtis	curtisnotredame@gmail.com	Decline the plan change, but if approved, ensure roads are sufficiently wide, with parking.
17	17.5	Lloyd Curtis	curtisnotredame@gmail.com	Decline the plan change, but if approved, ensure green spaces are provide ensure a good level of amenity.
17	17.6	Lloyd Curtis	curtisnotredame@gmail.com	Decline the plan change, but if approved, Council should not issue titles until infrastructure supporting future subdivisions within the plan change area have been inspected and signed off.
18	18.1	Allan Q Murillo	leendon31@yahoo.com	Decline the plan change due to potential effects of increased construction traffic and traffic volumes arising from new dwellings.
19	19.1	Jerome Capper	jerome@crestgroup.co.nz	Decline the plan change as the local roads were not built to handle traffic volumes arising from high density residential land use.
20	20.1	Jill Vivian	vcrew6@gmail.com	Decline the plan change, but if approved, upgrade the Valley Road/Valley Heights Land intersection to improve both vehicle and pedestrian safety.
20	20.2	Jill Vivian	vcrew6@gmail.com	Decline the plan change, but if approved, solutions to address pedestrain safety measures around the After-School Care and Daycare Centres, Ryman Living - Elderly Rest Home and Valley Primary School should be funded and implemented.
20	20.3	Jill Vivian	vcrew6@gmail.com	Decline the plan change, but if approved, traffic management measures to alleviate congestion, particularly on Reynolds Road and the side streets off Reynolds Road (especially during events at Collin Lawrie Fields) should be funded and implemented.

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20	20.4	Jill Vivian	vcrew6@gmail.com	Decline the plan change, but if approved, solutions to address the impact of the proposed development on local school infrastructure should be funded and implemented.
20	20.5	Jill Vivian	vcrew6@gmail.com	Decline the plan change, but if approved, stormwater management and flood mitigation measures to address flooding issues in the area should be funded and implemented.
21	21.1	Graham Morris	gb.jm.morris@gmail.com	Decline the plan change in its current form as the location is unsuitable for high-density housing, particularly in terms of infrastructure capacity, trasnport infrastructure and is not keeping with the existing local character.
22	22.1	Watercare Services Limited	planchanges@water.co.nz	Decline the plan change, but if approved, amend the precinct provisions in accordance with Attachment 1 to the submission
22	22.2	Watercare Services Limited	planchanges@water.co.nz	Amend precinct description IXXX.1 Precinct description: … The Precinct relies on the provision of bulk wastewater infrastructure projects that have not yet been completed. Subdivision and development is restricted until the Precinct is able to connect to functioning bulk wastewater and bulk water supply infrastructure with sufficient capacity to service the development.
22	22.3	Watercare Services Limited	planchanges@water.co.nz	Amend IXXX.2 Objectives: … (6) Subdivision and development within the Precinct does not occur in advance of the availability of bulk wastewater and bulk water supply infrastructure with capacity to service the proposed subdivision and development.
22	22.4	Watercare Services Limited	planchanges@water.co.nz	Amend IXXX.2 Objectives: … (6A) Subdivision and development across the Precinct is coordinated with the ~~does not occur until the co-ordinated~~ delivery of infrastructure including roading, active mode facilities, local network wastewater and water supply, and stormwater services ~~and connections to adjacent land has occurred~~.
22	22.5	Watercare Services Limited	planchanges@water.co.nz	Amend IXXX.3 Policies: … Transport 8) Require subdivision and development: … ~~(f) to include necessary upgrades to existing wastewater and water supply infrastructure adjoining the Precinct, upgrades and connections to existing and future networks outside the Precinct.~~
22	22.6	Watercare Services Limited	planchanges@water.co.nz	Amend IXXX.3 Policies: Infrastructure … (9) Avoid subdivision and development within the Precinct occurring in advance of the completion and commissioning ~~until it is co-ordinated with the provision~~ of necessary bulk wastewater and bulk water supply infrastructure with sufficient capacity to enable servicing of the Precinct ~~infrastructure and network utilities, including identified upgrades within the Precinct~~.

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22	22.7	Watercare Services Limited	planchanges@water.co.nz	Amend IXXX.3 Policies: (9A) Ensure that sufficient local water supply and wastewater infrastructure and provision of infrastructure and network utilities, including identified upgrades adjoining and within the Precinct, is provided to enable the servicing of new subdivision and development within the Precinct.
22	22.8	Watercare Services Limited	planchanges@water.co.nz	Amend Table IXXX.4.1 Activity Table New activity: Use and development that does not comply with Standard I4XX.6.17 Bulk Water Supply and Wastewater Infrastructure - NC
22	22.9	Watercare Services Limited	planchanges@water.co.nz	Amend Table IXXX.4.1 Activity Table New activity: Subdivision that does not comply with Standard I4XX.6.17 Bulk Water Supply and Wastewater Infrastructure - NC
22	22.10	Watercare Services Limited	planchanges@water.co.nz	Amend IXXX.5 Notification: … (3) Any application for a resource consent which is listed in IXXX.5(1), IXXX.5(2), or IXXX.5(3) above which also requires resource consent under other rules in the Plan will be subject to the normal tests for notification under the relevant sections of the RMA. (3A) In addition and notwithstanding the requirements of (3), any application for resource consent that infringes the following standard shall be notified to Watercare Services Limited: (a) Standard IXXX.6.17 Bulk Water Supply and Wastewater Infrastructure
22	22.11	Watercare Services Limited	planchanges@water.co.nz	Amend IXXX.6 Standards: (1) Unless specified in Standard IXXX.6(2) below, all relevant overlay, Auckland-wide and zone standards apply to all activities in the IXXX [insert Name] precinct. (1A) All activities listed in Activity Table IXXX.4.1 must comply with IX.9 Special Information Requirements.

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22	22.12	Watercare Services Limited	planchanges@water.co.nz	Amend I4XX.6.17: I4XX.6.17 Bulk Water Supply and Wastewater Infrastructure Purpose: • To ensure subdivision and development in the precinct is adequately serviced with bulk water supply and wastewater infrastructure. (1) Bulk water supply and wastewater infrastructure with sufficient capacity for servicing the proposed subdivision or development must be completed, commissioned and functioning: a. In the case of subdivision, ~~P~~prior to the issue of a certificate pursuant to s224(c) of the Resource Management Act 1991 ~~for subdivision, all lots must be connected to a functioning public wastewater network capable of servicing the development enabled on the lots.~~ b. In the case of land use and development only, ~~P~~prior to ~~occupation,~~ construction of any buildings for activities that would require water and/or wastewater servicing ~~all buildings must be connected to a functioning public wastewater network capable of servicing the development enabled on the lots.~~
22	22.13	Watercare Services Limited	planchanges@water.co.nz	Amend Special Information Requirements: IXXX.9 Special information requirements I4XX.9.3 Water Supply and Wastewater Servicing Plan (1) Within the application for the first subdivision or development within the Precinct lodged after [insert date of plan change approval] the applicant is required to provide a Water Supply and Wastewater Servicing Plan for the Precinct Area. The Water Supply and Wastewater Servicing Plan must: a) Identify the location, size and capacity of the proposed local water supply and wastewater networks, including the proposed connections to the local network, within the Precinct. b) Identify the timing, location, size and capacity of the key water and wastewater infrastructure dependencies located outside of the Precinct Area but are necessary to service the Precinct. c) Identify all catchments outside the precinct that may when developed connect to the precinct water and wastewater networks and demonstrate that the precinct networks are adequately sized to provide capacity for these catchments.
23	23.1	Grant Wayne Fausett and Heather Jean Fausett	getboating2012@gmail.com	Decline the plan change as the proposed MHU zone is not appropriate in this location and the local roading infrastructure is insufficient to support the proposal.
24	24.1	Alwin Strydom	alwin-petra@xtra.co.nz	Implement comprehensive dust and vibration management plans, including regular monitoring and communication with affected property owners. Implement pre work commencement surveys on buildings directly adjoining the site.
24	24.2	Alwin Strydom	alwin-petra@xtra.co.nz	Develop stormwater management plans that prevent runoff from impacting existing residential properties.
24	24.3	Alwin Strydom	alwin-petra@xtra.co.nz	Establish protective measures for existing wildlife habitats, particularly for bats and morepork owls, including designated buffer zones and habitat restoration initiatives.
24	24.4	Alwin Strydom	alwin-petra@xtra.co.nz	Reconsider the proposed site sizes to align more closely with the existing residential area to maintain property values and community character
24	24.5	Alwin Strydom	alwin-petra@xtra.co.nz	Address traffic and parking concerns by implementing traffic management plans and designated parking areas on the development site for construction vehicles to prevent congestion on Lisle Farm Drive.
24	24.6	Alwin Strydom	alwin-petra@xtra.co.nz	Reconsider the heigh in relation to boundary proposal to reflect the status of the Residential – Mixed Housing Suburban Zone.

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25	25.1	Alistair Stuart	alandmandy95@gmail.com	Decline the plan change due to effects on the local roads and the MHU zoning is not appropriate in this location
26	26.1	Andrea Goodwin	nakigirl09@gmail.com	Decline the plan change, but if approved, the zoning should be SH.
27	27.1	Clinton Penney	clinton.penney@gmail.com	Decline the plan change due to traffic effects, construction effects and the lack of public transport to the plan change area.
28	28.1	Craig Wyles Inder and Cheryl Dawn Inder	cinder@xtra.co.nz	Decline the plan change, but if approved, change the proposed zoning from MHU to SH
28	28.2	Craig Wyles Inder and Cheryl Dawn Inder	cinder@xtra.co.nz	Decline the plan change, but if approved, a buffer between residential development and adjoining rural land must be established.
29	29.1	David Anthony Winn	kada@xtra.co.nz	Decline the plan change, but if approved, ensure good access from Lisle Farm Drive with no access to William Andrew Road.
29	29.2	David Anthony Winn	kada@xtra.co.nz	Decline the plan change, but if approved, increase the size of each proposed lot.
30	30.1	Denise Roose	denisemroose@gmail.com	Decline the plan change, but if approved, the zoning should be large lot residential to manage effects on traffic, amenity, capacity of local schools and reverse sensitivity with adjacent rural land uses.
30	30.2	Denise Roose	denisemroose@gmail.com	Decline the plan change, but if approved, reconsider the access options to the plan change area.
31	31.1	Gregory Travers	northerntravers@gmail.com	Decline the plan change for the following reasons: Inconsistency with the Pukekohe/Paerata Structure plan; Transport and infrastructure limitations; Pressure on local infrastructure and services; and Safety considerations - Proximity to Pukekohe East Airfield.
32	32.1	Ian Buchanan	taff063@gmail.com	Decline the plan change, but if approved, apply the SH zoning in the plan change area.
32	32.2	Ian Buchanan	taff063@gmail.com	Decline the plan change, but if approved, there should be either limited or no access to William Andrew Road.
33	33.1	John and Jan Wright Family Trust	johnowright5ipad@gmail.com	Decline the plan change, but if approved, no access to the plan change area should be provided from Lisle Farm Drive.
34	34.1	John Penney	thepenneypeople@gmail.com	Decline the plan change due to the effects of the proposal on local roads which are not suited to managing the potential level of traffic generated.
35	35.1	Karyn Penney	karynpenney@gmail.com	Decline the plan change due to the effects of the proposal on local roads which are not suited to managing the potential level of traffic generated.
36	36.1	Kathleen Ann Winn	kathwinn48@gmail.com	Decline the plan change, but if approved, reconsider the potential traffic and safety effects on William Andrew Road, Lisle Farm Drive and Grace James Road.
36	36.2	Kathleen Ann Winn	kathwinn48@gmail.com	Decline the plan change, but if approved, reconsider the reverse sensitvity effects on rural land.
36	36.3	Kathleen Ann Winn	kathwinn48@gmail.com	Decline the plan change, but if approved, reconsider an alternative lower density zoning for the plan change area.
37	37.1	Peter Murray Newman	peter@traillite.co.nz	Decline the plan change, but if approved, only single dwelling sites can be established.
38	38.1	Rachel Eshuis	eshuis.family@gmail.com	Decline the plan change, but if approved, reconsider the proposed access points to the plan change area from Lisle Farm Drive and Andrew William Road as they are not suitable for supporting development enabled by the plan change.
38	38.2	Rachel Eshuis	eshuis.family@gmail.com	Decline the plan change, but if approved, amend the section sizes to better manage traffic effects.
39	39.1	Shayne Miers	shayne.miers@tnlintl.com	Decline the plan change, but if approved, amend the proposed zoning to the SH zone.

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40	40.1	Veronica Coll	verocolls@yahoo.com	Decline the plan change due to amenity effects and devaluation of property in the surrounding area.
41	41.1	Wayne Malcolm	wayne@advancefc.co.nz	Decline the plan change, but if approved, implement a minimum site size of 700m2.
42	42.1	John Wright	johnowright5@gmail.com	Decline the plan change, but if approved, there must be no access to the plan change area via Lisle Farm Drive.
43	43.1	Auckland Council	anna.solomon@aucklandcouncil.govt.nz	Decline the plan change, but if approved, the matters set out in the submission shall be resolved to ACS's satisfaction, including amendments to the precinct provisions as outlined in Schedule 1 to the submission
43	43.2	Auckland Council	anna.solomon@aucklandcouncil.govt.nz	Retain the extent of the Stormwater Management Flow 1 area.
43	43.3	Auckland Council	anna.solomon@aucklandcouncil.govt.nz	Amend IXXX.1 Precinct description to wholly describe the precinct's approach to manage stormwater and flood risk including that stormwater management will be undertaken in accordance with 'an approved Stormwater Management Plan'. Include reference to the need to integrate with the completion and operation of the Isabella Drive Pump Station ahead of subdivision and development. Amend IXXX.1 Precinct Description Subdivision and development is avoided until the land within the Lise Farm Precinct is able to be connected to operational bulk wastewater infrastructure (Isabella Transmission Wastewater Pump Station) with sufficient capacity to service development of the precinct.
43	43.4	Auckland Council	anna.solomon@aucklandcouncil.govt.nz	Amend Objective 4: (4) Provide a well-connected and safe urban form and road network layout ~~road network~~ that provides for ~~supports~~ travel choices between residences, open space and to the wider surrounding area. ~~a range of travel modes and provides a strong definition of public open spaces.~~
43	43.5	Auckland Council	anna.solomon@aucklandcouncil.govt.nz	Make objective 5 a standalone transport objective, incorporating suggested changes from objective 6: (5) Transport infrastructure ~~within the Precinct~~ is integrated and coordinated with subdivision and development by; (i) Providing roading and active mode network ~~facilities~~ within and connections to the wider transport network including upgrades to the road network adjoining the precinct prior to subdivision and development; and (ii) Providing access for all modes to the Pukekohe North East Arterial Road. ~~and provides connections to the wider transport network and upgrades to the road network adjoining the Precinct including access to the Pukekohe North East Arterial Road.~~
43	43.6	Auckland Council	anna.solomon@aucklandcouncil.govt.nz	Consider removing roading and active mode facilities from objective 6 and incorporating the matters into objective 5. (6) Subdivision and development across the Precinct does not occur until the co-ordinated delivery of infrastructure including ~~roading, active mode facilities,~~ wastewater, water supply and stormwater services and connections to adjacent land has occurred.
43	43.7	Auckland Council	anna.solomon@aucklandcouncil.govt.nz	Amend Objective 8: (8) Stormwater management measures will avoid, as far as practicable, and otherwise mitigate the adverse effects of development, including on the downstream environment, while enhancing the receiving environment.

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43	43.8	Auckland Council	anna.solomon@aucklandcouncil.govt.nz	Amend Objective 9: (9) Open space areas are provided in a way that meets the neighbourhood open space needs of the community, including walking and cycling and achieves a high amenity of green spaces including, where practical, along stream corridors and otherwise well integrated into the Precinct's gullies, streams, wetlands, and road network.
43	43.9	Auckland Council	anna.solomon@aucklandcouncil.govt.nz	Amend Policy 3: (3) Encourage development to achieve attractive, and safe transport network ~~streets~~ and public open spaces, by providing opportunities for passive surveillance.
43	43.10	Auckland Council	anna.solomon@aucklandcouncil.govt.nz	Amend Policy 6(b): 6 (b) providing for residents' safety and privacy while enabling passive surveillance on the street and to open spaces;
43	43.11	Auckland Council	anna.solomon@aucklandcouncil.govt.nz	Amend Policy 7: (7) ~~Encourage~~ Provide a subdivision layout ~~to~~ that achieves functional, legible and walkable urban blocks, access for active modes, and for roads to front public open spaces.
43	43.12	Auckland Council	anna.solomon@aucklandcouncil.govt.nz	Amend Policy 8(b): 8 (b) to provide at least one connection for all modes to the Pukekohe North East Arterial road; (c) to provide an interconnected urban local road network that achieves a connected street layout and integrates with the adjoining local and collector road and active mode network;
43	43.13	Auckland Council	anna.solomon@aucklandcouncil.govt.nz	Amend Policy 9: (9) Avoid subdivision and development until it is co-ordinated with the provision of upgrades to existing wastewater and water supply adjoining the precinct, and provides upgrades and connections to bulk wastewater outside of the precinct. ~~necessary infrastructure and network utilities, including identified upgrades within the Precinct.~~
43	43.14	Auckland Council	anna.solomon@aucklandcouncil.govt.nz	Minor amendment to IXXX.4.1 Activity table Subdivision for the purpose of construction or use of dwellings, to update reference: (A8) Subdivision for up to three sites accompanied by: (a) A land use consent application for up to three dwellings one or more of which does not comply with any of Standards IXXX.6.1.2 to ~~IXXX.6.1.9~~ IXXX.6.1.17 inclusive but does comply with all applicable zonal, Auckland wide and overlay standards; or (b) A certificate of compliance for up to three dwellings each of which complies with Standards IXXX.6.1.2 to ~~IXXX.6.1.9~~ IXXX.6.1.17 inclusive and applicable zonal, Auckland wide and overlay standards.

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43	43.15	Auckland Council	anna.solomon@aucklandcouncil.govt.nz	Activities A8 (a) and (b) need to have different activity statuses attributed to them to reflect the timing of which development and subdivision can go ahead depending on the delivery and operation of the bulk wastewater infrastructure to serve the precinct. Amend activity table IXXX.4.1 (A8): (a) Subdivision for up to three sites accompanied by: (a) A land use consent application for up to three dwellings one or more of which does not comply with any of Standards IXXX.6.1.2 to IXXX.~~6.1.9~~ 6.1.17 inclusive but does comply with all applicable zonal, Auckland wide and overlay standards; or Non-complying (b)
43	43.16	Auckland Council	anna.solomon@aucklandcouncil.govt.nz	Where activities 9-11 cannot meet I4XX.6.17 Water Supply and Wastewater, ACS considers a non-complying activity status should be applied to subdivision and development. Amend activity table IXXX.4.1 (A10 and A11). ~~Discretionary~~ Non-complying
43	43.17	Auckland Council	anna.solomon@aucklandcouncil.govt.nz	With the proposed amendments to activity table IXXX.4.1 (A8) to a non-complying activity, this standard should only refer to a code of compliance. Amend the standard as follows: IXXX.6.2.3 Subdivision for up to three sites accompanied by a ~~land use consent application or~~ certificate of compliance for up to three dwellings. (1) The subdivision application and ~~land use consent application or~~ certificate of compliance relate to a site on which there are no dwellings; (2) The subdivision application and ~~land use consent application or~~ certificate of compliance must be determined concurrently;
43	43.18	Auckland Council	anna.solomon@aucklandcouncil.govt.nz	Amend I4XX.6.17 Water Supply and Wastewater Standard Purpose: To ensure subdivision and development in the precinct is adequately serviced with water supply and wastewater infrastructure. (1) Prior to the issue of a certificate pursuant to s224(c) for subdivision, all lots must be connected to a functioning public wastewater network capable of servicing the development enabled on the lots. (2) Prior to final passing inspection under the Building Act 2004 ~~occupation~~, all buildings must demonstrate a connection ~~connected~~ to a functioning public wastewater network capable of servicing the development enabled on the lots.

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43	43.19	Auckland Council	anna.solomon@aucklandcouncil.govt.nz	Amend IXXX.8.2 (3) Subdivision Assessment Criteria (3) Subdivision (3) (a) (i) (ii) (iii) The constructability of roads and pedestrian and cycling links and the ability for them to be connected beyond any property boundary. (3) (f) Whether the transport connections ~~road network~~ provides direct, safe and legible pedestrian and cycle ~~connections~~ access to the Pukekohe North East Arterial road.
43	43.20	Auckland Council	anna.solomon@aucklandcouncil.govt.nz	Provide a new boundary treatment control as follows or similar effect to: I453.6.1 Fencing of drainage reserve boundaries and open space Purpose: to enable fences and walls to be constructed to a height sufficient to: • provide privacy for dwellings while enabling opportunities for passive surveillance of an adjoining open space; and • minimise visual dominance effects to an adjoining open space. (1) Any fences, walls or a combination of these structures (where separate or joined together) along a boundary of the drainage reserve area must not exceed the height specified below, measured from the ground level at the boundary: (a) 1.4m in height, or (b) 1.8m in height for no more than 50 per cent of the length of the fence along the boundary and 1.4m for the remainder, or (c) 1.8m in height if the fence is at least 50 per cent visually open as viewed perpendicular to the boundary. For the avoidance of doubt this standard should apply where a reserve strip under the Reserves Act 1977, or access is for use by pedestrians or cycling.
43	43.21	Auckland Council	anna.solomon@aucklandcouncil.govt.nz	Provide an acoustic assessment to describe the noise effects on noise sensitive activities within the vicinity of the planned North-East arterial, and any proposed amendments to the precinct provisions (objectives, policies, standards and assessment criteria) to mitigate potential adverse effects. ACS has not provided suggested wording in this instance given the absence of acoustic information.
44	44.1	Evelyn Eade	lyn.eade@xtra.co.nz	Decline the plan change, but if approved, limit the number of dwellings and increase the size of the sections.
44	44.2	Evelyn Eade	lyn.eade@xtra.co.nz	Decline the plan change, but if approved, provide a large buffer zone between residential properties and rural land.
44	44.3	Evelyn Eade	lyn.eade@xtra.co.nz	Decline the plan change, but if approved, ensure a safe access is provided to the plan change area.
45	45.1	Jeffrey Beau Rowsell and Amber Jane Rowsell	blacklab.jeff@gmail.com	Decline the plan change, but if approved, rezone the land to the SH zone.
45	45.2	Jeffrey Beau Rowsell and Amber Jane Rowsell	blacklab.jeff@gmail.com	Decline the plan change, but if approved, no access to the plan change area via William Andrew Road should be provided.
46	46.1	Not allocated	Not allocated	

Plan Change 112 (Private) - Lisle Farm Summary of Decisions Requested				
Sub #	**Sub Point**	**Submitter Name**	**Address for Service**	**Summary of Decisions Requested**
47	47.1	Paul Reidy	paul@reidymckenzie.co.nz	Decline the plan change, but if approved, rezone the land to the SH zone.
47	47.2	Paul Reidy	paul@reidymckenzie.co.nz	Decline the plan change, but if approved, no access to the plan change area via William Andrew Road should be provided.
48	48.1	Sharleen Buchanan	sharleen.buchanan@bayleys.co.nz	Decline the plan change, but if approved, require much larger sections with ample off-street parking within the plan change area.
48	48.2	Sharleen Buchanan	sharleen.buchanan@bayleys.co.nz	Decline the plan change, but if approved, provide wider roads.
48	48.3	Sharleen Buchanan	sharleen.buchanan@bayleys.co.nz	Decline the plan change, but if approved, either limit or remove access to the plan change area from William Andrew Road.
48	48.4	Sharleen Buchanan	sharleen.buchanan@bayleys.co.nz	Decline the plan change, but if approved, remove the proposed by-pass road which dissects the proposed subdivision.
49	49.1	Mark Graeme Tregidga	mark@tregidga.com	Decline the plan change, but if approved, reconsider the proposed access points to the plan change area, particularly where access it proposed via William Andrew Road.
50	50.1	Craig Forrester	craigforresternz@icloud.com	Decline the plan change, but if approved, rezone the land to the SH zone.
51	51.1	Jamie Brear	jamie.brear@nw.co.nz	Decline the plan change, but if approved, rezone the plan change area to the SH zone.
52	52.1	Bruce Gay	bruce@netflow.co.nz	Decline the plan change, but if approved, require larger section sizes (1,000–4,000 m²), particularly near existing lifestyle blocks within the plan change area.
52	52.2	Bruce Gay	bruce@netflow.co.nz	Decline the plan change, but if approved, require the provision of a full stormwater management plan that prevents flooding and protects habitats like the native eel nursery.
52	52.3	Bruce Gay	bruce@netflow.co.nz	Decline the plan change, but if approved, require the provision of dust and water tank protection measures for existing homes.
52	52.4	Bruce Gay	bruce@netflow.co.nz	Decline the plan change, but if approved, require road upgrades and transport solutions, including improvements to dangerous intersections like Grace James Road and Valley Road.
52	52.5	Bruce Gay	bruce@netflow.co.nz	Decline the plan change, but if approved, implement light and noise controls to limit disruption to wildlife and preserve the rural feel of the neighbourhood.
53	53.1	Auckland Transport	spatialplanning@at.govt.nz	Accept the plan change, provided that the matters outlined in the main body of this submission and the issues identified in this table are addressed and resolved to Auckland Transport's satisfaction.
53	53.2	Auckland Transport	spatialplanning@at.govt.nz	Amend the plan change by including precinct provisions (an objective, policy, a standard, matter(s) of discretion, and assessment criteria) to require that future developments and alterations to existing buildings mitigate potential road traffic noise effects on activities sensitive to noise from the existing arterial being Pukekohe North East Arterial.
53	53.3	Auckland Transport	spatialplanning@at.govt.nz	Amend the precinct description to include the following paragraph, or similar: *The transport network in the wider area will be progressively upgraded over time to support planned urban growth in this part of Pukekohe. The Precinct includes provisions to ensure that subdivision and development of land for housing and related activities is coordinated with the construction of transport infrastructure upgrades necessary to mitigate adverse effects on the local and wider transport network.* Otherwise retain the precinct description.

Plan Change 112 (Private) - Lisle Farm Summary of Decisions Requested				
Sub #	**Sub Point**	**Submitter Name**	**Address for Service**	**Summary of Decisions Requested**
53	53.4	Auckland Transport	spatialplanning@at.govt.nz	Replace Objective 4 with the following: Lisle Farm develops and functions in a way that: a) Results in mode shift to public and active modes of transport; and b) Provides a well connected and safe road network between housing and open spaces. Otherwise retain Objective 4.
53	53.5	Auckland Transport	spatialplanning@at.govt.nz	Amend Objective 5 as follows: ~~Transport infrastructure within the Precinct is integrated and coordinated with~~ subdivision and development does not occur in advance of the availability of operational transport infrastructure (including regional and local transport infrastructure). ~~and provides connections to the wider transport network and upgrades to the road network adjoining the Precinct including access to the Pukekohe Northeast Arterial road.~~ Otherwise retain Objective 5.
53	53.6	Auckland Transport	spatialplanning@at.govt.nz	Insert a new objective as follows or similar: (x) Access to and from the precinct occurs in an effective, efficient and safe manner that mitigates adverse effects of traffic generation on the surrounding road network.
53	53.7	Auckland Transport	spatialplanning@at.govt.nz	Insert a new objective as follows or similar: A safe, efficient and integrated transport network provides strategic connections and improvements, encourages walking and cycling and the use of public transport, and provides strong legible connections through the precinct.
53	53.8	Auckland Transport	spatialplanning@at.govt.nz	Insert a new policy as follows or similar: Ensure that development provides a local road network that achieves a highly connected street layout and integrates with the Pukekohe North East Arterial within the precinct and the surrounding transport network, and supports the safety and amenity of the open space.

Plan Change 112 (Private) - Lisle Farm Summary of Decisions Requested				
Sub #	**Sub Point**	**Submitter Name**	**Address for Service**	**Summary of Decisions Requested**
53	53.9	Auckland Transport	spatialplanning@at.govt.nz	Amend Policy 8 as follows: Require subdivision and development to achieve: a) ~~to provide~~ Key intersections generally in the locations shown in Precinct Plan 2; b) ~~to provide~~ A future road connection ~~at least one connection~~ to the Pukekohe North East Arterial road; c) A collector road and key intersections generally in the locations shown in Precinct Plan 4; d) Safe local road intersections onto collector and arterial roads; e) ~~to provide~~ A safe and ~~an~~ interconnected urban local road network that establishes a connected street layout and integrates with the adjoining local and collector road network; f) ~~to provide~~ A high standard of amenity and safety for pedestrians particularly in areas where higher volumes of pedestrians are expected; g) ~~to provide~~ safe and efficient movement of vehicles; and h) ~~to include~~ necessary upgrades to existing infrastructure adjoining the Precinct, upgrades and connections to existing and future networks outside the Precinct. Otherwise retain Policy 7.
53	53.10	Auckland Transport	spatialplanning@at.govt.nz	Amend I4XX.6.10 as follows: - amend (1) to correctly reference the standards in Table I4XX.6.1.10. - Include a new activity to Table IXXX.4.1 that sets out that any subdivision / development not complying with transport infrastructure upgrades under table I4XX.6.10 will be considered under Discretionary activity status.
53	53.11	Auckland Transport	spatialplanning@at.govt.nz	Amend I4XX.6.11 to include the following: Purpose: To ensure that any activity, development or subdivision complies with Appendix 1: Road Function and Design Elements Table, and that existing rural roads are progressively upgraded to an urban standard. 1) Any activity, development or subdivision that includes the construction of new roads, or the upgrade of existing roads,must comply with Appendix 1: Road Function and Design Elements Table 2) Prior to any subdivision or development within the precinct subject to Designation – 1846, Pukekohe North East Arterial, the following needs to occur: a) The formation of the designated road to a Collector Road standard (22m width), except that an additional 1m either side shall also be set aside to allow for road widening to an arterial standard; b) The road shall be formed from the southern abutment of the proposed bridge and the southern boundary of the precinct. Advice note: The formation of the road in accordance with Rule I4XX.6.11(2) shall be deemed to have given effect to that part of Designation – 1846, Pukekohe Northeast Arterial within the precinct.

Plan Change 112 (Private) - Lisle Farm Summary of Decisions Requested				
Sub #	**Sub Point**	**Submitter Name**	**Address for Service**	**Summary of Decisions Requested**
53	53.12	Auckland Transport	spatialplanning@at.govt.nz	Amend I4XX.6.13 to include the following: Purpose: • Maintain a safe road frontage and shared space footpath uninterrupted by vehicle crossings and to provide for the safe and efficient operation of the future arterial network: 1) Where subdivision and development adjoin an arterial road with an existing or planned shared footpath or protected cycle lane on the site's frontage, rear lanes (access lot) or access from side roads must be provided so that no vehicle access occurs directly from the site's frontage over shared footpath, protected cycle lane or the road frontage. 2) Except as provided in (3) no new road intersection (excluding active mode only connections), additional vehicle crossing or additional activities using vehicles crossings existing as at the date of these precinct provisions being made operative shall be permitted along the Pukekohe North East arterial. 3) New road connections to the Pukekohe North East arterial are only permissible in the indicative locations shown on Precinct Plan 4.
53	53.13	Auckland Transport	spatialplanning@at.govt.nz	Amend IXXX.8.1 to include the following or similar: 3) Construction of stormwater devices or structures a) The capacity and design of the stormwater device or structure; b) The location of the stormwater device or structure including where relevant, integration of devices with the road corridor and surrounding environment; and c) The ongoing quality, viability and maintenance of the device or structure.
53	53.14	Auckland Transport	spatialplanning@at.govt.nz	Amend IXXX.8.2 under 3a) to correctly cross-reference the precinct plans.
53	53.15	Auckland Transport	spatialplanning@at.govt.nz	Retain Special information requirement I4XX.92 However, amend standard title from "traffic assessment" to "transport design report".
53	53.16	Auckland Transport	spatialplanning@at.govt.nz	Amend IXXX.10 Precinct Plans to: - Renumber the plans as Precinct Plan 1,2,3 and 4 respectively. - Show an indicative internal collector road for the plan change area. - Identify future intersections with the Pukekohe North East Arterial as key intersections. - Identify the proposed bridge to show the portion of the Pukekohe North East arterial that will need to be constructed from to the southern boundary of the precinct. Refer to attachment 2 of the submission for further reference.
53	53.17	Auckland Transport	spatialplanning@at.govt.nz	Amend Appendix 1: Road function and design elements Table as set out in Attachment 3 of the submission.
54	54.1	Lindsay Julian and Tersia Strachan	tersia.strachan@gmail.com	Decline the plan change, but if approved, demostrate that development of the plan change area will be supported by more amenities, schools & healtcare facilities to accommodate all the people that will be moving into these newly built houses.
55	55.1	Hamish Steadman	steadyracing@gmail.com	Decline the plan change, but if approved, rezone the land to the SH zone.

Plan Change 112 (Private) - Lisle Farm Summary of Decisions Requested				
Sub #	**Sub Point**	**Submitter Name**	**Address for Service**	**Summary of Decisions Requested**
56	56.1	May A Nasir	truesilver_2016@yahoo.com	Decline the plan change, but if approved, the plan change area should be zoned exclusively for single-family dwellings.
57	57.1	Kenneth and Susan Barnes	ararimusue@hotmail.com	Amend the plan change so that no vehicle access us permitted from the proposed Lisle Farm subdivision onto William Andrew Road.
57	57.2	Kenneth and Susan Barnes	ararimusue@hotmail.com	Amend the plan change so that any connection to William Andrew Road from the plan change area be restricted to pedestrian and cycle access only.
57	57.3	Kenneth and Susan Barnes	ararimusue@hotmail.com	The Council is to undertake a comprehensive review of the traffic modelling to accurately assess the potential use of William Andrew Road as a through-route for neighbouring areas.
57	57.4	Kenneth and Susan Barnes	ararimusue@hotmail.com	That the Council respects the original planning intentions and land title restrictions designed to protect the rural and low-density character of this street.
58	58.1	Four Oaks Trustee Company Limited	paceyhome@yahoo.com	Decline the plan change area due to concerns over section size, traffic effects and access to the plan change.
59	59.1	Heather Frame	heather.frame@icloud.com	The plan change is opposed due to congestion, safety effects and impact on social infrastructure. Provision of a comprehensive traffic safety and management plan, including measures for controlling congestion at key intersections and improving visibility and accessibility for both vehicles and pedestrians, is requested.
59	59.1	Heather Frame	heather.frame@icloud.com	The plan change is opposed due to congestion, safety effects and impact on social infrastructure. It is requested that a traffic strategy is to be implemented around the subdivision, with specific focus on creating safer conditions on surrounding feeder roads, including a review of the road design to ensure that it can accomodate increased traffic without compromising safety for all residents in the area.
60	60.1	Binil Varghese	binil116@gmail.com	Accept the plan change, provided that the following concerns over privacy and shading are appropriately considered: - A review of building height and placement to minimize overshadowing. - Implementation of privacy screening or planting buffers along the boundary. - Consider as Recreational and Leisure Areas instead for housing(just behind our houses).
60	60.2	Binil Varghese	binil116@gmail.com	Accept the plan change, provided that the following concerns over earthworks and stormwater are appropriately considered: - Will the lack of earthworks in this area lead to water pooling or runoff toward our property? - What measures are in place to ensure stormwater is effectively managed and does not impact adjacent properties?
60	60.3	Binil Varghese	binil116@gmail.com	Accept the plan change, provided that the following concerns over flooding are better understood: - How floodwater will be managed on the site. - Whether any flood mitigation infrastructure (e.g., swales, retention basins) is planned.
60	60.4	Binil Varghese	binil116@gmail.com	Accept the plan change, provided that the following concerns over how construction effects are appropriately managed: - Noise control measures and working hours. - Dust and debris containment. - Site access and traffic management to minimize disruption to residents.

Plan Change 112 (Private) - Lisle Farm Summary of Decisions Requested				
Sub #	**Sub Point**	**Submitter Name**	**Address for Service**	**Summary of Decisions Requested**
60	60.5	Binil Varghese	binil116@gmail.com	Accept the plan change, provided that further information on the following is provided: - Whether a boundary fence will be installed prior to the commencement of any earthworks. - If so, what type of fencing is proposed and whether it will provide adequate privacy and security.
60	60.6	Binil Varghese	binil116@gmail.com	Accept the plan change, provided that consideration is given to the inclusion of community leisure areas, such as: - Children's playgrounds - Green spaces or small parks for families and residents to enjoy
61	61.1	Paul Beckman	paulbeckman@gmail.com	Decline the plan change, but if approved, reconsider the effects of increased traffic pressure on local roads and associated intersections, such as Anselmi Ridge Road, Lisle Farm Drive, William Andrew Road, and Grace James Road.
61	61.2	Paul Beckman	paulbeckman@gmail.com	Decline the plan change, but if approved, reconsider the incompatibility of the proposed zone with the surrounding zones
61	61.3	Paul Beckman	paulbeckman@gmail.com	Decline the plan change, but if approved, reconsider the impacts of significant civil works and the effects of landscape modification
61	61.4	Paul Beckman	paulbeckman@gmail.com	Decline the plan change, but if approved, reconsidered the proposed stormwater management approach and the potential effects on surrounding properties and natural environment.
61	61.5	Paul Beckman	paulbeckman@gmail.com	Decline the plan change, but if approved, reconsider the effects of the plan change area on the local transport network given that it is likely to be wholly dependent on the use of private vehicles.
61	61.6	Paul Beckman	paulbeckman@gmail.com	Decline the plan change, but if approved, all traffic from the plan change area should be required to utilise Lisle Farm Drive as its sole entry/exit point, and not William Andrew Road or Grace James Road.
62	62.1	Simon John Burgoyne	simon.burgoyne@gmail.com	Decline the plan change, but if approved, amend the proposed zoning to “Residential Large Lot”, adjoining the Rural Urban Boundary & adjoining the designated Pukekohe Arterial Road, and “Single House” for the remaining land.
62	62.2	Simon John Burgoyne	simon.burgoyne@gmail.com	Decline the plan change, but if approved, amend the plan change to require larger lot sizes.
62	62.3	Simon John Burgoyne	simon.burgoyne@gmail.com	Decline the plan change, but if approved, the plan change should be amended to require that access should be via Lisle Farm Road and the access would need to be adequately wide enough to support the subdivision traffic flows including daily traffic – residents’ vehicles, local good vehicles and construction traffic etc.
62	62.4	Simon John Burgoyne	simon.burgoyne@gmail.com	Decline the plan change, but if approved, the plan change area should be amended to exclude at the area of land designated for the Pukekohe Arterial Road.
63	63.1	Lynley Diane Storr	kstorr@xtra.co.nz	Decline the plan change, but if approved, require larger lots, especially on hill sections (minimum of 800m2), to better align with the local character and family demand.
63	63.2	Lynley Diane Storr	kstorr@xtra.co.nz	Decline the plan change, but if approved, require the preservation of ecological features such as wetlands and gullies.
63	63.3	Lynley Diane Storr	kstorr@xtra.co.nz	Decline the plan change, but if approved, require the establishment of a rural buffer zone between the plan change area and rural land to manage potential reverse sensitivity effects.
63	63.4	Lynley Diane Storr	kstorr@xtra.co.nz	Decline the plan change, but if approved, ensure local roading limitations are addressed and access for emergency vehicles is not hindered.

Plan Change 112 (Private) - Lisle Farm				
Summary of Decisions Requested				
Sub #	**Sub Point**	**Submitter Name**	**Address for Service**	**Summary of Decisions Requested**
63	63.5	Lynley Diane Storr	kstorr@xtra.co.nz	Decline the plan change, but if approved, ensure infrastructure, including public transport, are in place before the plan change area is rezoned.
64	64.1	S K Robertson	smcprobertson@gmail.com	Decline the plan change, but if approved, alternative access points to the plan change area that does not traverse William Andrew Road should be considered.

Submissions

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Kira Feldman
Date: Monday, 28 April 2025 1:16:22 pm
Attachments: Lisle Farm Urban statuse change .pdf

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Kira Feldman

Organisation name:

Agent's full name:

Email address: orlova2110@gmail.com

Contact phone number: 02102492968

Postal address:
10 Knoll Rise Dr
Pukekohe
Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
rezone to Mixed Hausing Urban Zone

Property address: 70A, 70B Lisle Farm, Pukekohe

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:
1. Inadequate Road Infrastructure and Parking: Existing residential roads lack the capacity to accommodate increased traffic from new developments. This will severely impact parking availability for current residents and staff at Possum Born retirement village. Furthermore, the already overburdened residential exit points will experience exacerbated congestion, even before the currently approved developments reach full occupancy.

2. Environmental Impact on Lisle Drive Nature Reserve: The proposed uphill development poses a significant threat to the environmentally stressed Lisle Drive nature reserve. Its hilltop location will disrupt the natural water flow currently sustaining the reserve, causing further environmental harm.

3. Insufficient Infrastructure and Services: The current level of local business and infrastructure is insufficient to support the substantial population increase from the proposed developments. This will

negatively impact job opportunities, access to essential services (schools and healthcare), and the availability of recreational facilities such as children's playgrounds, which are already lacking in the area.

I or we seek the following decision by council: Decline the plan change 1.1

Submission date: 28 April 2025

Supporting documents
Lisle Farm Urban statuse change .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

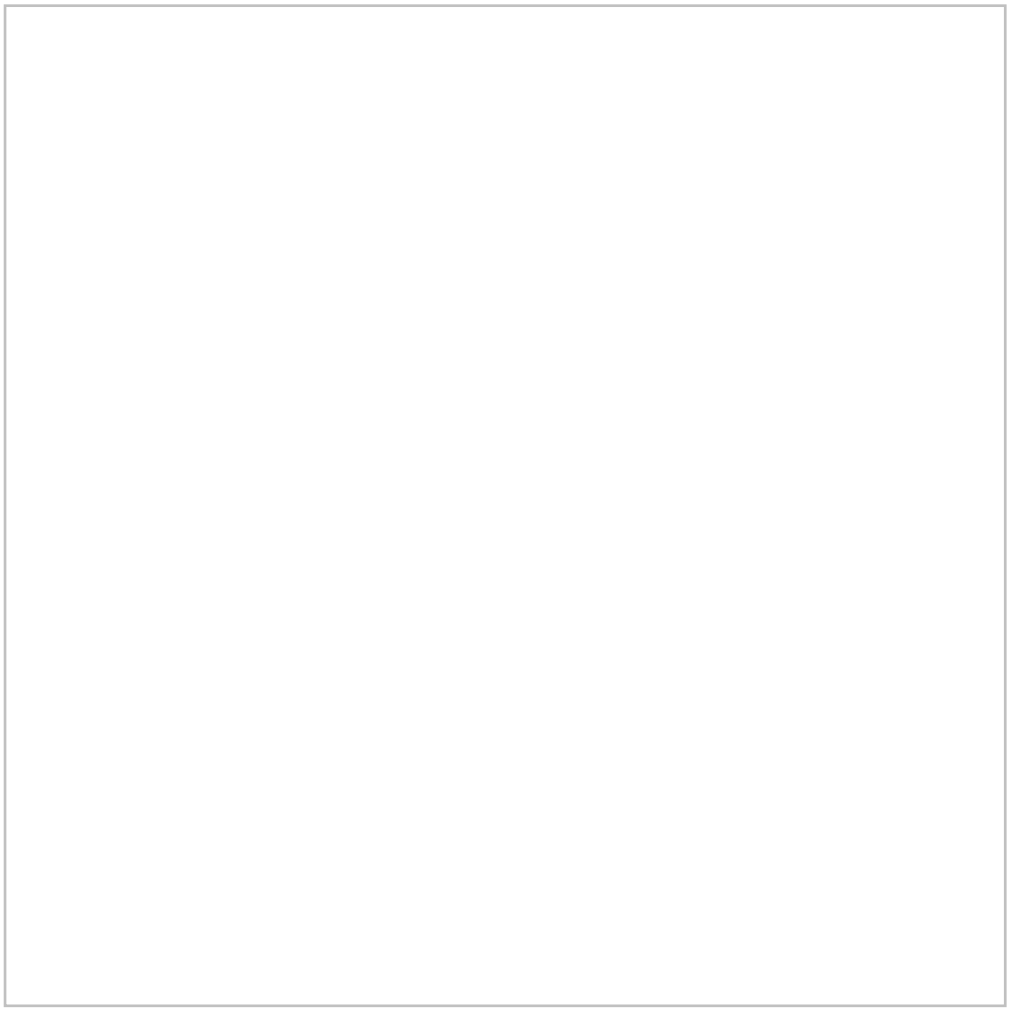
Could you gain an advantage in trade competition through this submission? No

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

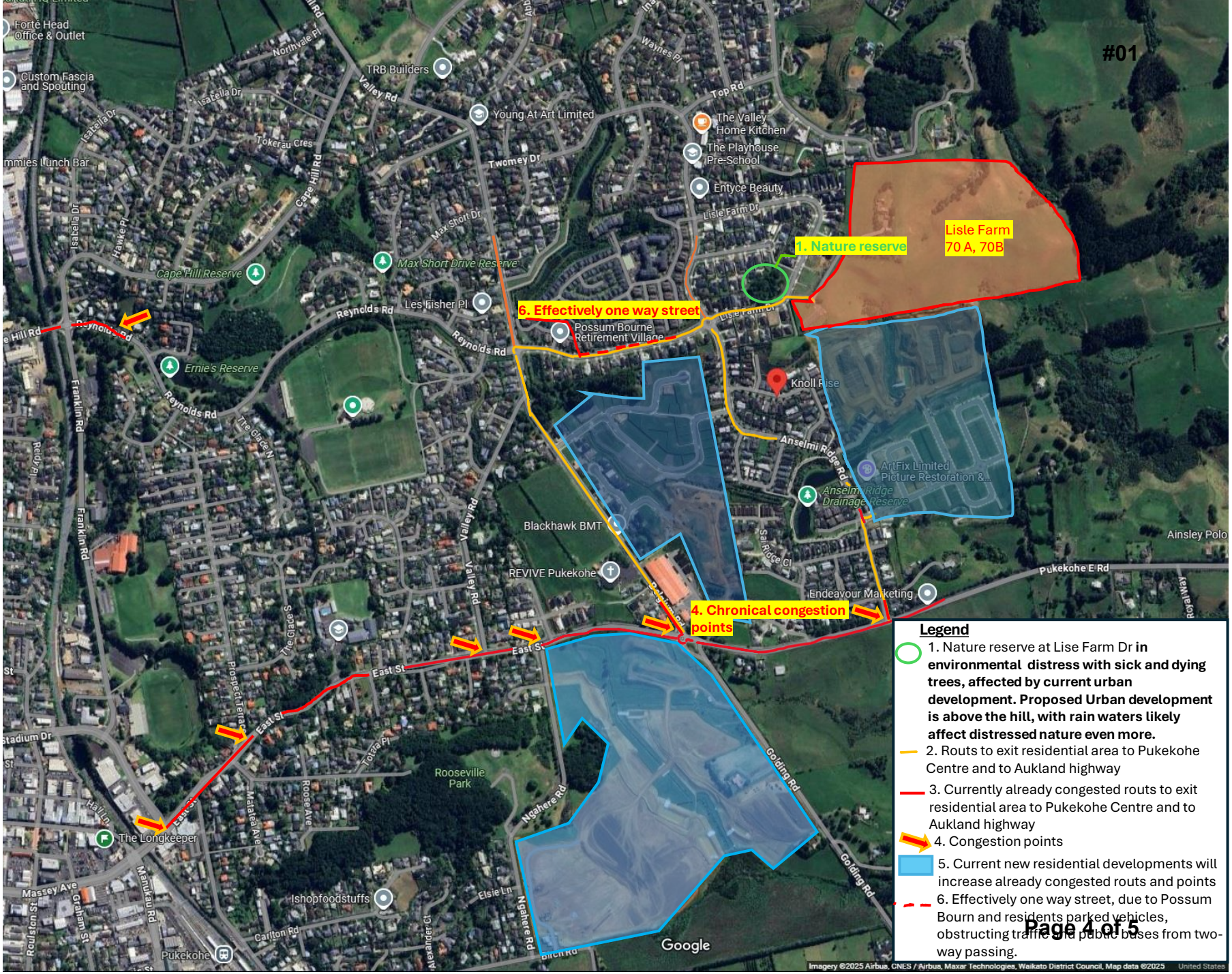
- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

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



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#01
Lisle Farm
70 A, 70B
1. Nature reserve
6. Effectively one way street
4. Chronical congestion points
Legend
1. Nature reserve at Lise Farm Dr **in environmental distress with sick and dying trees, affected by current urban development. Proposed Urban development is above the hill, with rain waters likely affect distressed nature even more.**
2. Routs to exit residential area to Pukekohe Centre and to Aukland highway
3. Currently already congested routs to exit residential area to Pukekohe Centre and to Aukland highway
4. Congestion points
5. Current new residential developments will increase already congested routs and points
6. Effectively one way street, due to Possum Bourn and residents parked vehicles, obstructing traffic and public buses from two-way passing.
Google
Imagery ©2025 Airbus, CNES / Airbus, Maxar Technologies, Waikato District Council, Map data ©2025

1. Nature reserve at Lise Farm Dr in environmental distress with sick and dying trees, affected by current urban development. Proposed Urban development is above the hill, with rain waters likely affect distressed nature even more . The extensive urbant development can do undue damage to the nature reserve.

#01











6. Effectively one way street, due to Possum Bourn retirement village and residents parked vehicles, obstructing traffic and public buses from two-way passing. With current limited local community tackling this problem by polite waiting for the uphill or downhill traffic to pass. The street is not designed for heavy traffic, which unavoidably will increase.



It is unlikely that the same polite waiting approach will prevail with local drivers if the traffic is significantly to increase due to hundreds new residents using the drive. This must lead either to traffic accidents, or read reconstruction, or removal of parking spaces, which will affect the retirement village residents and stuff (Please see example of the driving road size affected the parking spaces removal due to new urban developments on the **Anselmi Ridge Road , Pukekohe - Broken Yellow Lines by At proposal, scheduled to proceed**
https://haveyoursay.at.govt.nz/anselmi-rdge-rd-pukekohe-byl
)

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Bo Annemie Geldof
Date: Monday, 28 April 2025 8:01:13 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Bo Annemie Geldof

Organisation name:

Agent's full name: Bo Twomey

Email address: bo.geldof@hotmail.com

Contact phone number:

Postal address:
62 Lisle Farm Drive
Pukekohe
Pukekohe 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
Wanting to change private zone to a mixed housing urban zone for residential development

Property address: 70, 70A and 70B lisle farm drive

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:
Will make traffic heavy in urban area due to limited access which streets are not accommodated for. overcrowding of the area as there are 3 other developments being build within 3km proximity and houses are not getting soled.

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

Submission date: 28 April 2025

Attend a hearing

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

Declaration

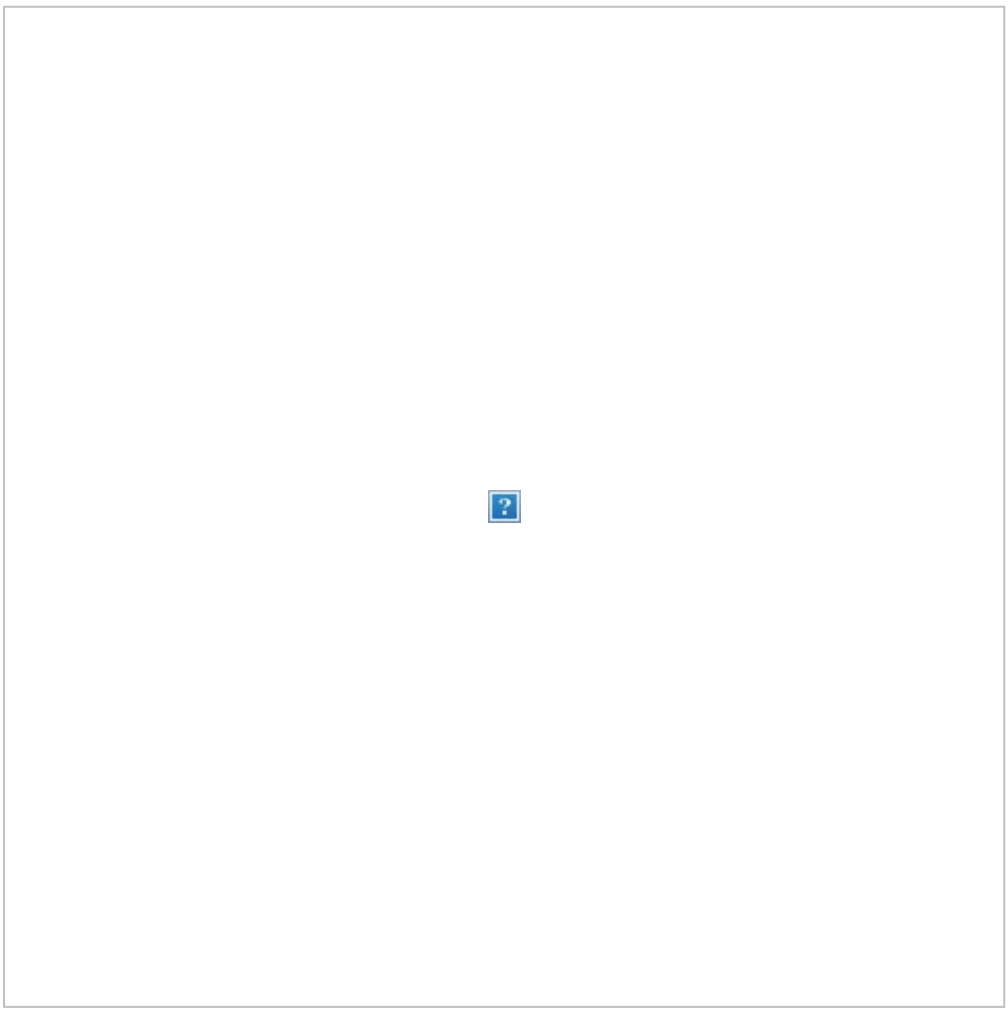
Could you gain an advantage in trade competition through this submission? No

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: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Lynette Joan Burton
Date: Tuesday, 29 April 2025 9:15:53 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Lynette Joan Burton

Organisation name:

Agent's full name: Lyn Burton

Email address: onerustydog@xtra.co.nz

Contact phone number:

Postal address:
onerustydog@xtra.co.nz
Pukekohe
Pukekohe 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
Traffic Management
Stormwater Management

Property address:

Map or maps:

Other provisions:

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

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

The reason for my or our views are:
Anselmi Ridge Road is already going to be affected by 600 plus vehicles from Stockman development. The stormwater/water catchment area will have to cope with the additional 300 houses from Stockman and now this Lisle Farm development will affect the stormwater structure.

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

1.3

Submission date: 29 April 2025

Attend a hearing

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

Declaration

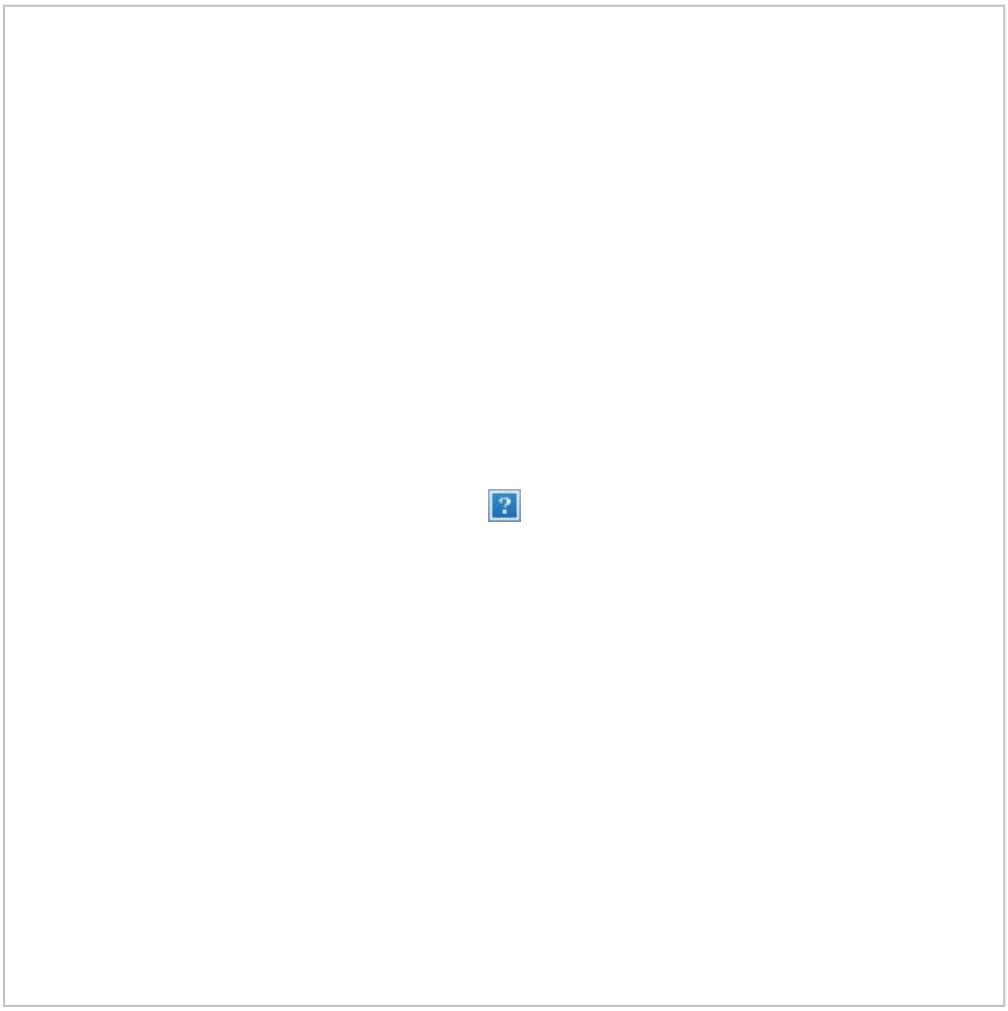
Could you gain an advantage in trade competition through this submission? No

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.

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
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - patrick twomey
Date: Tuesday, 29 April 2025 4:16:10 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: patrick twomey

Organisation name: na

Agent's full name: na

Email address: patrick@twomanstructures.co.nz

Contact phone number: 021 298 5386

Postal address:
62 lisle farm drive
Pukekohe
Pukekohe 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
na

Property address: nz

Map or maps: nz

Other provisions:
nz

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:
The plan change submission is incredibly wrong and should not be considered. The valley area where lisle farm is, has a number of these small section subdivisions going on. There has been no new supporting infrastructure. No new schools, supermarkets etc. No new park space or playgrounds.

The smith family are Marely attempting to get this across the line in attempt to sell their property for a higher price , which they recently failed to do.

Lile farm drive on both ends is a missive chock hold as the roads are too narrow and to cram hundreds more vehicles through there a day is just reckless planning from the council.

I have lived in the valley nearly my entire life and I'm disgusted how the councils lack of town

planning is ruining it. Simply turning well done quiet areas into dangerous thoroughfares for developers benefit.

I or we seek the following decision by council: Decline the plan change ▌ 4.1

Submission date: 29 April 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

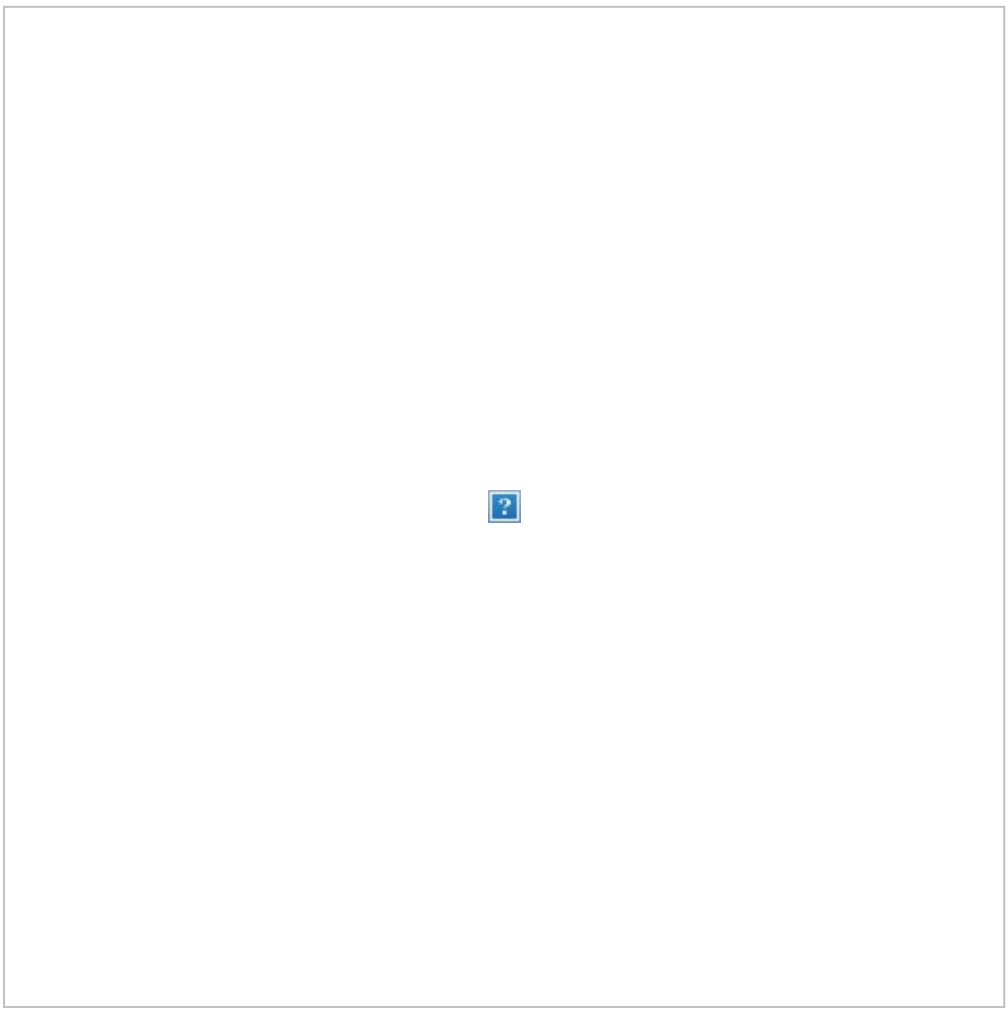
Could you gain an advantage in trade competition through this submission? No

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.



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Claire Louise Starr
Date: Thursday, 1 May 2025 11:01:32 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Claire Louise Starr

Organisation name:

Agent's full name:

Email address: claire.starr7@gmail.com

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
Change of status to mixed housing
Transport corridors

Property address:

Map or maps:

Other provisions:

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

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

The reason for my or our views are:
Unique character of area - there is already a significant amount of high density/mixed housing construction happening in the immediate area which negatively impacts residents enjoyment of this unique area. People reside in Pukekohe because of its rural or semi rural feel and it's peace and quiet. Whilst I understand that there is a need for housing, this could be achieved in a manner much more in keeping with residents right to peaceful enjoyment of the local environment ie through low density housing.

Traffic congestion -
a)the lower part of Lisle Farm Drive is already a serious accident waiting to happen with staff of the rest home parking on the roadside and causing congestion. Opposing travelling vehicles can not pass through simultaneously, one vehicle must always pull to the left and allow the oncoming vehicle to pass. This will increase exponentially with mixed housing.
b) mixed/high density housing by it's nature increases population per household and with it vehicles.

Whist public transport in the area is improving, we are a city of vehicle users. Despite the proposed roading changes (which would also negatively effect the unique character of the area as well as residents entitlement to enjoy their properties) would not address the increase in traffic passing by properties, the associated increase in pollution, traffic noise and congestion associated with high density housing
c) Parking - all it takes is to look at the Belmont subdivision where vehicles routinely park on berms/yellow lines and in other illegal ways as there isnt sufficient parking located on each property. The original Anselmi Ridge is a well thought out space with each property having at least two and sometimes three or four off street parks as well as roadside parking bays so that road traffic is not impeded and there is no reason to be parking illegally. High density housing as proposed will negate this and result in illegal parking which is primarily a safety hazard (blocks visibilty of both vehicles and pedestrians and access for emergency vehicles) and visually unappealing.
d) Construction vehicles/traffic/noise - there have been numerous complaints made to Council and developers about construction debris being left on road, planted traffic islands being driven over and damaged, construction dirt on surrounding housing (my own vehicle and house have suffered from this which I have remedied at my own cost). Oncoming construction vehicles travelling along Anselmi Ridge Road and (lower) Lisle Farm Drive are a safety issue due to the blind hills and one vehicle capacity respectively. Being woken on the weekends (Saturday morning prior to 7.00am by trucks/sites preparing to start at 7.00am) already significantly disrupts residents quiet enjoyment of their, this will increase significantly with any further construction work but especially high /mixed density housing. Council restrictions are not enough to stop this.
e) Construction debris - current subdivisions under construction are a mess. Contractors leave rubbish all over sites (food waste, packaging, polystyrene etc) eg on Muster Road and upper Lisle Farm Drive. There are already rules in place to say that developers should keep sites tidy therefore it is fair to say that these rules will not prevent pollution in new building projects. This rubbish affects the ecological environment, ending up in waterways, damaging wildlife.

I or we seek the following decision by council: Decline the plan change ▌ 5.1

Submission date: 1 May 2025

Attend a hearing

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

Declaration

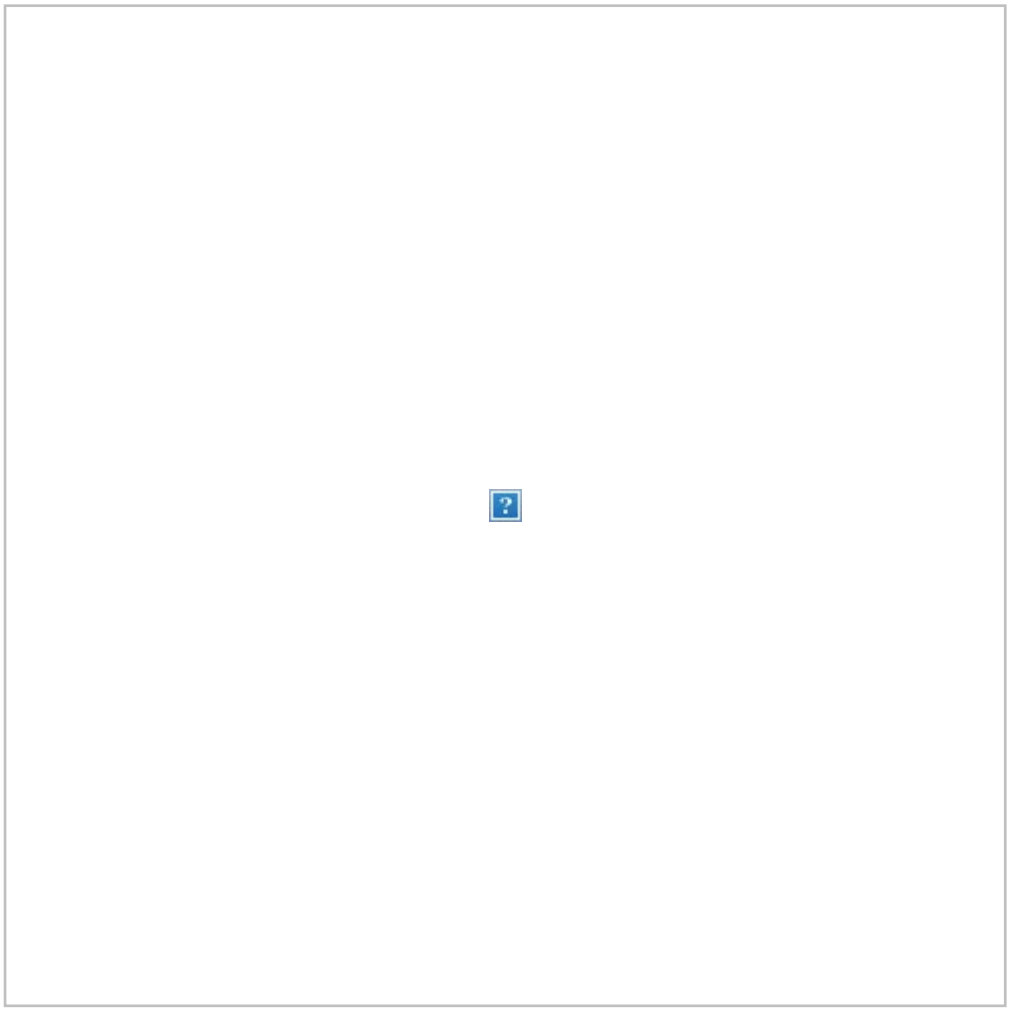
Could you gain an advantage in trade competition through this submission? No

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: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Connell Dawson WESTON
Date: Monday, 5 May 2025 4:15:56 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Connell Dawson WESTON

Organisation name:

Agent's full name:

Email address: connellweston@me.com

Contact phone number: 0275232021

Postal address:
120 Lisle Farm Drive
Pukekohe
Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:

Property address: 70, 70A, 70B Lisle Farm Drive

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:
Dust mitigation.
Noise/vibration mitigation.
Protect shadowing of the sun.
Standard of the planned dwelling will be significantly different to immediately adjacent properties which lower the standard of neighbourhood to many more renters than home owners. Additionally, lower the value of established properties.

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

Details of amendments: Change the minimum section sizes of approximately 1000sqm adjacent to William Andrew. 700sqm adjacent to Lisle Farm Drive Properties and smaller sections overlooking south facing Stockman Living area.

6.1
6.2
6.3

Submission date: 5 May 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

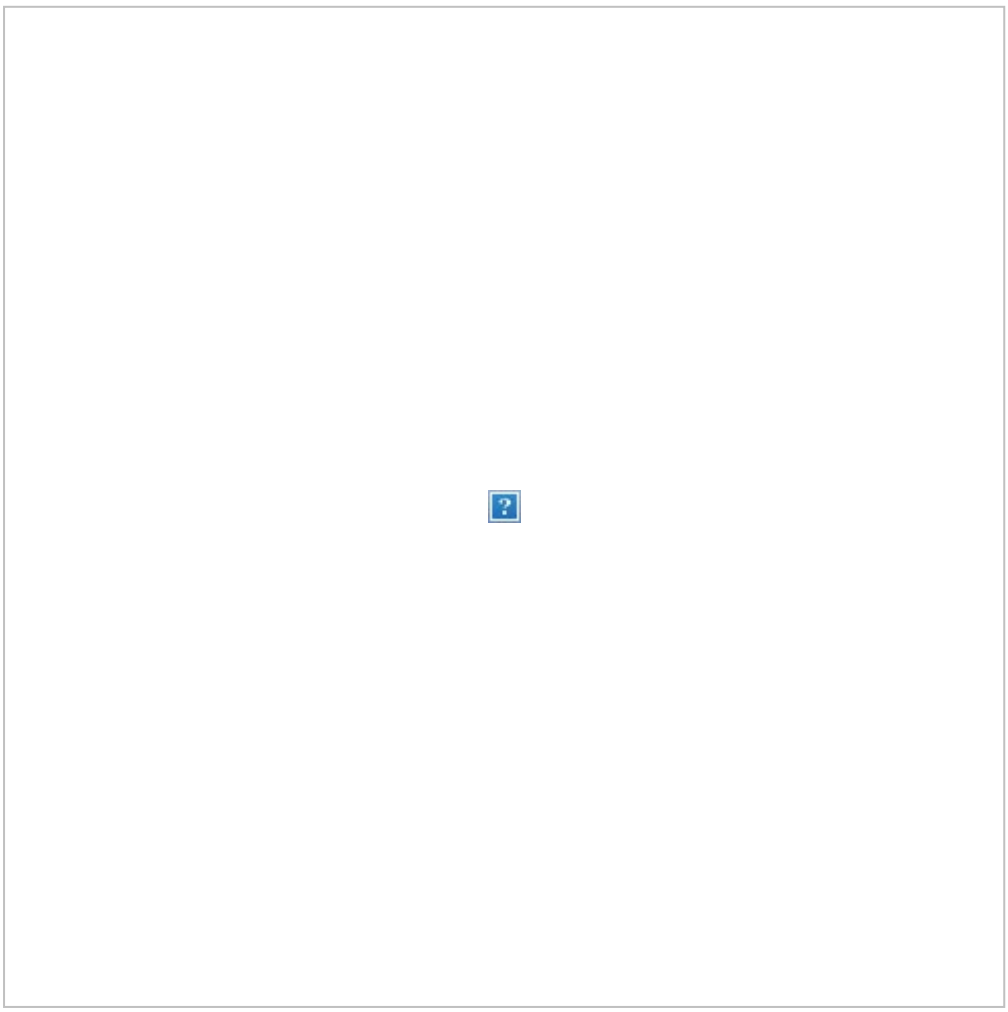
Could you gain an advantage in trade competition through this submission? No

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.



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email may be those of the individual sender and may not necessarily reflect the views of Council.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Kelvin Potter
Date: Tuesday, 13 May 2025 2:15:27 pm
Attachments: Submission on Proposed Plan Change 112.pdf

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Kelvin Potter

Organisation name:

Agent's full name:

Email address: kelvinpotternz@gmail.com

Contact phone number:

Postal address:
48 William Andrew Rd
Pukekohe
Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
I'm against the proposed high density urban living, in a rural environment

Property address: 70A and 70B Lisle Farm Drive

Map or maps:

Other provisions:
as attached

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

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

The reason for my or our views are:
the proposed subdivision currently does not "Fit" in with the neighboring subdivisions, in terms of layout & design

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

Details of amendments: Objection to Plan Change 112 – Lisle Farm, Pukekohe, Letter

Submission date: 13 May 2025

Supporting documents
Submission on Proposed Plan Change 112.pdf

Attend a hearing

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

Declaration

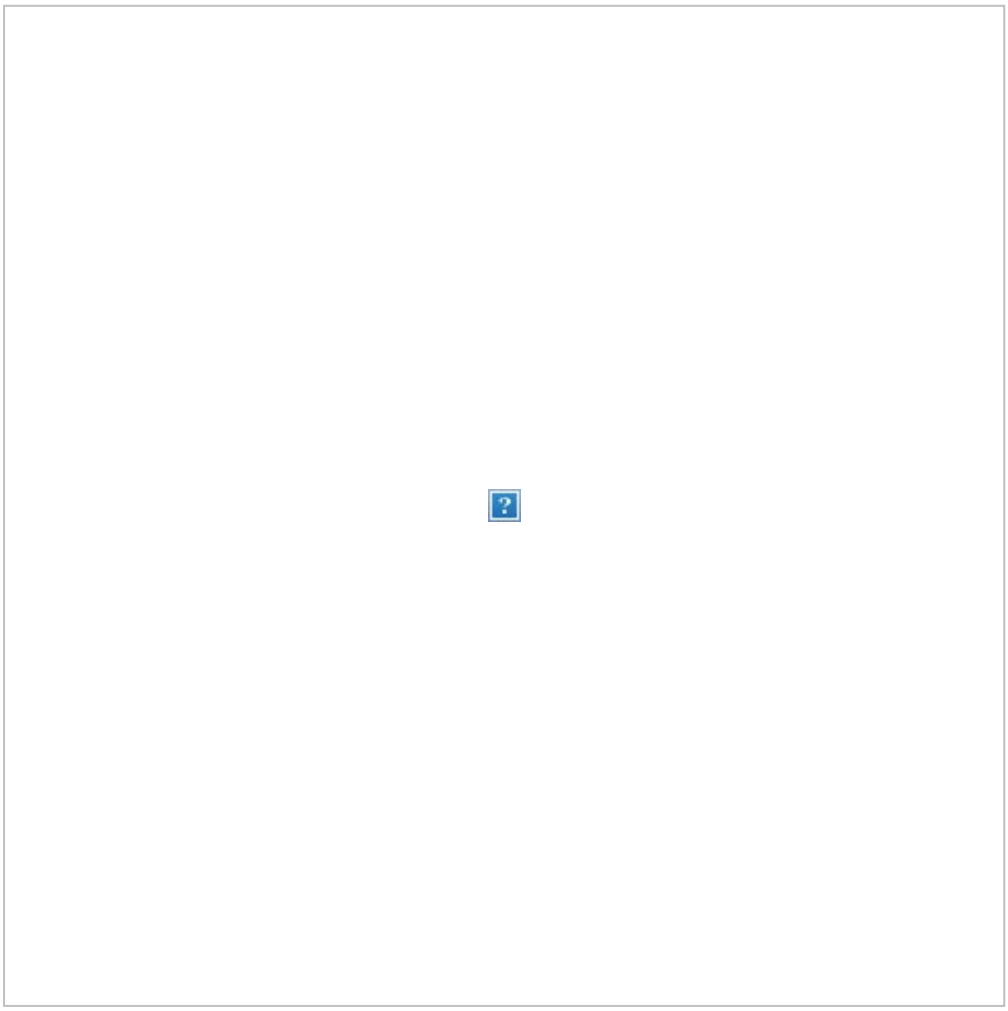
Could you gain an advantage in trade competition through this submission? No

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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Submission on Proposed Plan Change 112 – Lisle Farm, Pukekohe

To: Auckland Council
From: Kelvin Potter
Date: 13 May 2025

Subject: Objection to Plan Change 112 – Lisle Farm, Pukekohe

1. Introduction

I am writing to oppose Proposed Plan Change 112 (PC112), which seeks to rezone 18.64 hectares at 70A and 70B Lisle Farm Drive from Future Urban Zone (FUZ) to Residential – Mixed Housing Urban (MHU). While I acknowledge the need to accommodate growth, this proposal is inconsistent with key planning documents and risks undermining the area's long-term sustainability and liveability.

2. Inconsistencies with Planning Documents

Pukekohe-Paerata Structure Plan (PPSP)
The PPSP, adopted in 2019, recommended Single House zoning for much of the area. The MHU zoning now proposed conflicts with this strategic vision, raising concerns about the coherence and integrity of long-term planning for Pukekohe.

Auckland Unitary Plan (AUP) and Intensification Plan Change 78 (PC78)
Although the MHU zone aligns with the general goals of PC78 for urban intensification, Lisle Farm sits on the north-eastern edge of urban Pukekohe. This edge location presents constraints that make it unsuitable for high-density housing, particularly regarding infrastructure capacity and character preservation.

3. A Better Approach to Housing Development

Rather than rezoning to Mixed Housing Urban, I urge Auckland Council to consider a more balanced, community-oriented development model, aligned with the original PPSP and local needs:

- **Lower-Density Zoning:** Retain Single House (SH) or Mixed Housing Suburban (MHS) zones for more generous lot sizes and private green space.
- **Master-Planned Communities:** Incorporate open spaces, walkways, and playgrounds to support liveability and social cohesion.
- **Infrastructure First:** Require all necessary transport, stormwater, and wastewater upgrades to be completed *before* any development begins.
- **Environmental Buffers:** Protect streams, gullies, and wetlands with wider setbacks and native planting.
- **Housing Diversity:** Allow for a mix of detached homes, duplexes, and low-rise townhouses to meet varying needs without over-concentrating density.
- **Transport-Oriented Design:** Prioritise public transport access and active modes (walking, cycling) over car-centric layouts.

This approach would support growth while protecting the area's unique character and ensuring long-term liveability.

4. Infrastructure Concerns

Wastewater
The wastewater pump station at Colin Lawrie Fields does not have the capacity to support further development. In addition, upgrades are needed to a key 200mm wastewater pipe. These improvements must be completed—and fully funded by the developer—before development begins.

Water Supply
Watercare has confirmed sufficient supply, but the area will need a water network extension. This must be implemented carefully to avoid overburdening existing systems and ensure reliable service.

Transport
The Integrated Transport Assessment (ITA) suggests the road network can handle increased traffic with local upgrades. However, it overlooks the cumulative effects of multiple nearby developments. A broader transport plan is needed to prevent future congestion and ensure safe, efficient access—particularly around William Andrew Road.

5. Environmental Impacts

Loss of Green Space and Biodiversity
The site includes grazed land and native vegetation in the north-eastern gullies. Rezoning to MHU risks destroying these ecologically valuable areas. Preserving green space is vital for biodiversity and the semi-rural character of Pukekohe.

Stormwater Management
While stormwater controls are proposed, their effectiveness remains unclear. Without proven mitigation strategies, there is a heightened risk of flooding and reduced water quality in surrounding areas.

6. Conclusion

For the reasons outlined, I strongly urge Auckland Council to decline Plan Change 112 in its current form. A revised approach—featuring lower density, stronger environmental protections, and pre-emptive infrastructure investment—will serve the community better and align with both planning goals and public expectations. 7.1

Thank you for your consideration.

Sincerely,
Kelvin Potter

48 William Andrew Rd, Pukekohe
kelvinpotternz@gmail.com
021 655235

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Kelvin Potter
Date: Wednesday, 21 May 2025 6:16:13 pm
Attachments: Submission addition.pdf

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Kelvin Potter

Organisation name:

Agent's full name: Kelvin Potter

Email address: kelvinpotternz@gmail.com

Contact phone number: 021655235

Postal address:
48 William Andrew Rd
Pukekohe
Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
this is additional to my original submission, adding traffic safety issues

Property address: 70A and 70B Lisle Farm Drive

Map or maps:

Other provisions:
Highlighted traffic & density concerns

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:
due to a preferred potentially better subdivision layout needing to be considered

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

7.2 - 7.7

Details of amendments: Objection to Plan Change 112 – Lisle Farm, Pukekohe, ADITIONAL SUBMISSION

Submission date: 21 May 2025

Supporting documents
Submission addition.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

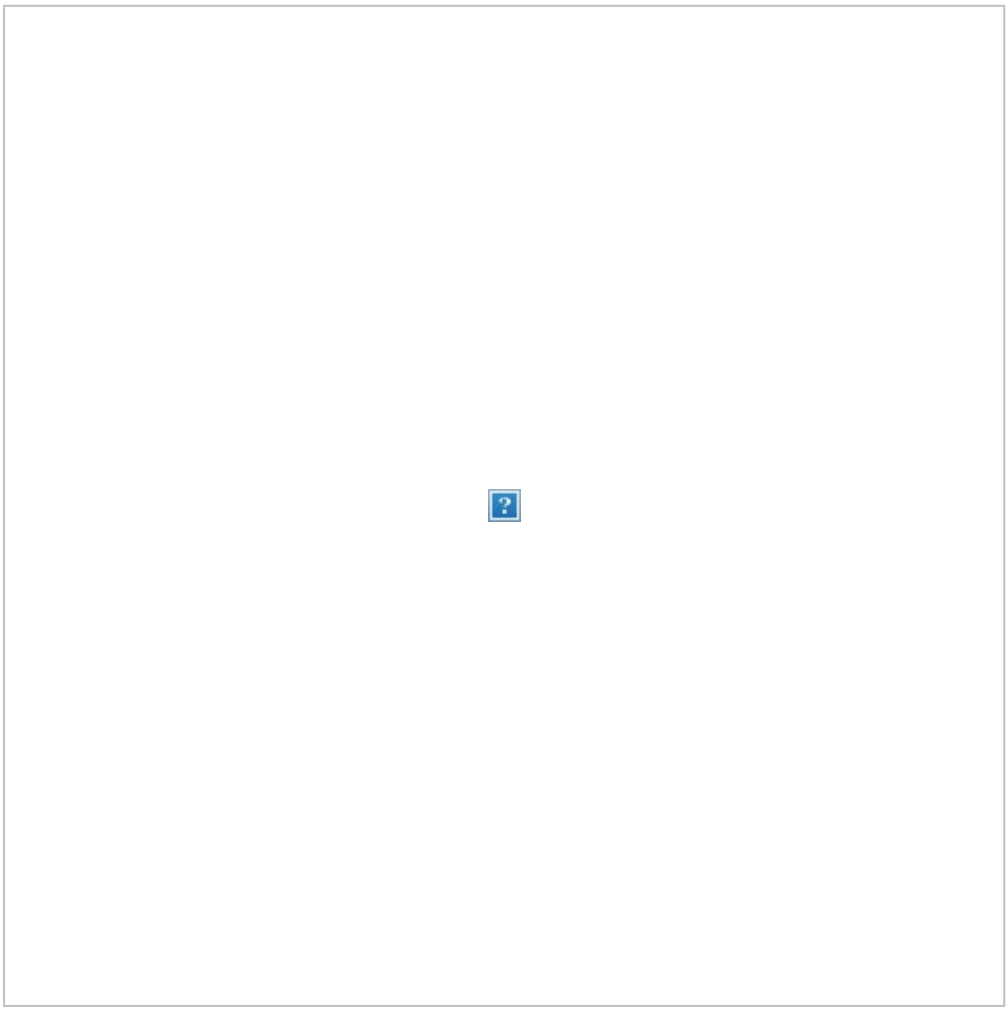
Could you gain an advantage in trade competition through this submission? No

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.



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Plan Change 112 (Lisle Farm)

Plan Change 112 proposes a significant increase in residential density at Lisle Farm, yet it lacks sufficient infrastructure planning to safely accommodate the resulting traffic volumes. The proposal relies heavily on a future growth arterial that is not yet constructed, creating a risky gap between development and transport capacity. In the meantime, local roads are already under pressure and ill-equipped to handle the additional load—raising serious concerns around congestion, safety, and emergency access.

The reliance on William Andrew Road as a primary entrance is particularly problematic, as this road and its accessway is not designed for high traffic volumes and serves existing residential communities that would be negatively impacted. Lisle Farm Drive should be the designated primary access route, as it is better suited to accommodate increased vehicle flow.

Further, blocked or limited connecting streets reduce flexibility in traffic dispersion, compounding congestion. Public transport access is limited, this disconnect from high-frequency transit makes car dependency inevitable—further straining the road network.

The proposed density, with small lot sizes and minimal off-street parking, would only increase on-street congestion and reduce safety for pedestrians and cyclists. A more appropriate approach would be to develop larger sites with ample off-street parking, aligning better with the character of the area and reducing traffic conflict.

Recommendations:

1. **Defer or decline PC112 until the new growth arterial is fully funded, consented, and under construction to ensure transport infrastructure is in place before development occurs.** 7.2
2. **Require a full Traffic Impact Assessment, addressing both short-term and long-term effects, with public transparency.** 7.3
3. **Designate Lisle Farm Drive as the sole or primary access point for the development to avoid overburdening William Andrew Road.** 7.4
4. **Require larger lot sizes with off-street parking to prevent overflow onto narrow local roads and preserve traffic safety.** 7.5
5. **Align PC112 with the Pukekohe Structure Plan and the Auckland Unitary Plan, ensuring any rezoning supports coordinated and sustainable development.** 7.6
6. **Stage development in line with infrastructure delivery milestones, so that growth is paced appropriately with supporting services.** 7.7

Conclusion

PC112 is premature and misaligned with key planning documents, lacking the infrastructure support necessary for high-density housing. Without thoughtful staging, traffic mitigation, and proper access design, the proposal risks creating long-term problems for local residents. It should be significantly revised or deferred until infrastructure and planning alignment are guaranteed.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Malcolm Brett Titchmarsh
Date: Wednesday, 14 May 2025 10:01:11 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Malcolm Brett Titchmarsh

Organisation name: Titchmarsh Family Trust

Agent's full name: Brett Titchmarsh

Email address: titch99@xtra.co.nz

Contact phone number:

Postal address:
109B Runciman RD
Pukekohe
Auckland 2677

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
PC78

Property address: 70A and 70B Lisle Farm Drive

Map or maps:

Other provisions:

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? No

The reason for my or our views are:
No effects greater than minor.

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

Details of amendments:

Submission date: 14 May 2025

Attend a hearing

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

Declaration

8.1

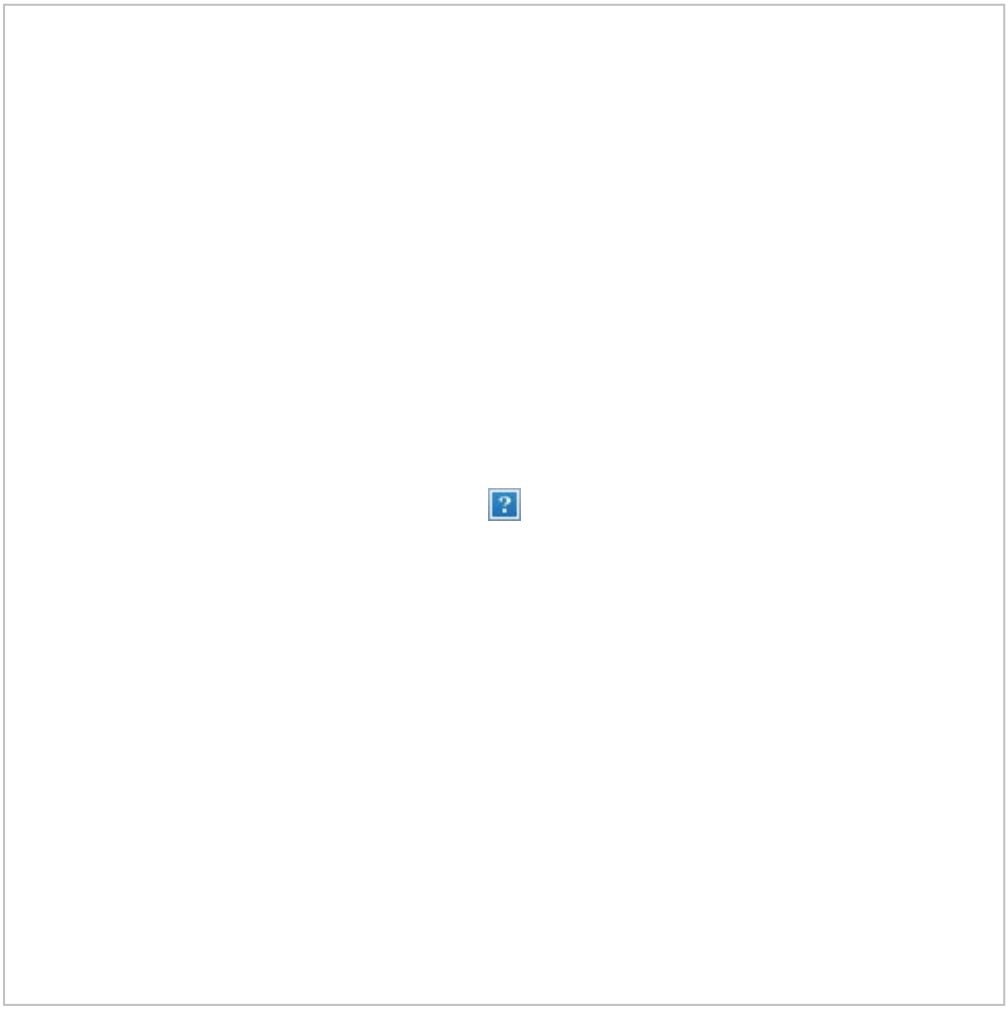
Could you gain an advantage in trade competition through this submission? No

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
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Grant Wilson
Date: Wednesday, 14 May 2025 5:30:56 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Grant Wilson

Organisation name:

Agent's full name:

Email address: spookster@gmail.com

Contact phone number:

Postal address:

Pukekohe
Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:

Property address:

Map or maps:

Other provisions:
Relating to access to the new subdivision from William Andrew Road

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:
Increased traffic, noise, change to environment, pedestrian safety

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

9.1

Details of amendments: Remove road access to William Andrew Road

Submission date: 14 May 2025

Attend a hearing

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

Declaration

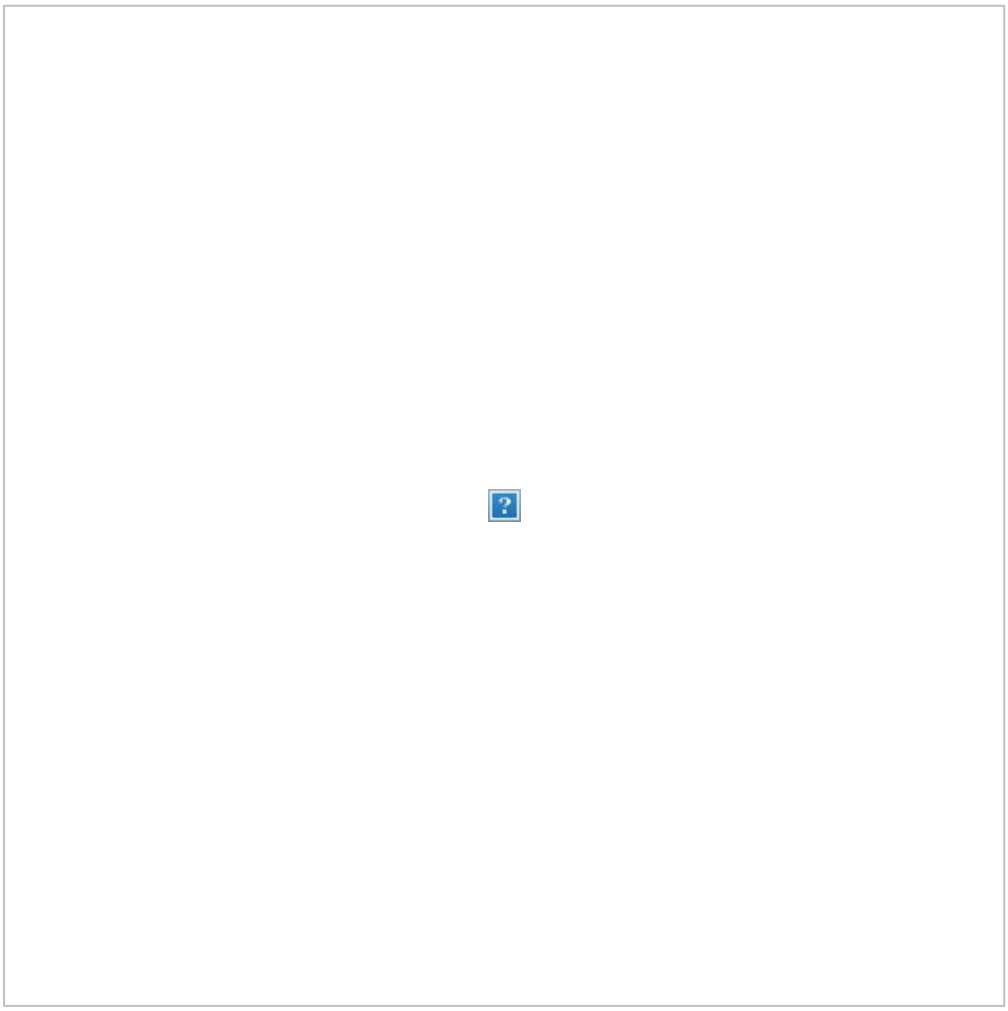
Could you gain an advantage in trade competition through this submission? No

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: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Mary Crawford
Date: Thursday, 15 May 2025 11:15:27 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Mary Crawford

Organisation name:

Agent's full name:

Email address: mecrawford1953@gmail.com

Contact phone number:

Postal address:
50 Lisle Farm Drive
pukekohe
Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:

Property address: 70,70A & 70B Lisle Farm Drive

Map or maps:

Other provisions:
change of land use
Change to current road in

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:
The proposed change and especially the new roads for access will change fundamentally the safety, traffic flow, noise, feel and use of Lisle Farm Road. The road currently is a quiet primarily residential road that is safe for children and the elderly and in keeping with an area that enjoys, and benefits from, a wonderful view of Pukekohe.
The new road is also likely to impact on the 5 Summits walk and its access to The Rock
Other access routes for the construction phase and ongoing access show be reviewed
Assurance re flood management also required as any flooding in Anselmie will impact of access to East St for trips to SH1 for Lisle FArm residents

I or we seek the following decision by council: Decline the plan change 10.1

Submission date: 15 May 2025

Attend a hearing

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

Declaration

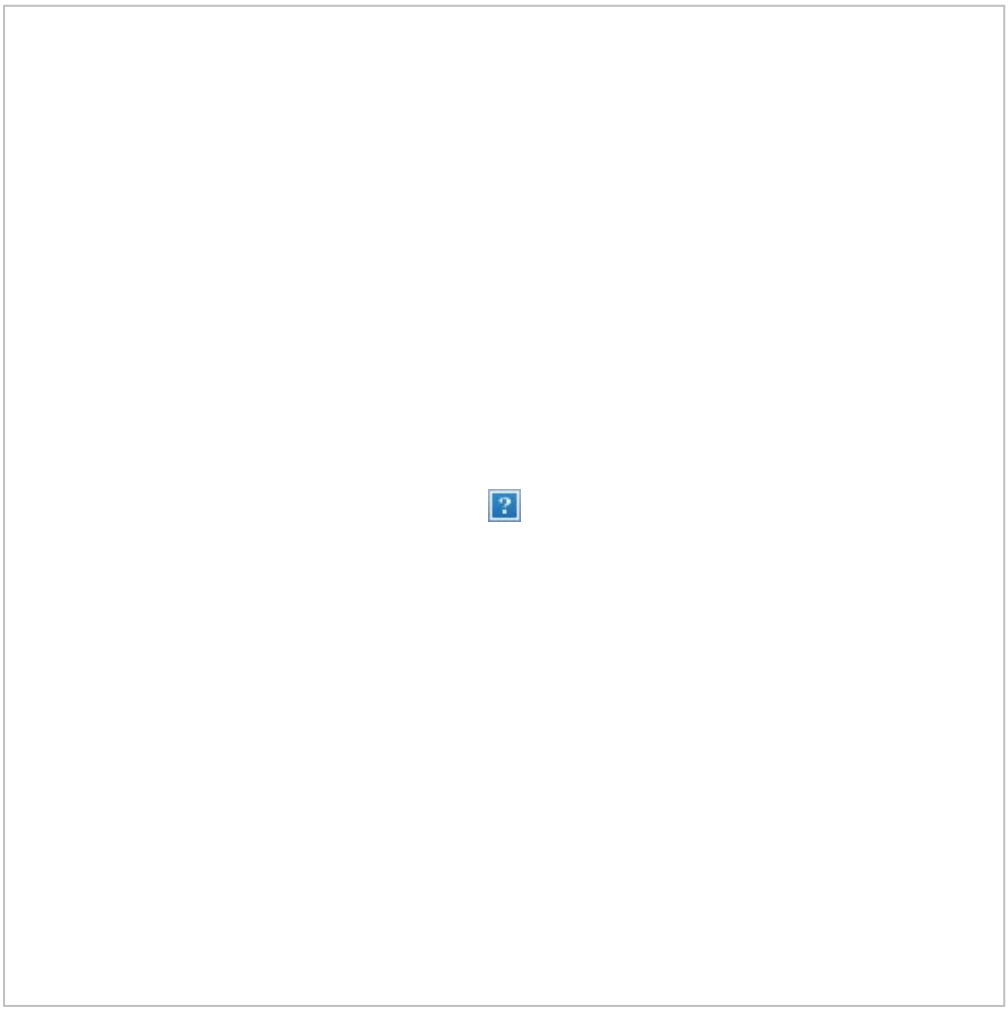
Could you gain an advantage in trade competition through this submission? No

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: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Graham Douglas Skilling
Date: Thursday, 15 May 2025 11:30:26 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Graham Douglas Skilling

Organisation name:

Agent's full name: Lynda Skilling

Email address: skilling@outlook.co.nz

Contact phone number:

Postal address:
49 Lisle Farm Drive
Pukekohe East
Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
PC112 - Attachment 13 - Transport Assessment.
The concept plan includes connecting the new subdivision to Lisle Farm Drive by installing a new intersection . They say most car trips from the subdivision will travel down Anselmi Ridge Road, to Pukekohe East Road

Property address: 49 Lisle Farm drive, Pukekohe East

Map or maps:

Other provisions:

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:
They say most car trips to and from the new subdivision will travel down Anselmi Ridge Road. To do this these cars must also travel along Lisle Farm Drive to the new intersection they plan to install. They say that this part of Lisle Farm Drive is one lane each way with parking on both sides. This part of Lisle Farm Drive is 6.9 metres wide (excluding the gutters). Parked cars take up approximately 1.8 metres on each side. So when cars are parked on both sides there is only 3.3 metres in the middle of the road available for traffic which is one car at a time. This is what already happens on the lower part of Lisle Farm Drive along the village. This is dangerous and a huge delay to traffic. Lisle Farm Drive is simply not designed for this volume of through traffic from a whole new subdivision.

11.1

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

Details of amendments: The access from the new subdivision to Lisle Farm Drive should be deleted. If this means delaying the construction of the new subdivision until the new arterial route is available then so be it.

Submission date: 15 May 2025

Attend a hearing

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

Declaration

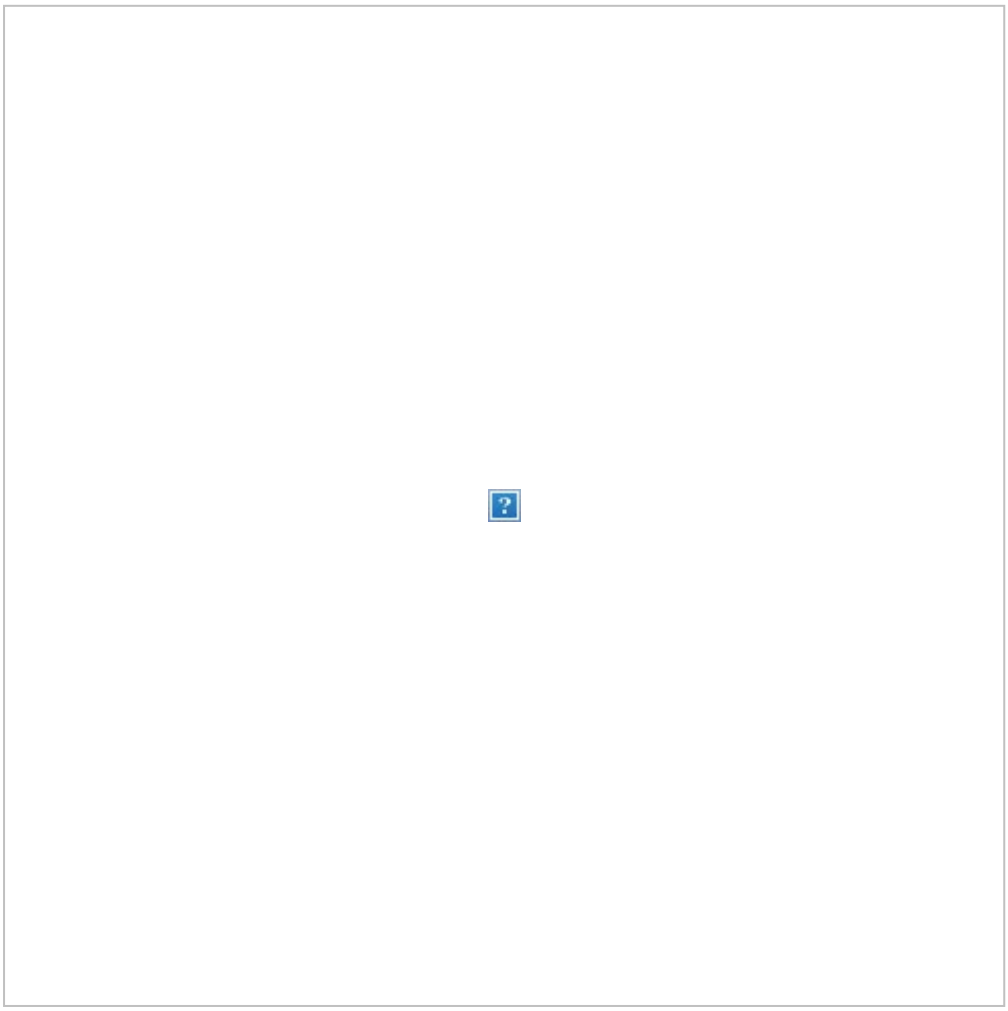
Could you gain an advantage in trade competition through this submission? No

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.

No

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Pamela Jane Cussen
Date: Friday, 23 May 2025 11:31:34 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Pamela Jane Cussen

Organisation name:

Agent's full name: Pamela Jane Cussen

Email address: pamcussen@gmail.com

Contact phone number: 0275036166

Postal address:
PO Box 1193
Pukekohe
Auckland 2340

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
Formal Objection to Proposed Plan Change 112 (PPC112)
To Whom It May Concern,
I am writing as a concerned resident of the Lisle Farm area to formally object to Proposed Plan Change 112 (PPC112), which seeks to rezone land from Future Urban Zone to Residential Mixed Housing Suburban.

This proposed change poses multiple risks to our community's character, safety, and environmental integrity. My objections are as follows:

1. Inappropriate Lot Sizes and Excessive Density
The proposed subdivision includes 189 lots, almost all averaging only 400m². These allow for high-density three-storey homes with 50% site coverage. This is out of step with the existing neighborhood and will place unsustainable pressure on local infrastructure. I propose that lots on elevated terrain be a minimum of 800m², better aligning with the local character and family demand.

2. Lack of Rural Buffer Zone
The absence of a buffer between the subdivision and existing rural land is concerning. Without this, residents and farmers will be forced into conflict over normal agricultural activities like spraying and equipment noise. A buffer zone is essential to maintain both rural productivity and urban livability.

3. Inadequate Roading and Emergency Access
William Andrew Drive is a narrow cul-de-sac unsuited to high volumes of traffic or construction vehicles. Even under normal use, cars parked on the road prevent safe two-way access. Emergency vehicles, including fire trucks, may struggle to access properties, creating a significant safety risk.

4. Misleading Assumptions about Access to Arterial Road
The development assumes use of a new arterial road as a primary exit point. However, during public consultation, councillors confirmed this will be an expressway without local access. This dramatically changes the traffic flow implications, putting increased pressure on already limited internal roadways.

5. Environmental Concerns: Wetlands and Steep Gullies
The proposed site includes natural wetlands and steep gullies—landforms that are particularly vulnerable to hydrological disruption. The applicant's conclusion that effects will be "negligible" is unrealistic. These areas act as natural stormwater regulators and biodiversity reservoirs.
Development in these zones risks:
- Increased runoff and flooding during storm conditions,
- Long-term drainage problems in lower-lying sections,
- And a financial burden on existing ratepayers to fix problems caused by insufficient planning.
These environmental features should be preserved and integrated into green space or ecological corridors, not paved over.

6. Public Transport and Walkability Deficiencies
The site is not within walking distance to schools, shops, or community facilities. Residents will rely heavily on cars, leading to traffic congestion and demanding costly public transport solutions—yet no such plans are in place.

Conclusion
In light of these concerns, I respectfully urge the council to reject PPC112 in its current form.
Instead, consider a plan that:
- Requires larger lot sizes (especially on hill sections),
- Preserves ecological features such as wetlands and gullies,
- Establishes rural buffer zones,
- Addresses roading limitations and emergency access,
- And ensures infrastructure, including public transport, is planned before any rezoning is approved.

Thank you for the opportunity to submit my concerns. I trust they will be given the serious consideration they deserve in the interest of responsible, sustainable development.

Property address: 42 William Andrew Road Pukekohe

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:
1. Inappropriate Lot Sizes and Excessive Density
The proposed subdivision includes 189 lots, almost all averaging only 400m². These allow for high-density three-storey homes with 50% site coverage. This is out of step with the existing neighborhood and will place unsustainable pressure on local infrastructure. I propose that lots on elevated terrain be a minimum of 800m², better aligning with the local character and family demand. 12.1

2. Lack of Rural Buffer Zone
The absence of a buffer between the subdivision and existing rural land is concerning. Without this, residents and farmers will be forced into conflict over normal agricultural activities like spraying and equipment noise. A buffer zone is essential to maintain both rural productivity and urban livability. 12.2

3. Inadequate Roading and Emergency Access
William Andrew Drive is a narrow cul-de-sac unsuited to high volumes of traffic or construction vehicles. Even under normal use, cars parked on the road prevent safe two-way access. Emergency vehicles, including fire trucks, may struggle to access properties, creating a significant safety risk. 12.3

4. Misleading Assumptions about Access to Arterial Road
The development assumes use of a new arterial road as a primary exit point. However, during public consultation, councillors confirmed this will be an expressway without local access. This dramatically changes the traffic flow implications, putting increased pressure on already limited internal roadways.

5. Environmental Concerns: Wetlands and Steep Gullies
The proposed site includes natural wetlands and steep gullies—landforms that are particularly vulnerable to hydrological disruption. The applicant's conclusion that effects will be "negligible" is unrealistic. These areas act as natural stormwater regulators and biodiversity reservoirs.
Development in these zones risks:
- Increased runoff and flooding during storm conditions,
- Long-term drainage problems in lower-lying sections,
- And a financial burden on existing ratepayers to fix problems caused by insufficient planning.
These environmental features should be preserved and integrated into green space or ecological corridors, not paved over.

12.4

6. Public Transport and Walkability Deficiencies
The site is not within walking distance to schools, shops, or community facilities. Residents will rely heavily on cars, leading to traffic congestion and demanding costly public transport solutions—yet no such plans are in place.

12.5

Conclusion
In light of these concerns, I respectfully urge the council to reject PPC112 in its current form.
Instead, consider a plan that:
- Requires larger lot sizes (especially on hill sections),
- Preserves ecological features such as wetlands and gullies,
- Establishes rural buffer zones,
- Addresses roading limitations and emergency access,
- And ensures infrastructure, including public transport, is planned before any rezoning is approved.

12.1- 12.5

Thank you for the opportunity to submit my concerns. I trust they will be given the serious consideration they deserve in the interest of responsible, sustainable development.

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

Details of amendments: see above in reason for my views.

Submission date: 23 May 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

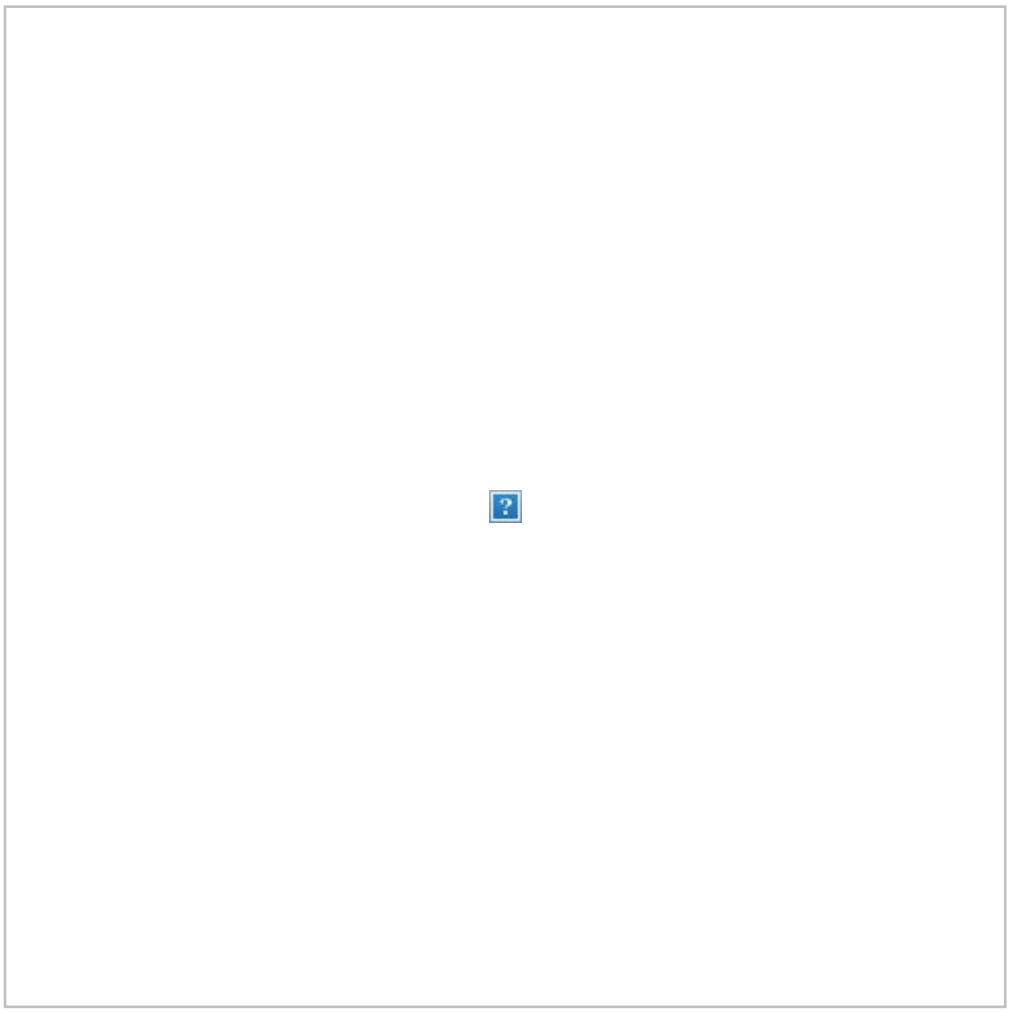
Could you gain an advantage in trade competition through this submission? No

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.



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Belinda Segetin
Date: Friday, 16 May 2025 10:01:17 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Belinda Segetin

Organisation name:

Agent's full name:

Email address: belindavandyk@gmail.com

Contact phone number:

Postal address:
73 Lisle Farm Drive
Pukukohe
Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:

Property address: 70A and 70B Lisle Farm Drive

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:
We strongly oppose making Lisle Farm Drive a through road. The street is already too narrow and lacks sufficient parking. Adding additional houses will turn our quiet street into a busy thoroughfare, which is not acceptable to local residents.

13.1

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

Submission date: 16 May 2025

Attend a hearing

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

Declaration

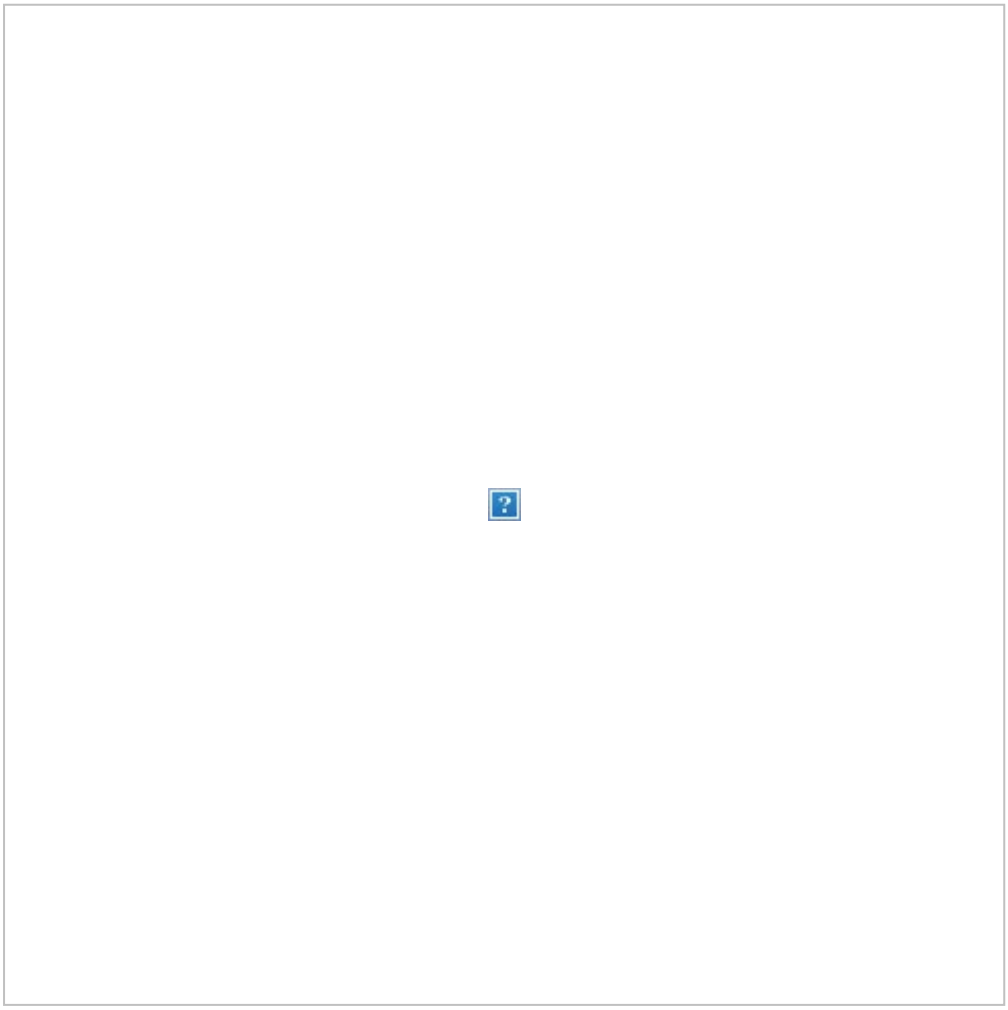
Could you gain an advantage in trade competition through this submission? No

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

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Michael Agnew
Date: Friday, 16 May 2025 4:30:52 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Michael Agnew

Organisation name:

Agent's full name:

Email address: magnew325@gmail.com

Contact phone number:

Postal address:
6 Abby Close
Franklin
Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
Added traffic volumes from William Andrew road onto Grace James Road.

Property address: 6 Abby Close

Map or maps:

Other provisions:
I feel with the extra subdivision and the volume of properties built in quite a small area the traffic from it into Grace James road from William Andrew road will be very busy and noisy and will change the quiet area we have at the moment.

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? No

The reason for my or our views are:
Until now living in this area has been quiet and comfortable. I feel with the increased traffic volumes this will change dramatically.

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

14.1

Submission date: 16 May 2025

Attend a hearing

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

Declaration

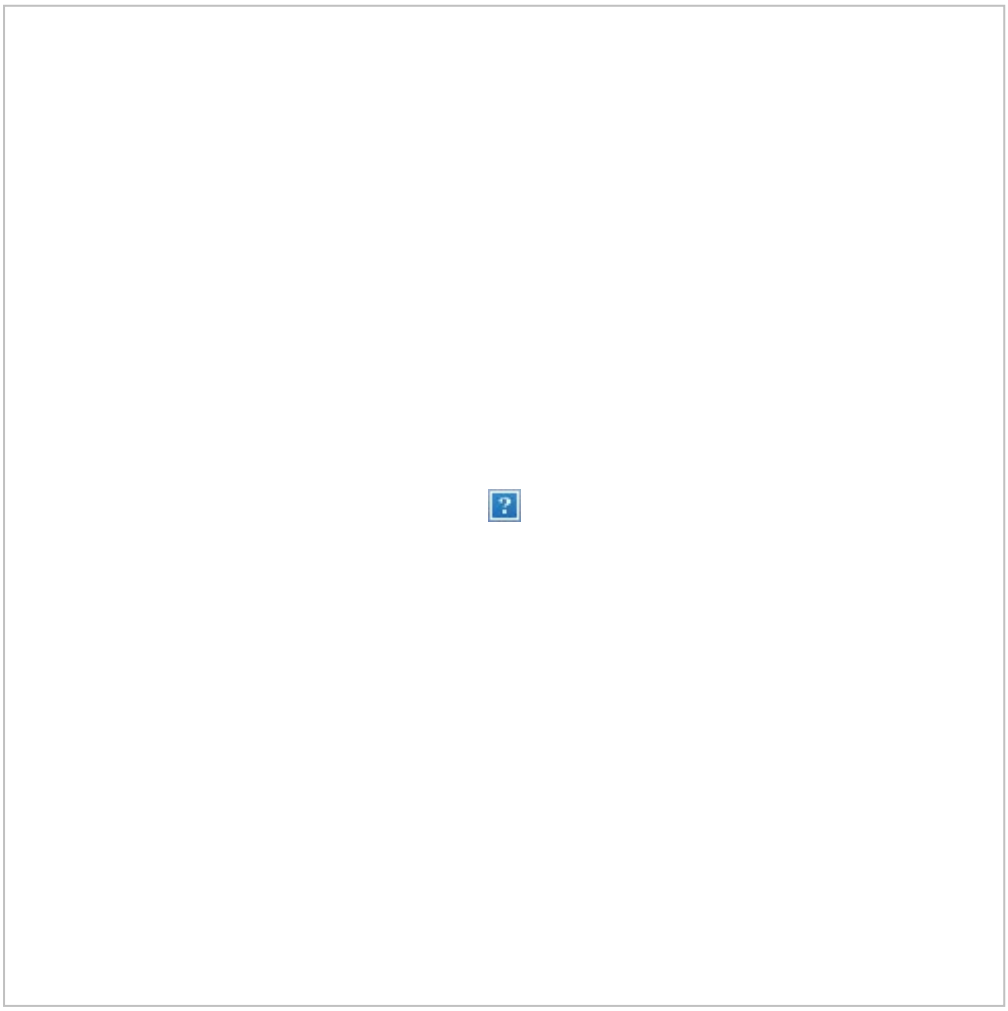
Could you gain an advantage in trade competition through this submission? No

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

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Matthew James Holt
Date: Sunday, 18 May 2025 5:30:19 pm
Attachments: Opposition Submission Lisle Farm Drive.pdf

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Matthew James Holt

Organisation name:

Agent's full name:

Email address: matthew.holt88@gmail.comm

Contact phone number: 0211640582

Postal address:

Pukekohe
Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
Community Character
Relevant Provisions:
- Auckland Unitary Plan (AUP) Chapter B2.3 Quality Built Environment
Objective B2.3.1(3): Development should contribute positively to neighbourhood identity and character.
Policy B2.3.2(2): Ensure that the built environment responds to the site's context and the existing character.
- Resource Management Act (RMA) Section 7(c): Maintenance and enhancement of amenity values.

Pedestrian Safety and Access
Relevant Provisions:
- Auckland Unitary Plan (AUP) Chapter E27 Transport
Objective E27.2(4): The safety of the transport network is not adversely affected.
Policy E27.3(6): Provide for safe and efficient movement of pedestrians.
- Resource Management Act (RMA) Section 5(2): Safeguarding people's health and safety.

Property address: 70 lisle farm drive

Map or maps: Exit by lot 125

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:
I am open to growth in this wonderful neighborhood,however this is a highly desirable area of pukekohe east and will no longer be desirable when crammed full with high density housing which also brings less desirable tenants. This could have negative impacts an residents property values. This is in addition to my points made in the submission

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

15.1, 15.2

Details of amendments: Limited access via or no access via 70 lisle farm drive, low density housing only

Submission date: 18 May 2025

Supporting documents
Opposition Submission Lisle Farm Drive.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

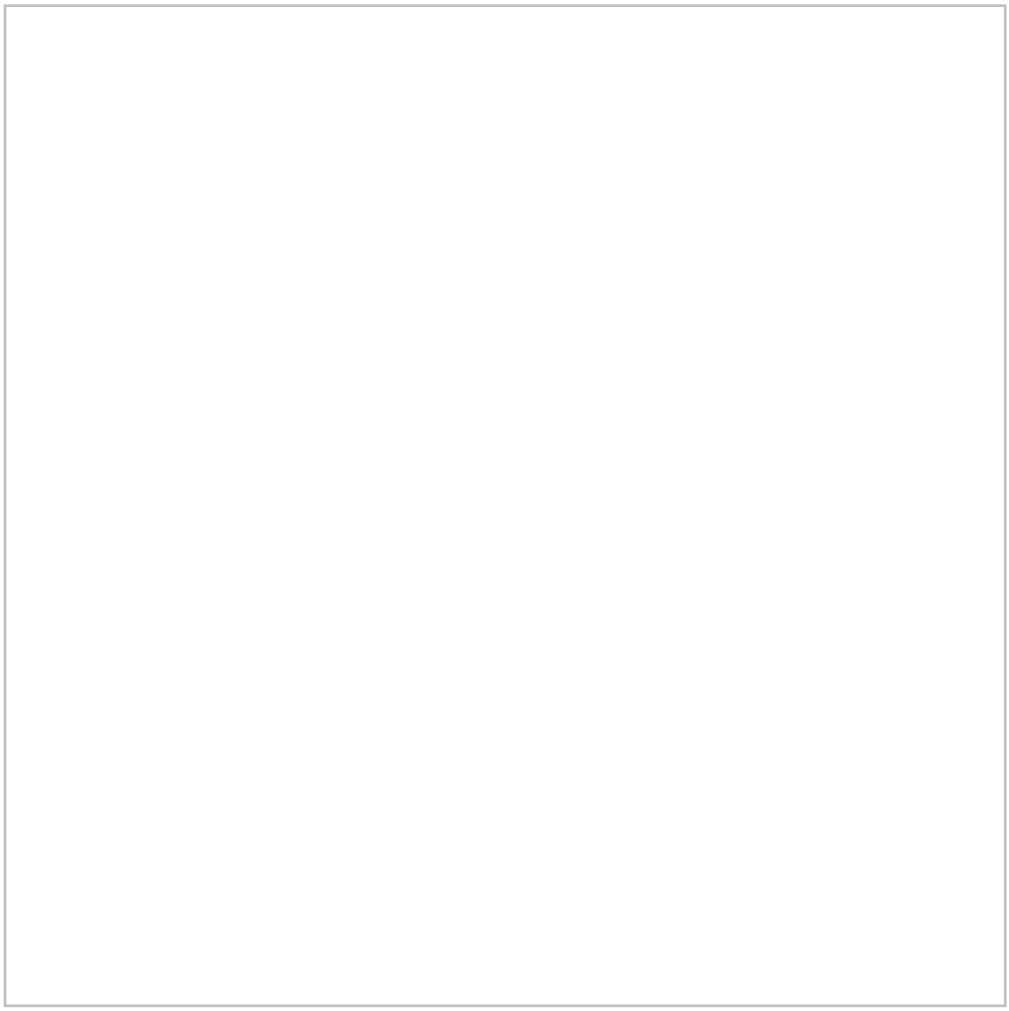
Could you gain an advantage in trade competition through this submission? No

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

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- Does not relate to trade competition or the effects of trade competition.

Yes

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Submission on Private Plan Change - 70A & 70B Lisle Farm Drive, Pukekohe

I am a neighbouring resident of the proposed development and strongly oppose the plan change to rezone approximately 18 hectares of land from Future Urban Zone to Residential Mixed Housing Urban.

Grounds for Opposition:

1. Traffic and Infrastructure Capacity

The proposed area is located at the rear of an existing quiet suburb with no direct access to main roads. Introducing around 187 new residential sections in this cul-de-sac-style location will create significant traffic bottlenecks and road safety concerns.

Major regional infrastructure projectssuch as the SH1 Drury Interchange upgradeare already causing traffic disruptions and are not expected to be completed until 2030. In addition, the main access route from Bombay into Pukekohe has not seen meaningful upgrades in over 30 years, further compounding accessibility issues.

2. Cumulative Growth Pressure

Pukekohe has already undergone large-scale residential development in recent years, with projects such as the Belmont and Wesley developments. These contribute to a broader structure plan that anticipates approximately 7,200 new dwellings between 2023 and 2027, and up to 12,500 homes by 2050 in the Pukekohe-Paerata area. Adding yet another subdivisionespecially without significant infrastructure upgradesplaces unsustainable pressure on local roads, public services, and amenities.

3. Environmental Impact and Loss of Wildlife

Continued urban expansion in this area has already displaced wildlife and degraded the natural environment. This proposed development will further disrupt remaining habitats, contributing to long-term biodiversity loss in the region.

4. Incompatibility with Community Character

The proposed density does not align with the character of the surrounding area, which is currently a mix of rural lifestyle blocks and low-density housing. The transformation into high-density mixed housing will permanently alter the semi-rural atmosphere that residents value and have chosen to live in.

5. Pedestrian Safety and Access Concerns

The proposed access point via 70 Lisle Farm Drive raises serious safety issues. A large pedestrian walkway currently runs between 70 and 66 Lisle Farm Drive, leading to a popular lookout and walking track. The retaining wall surrounding the access point is over 6 meters high and obstructs both visibility and sound. There are no audible or visual warnings for pedestrians or drivers entering and exiting this narrow space.

Residents have already witnessed multiple close calls involving pedestrians and vehicles. Without significant structural changes such as removing the retaining wall, which could result in erosion and environmental riskthis access point is fundamentally unsafe for increased traffic volumes. The current design is incompatible with the level of use expected from a development of this scale.

Conclusion:

I urge Auckland Council to decline this private plan change. The proposal adds unnecessary density in a location already experiencing development strain. It lacks supporting infrastructure, disregards environmental impacts, and conflicts with the established character of the neighbourhood.

Development in Pukekohe must be strategically managed and supported by timely infrastructure upgrades to ensure long-term livability for all residents.

From: Ben Caldwell
To: Unitary Plan
Subject: PC 112 Submission
Date: Monday, 19 May 2025 11:27:21 am
Attachments: submission-william-andrew.pdf

Please find my submission against

PC 112 (Private): Lisle Farm

https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/unitary-plan/auckland-unitary-plan-modifications/Pages/details.aspx?UnitaryPlanId=282

Thanks
Ben Caldwel

Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least one of the following applies to the submission (or part of the submission):

- It is frivolous or vexatious.
- It discloses no reasonable or relevant case.
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further.
- It contains offensive language.
- It is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

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

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

Auckland Council
Te Kaunihera o Tāmaki Makaurau

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Mr Benjamin James Calldwell

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

Address for service of Submitter

#31 William Andrew Road, Pukekohe, Auckland 2120

Telephone: 0211023981 Email: benocaldwell@gmail.com

Contact Person: (Name and designation, if applicable)

Scope of submission

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

Plan Change/Variation Number	PC 112 (Private)
Plan Change/Variation Name	Lisle Farm

The specific provisions that my submission relates to are:
(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)	
Or Property Address	
Or Map	

Or
Other *(specify)*

The proposed access from William Andrew road to the new Lisle Farm Subdivison. Also the propose
The proposed access from William Andrew road to the new Lisle Farm Subdivison. Also the propose

Submission

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

I **support** the specific provisions identified above ☐

I **oppose** the specific provisions identified above ☒

I wish to have the provisions identified above amended Yes ☒ No ☐

The reasons for my views are:

Access from William Andrew road will greatly increase the traffic in the neighborhood that was not d

The increased traffic runs counter to the rural lifestyle living of the established neighbouhood.

The proposed minimum size of the new sections (400m2 I believe) is completely out of character wit

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation ☐

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

Decline the proposed plan change / variation ☒ 16.1

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

Then access from William Andrew should not be accepted. The minimum section size should be increased to 600m2 at least.

I wish to be heard in support of my submission ☒

I do not wish to be heard in support of my submission ☐

If others make a similar submission, I will consider presenting a joint case with them at a hearing ☐

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

19/05/2025
Date

Notes to person making submission:

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

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

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

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

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

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

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition.

From:	Jean Curtis
To:	Unitary Plan
Subject:	Letter of Submission
Date:	Monday, 19 May 2025 1:23:15 pm
Attachments:	Letter for Submission on Proposed Land May 2025.docx

Hello
Attached is the letter of objection for the current planning of 112 (private) Lisle Farm Pukekohe
Yours Sincerely
Lloyd Curtis
35 William Andrew Road
Pukekohe 2120
Ph 021 228 3268

Letter for Submission on Proposed Land

Submission on Plan Change 112 (Private) Lisle Farm Drive

SR & DS Smith proposed changes at 70.70a.70b Lisle Farm Drive Pukekohe

From: Lloyd Curtis, 35 William Andrew Road, Pukekohe 2120

I object to change from 'future urban' to 'mixed housing urban'.

The concept plan submitted to council for change shows 400 sqm – 700 sqm (189 sections) just slum housing conditions like Otara and Anselmi Ridge.

140 or more of these sections are 400 – 500 sqm

49 sections 500 – 700 metres. These sections are too small.

If the minimum size of the sections was lifted to 800 square metres at least, I would approve one story – two story :- one dwelling per site

The plan shows 3 entrances – Lisle Farm Drive, new entrance over new bridge, existing sealed driveway – William Andrew Road

This third entrance off William Andrew Road could not serve as a main entrance, as it is a narrow winding road with a traffic island (very small at the end)

This street was built as a no exit street, not as a main thoroughfare. It has a foot path on one side and the traffic island would need directional arrows as it is very tight. Big trucks and buses would not be able to negotiate the traffic island also existing drive ways converge onto this area. Speed bumps would not be an option far too noisy and dangerous.

The top of the drive way would definitely need a give way or preferably a stop sign in the new subdivision as a very steep driveway comes up the hill into it. This is along the side boundary of 35 William Andrew Road.

Bigger sections with one dwelling give quality housing, off street parking, garage storage, safer dwellings. Not like small sections, two or three stories slum-like as in Anselmi Ridge with small concept sections shown.

There is hardly room for a 3 – 4 bedroom home and most families need a house that size. These houses would be small, like dog boxes, 2-3 stories high, with minimal light and no space for children.

Imagine one metre or less off the boundary sides and 2 metres at the back. Two stories or more cast high shadows overlooking each other. No view and no room for gardens or lawn space for children. Also where is the off street parking. If there is parking how easy will it be for cars or utes to manoeuvre off road onto property and back on to the road again. All it is doing is creating "slum housing" Most people these days have 2 or 3 vehicles, where are they going to park?

The new road needs to be wide enough to accommodate trucks and buses and have a bus stop.

Please note:- Buses should not be allowed to use William Andrew Road as it is too narrow and winding.

The other proposed entrance roads should be made the main entrances not William Andrew Road. We would very much appreciate it if the council would listen and accept our objections to this proposed piecemeal subdivision. The land needs subdivision we appreciate that. 17.1

a) But the council should stipulate larger sections 800 square metres upwards 17.2
b) Well planned infrastructure for quality subdivision 17.3
c) Wider entrance roading and parking and green spaces 17.4, 17.5
d) Council not to give titles to properties until all roading, kerbing, footpaths, stormwater and sewerage and water facilities, bridges and irrigations storage have been passed , inspected and certified and signed off by council 17.6

Yours sincerely

Lloyd Curtis

35 William Andrew Road

PUKEKOHE 2120

Ph 021 228 3268

Auckland Council
Te Kaunihera o Tāmaki Makaurau

17 April 2025

L Curtis & VJ Curtis
35 William Andrew Road
Pukekohe 2120

Tēnā koe,

You may make a submission on Plan Change 112 (Private) – Lisle Farm

I am writing because SR and DS Smith proposes changing the Auckland Unitary Plan at 70, 70A and 70B Lisle Farm Drive, Pukekohe. Either you own and/or live in a property that is nearby the proposal, or you may be affected in another way.

Affected property: 35 William Andrew Road

For owners of properties with occupiers i.e. properties that are rented or leased, Auckland Council have notified occupiers with the information available, however Auckland Council also requests that you please check that your occupiers are aware of this notification.

If you want to make a submission you can

- fill in the online submission form at www.aucklandcouncil.govt.nz/planchanges or
- email your submission to unitaryplan@aucklandcouncil.govt.nz.
- send it by post to

  Planning Technicians
  Planning and Resource Consents
  Auckland Council
  Private Bag 92300
  Auckland 1142

Any person may make a submission. If you want to make a submission you can fill in the online submission form at www.aucklandcouncil.govt.nz/planchanges or email your submission to unitaryplan@aucklandcouncil.govt.nz.

The last day for making a submission is **23 May 2025.**

More information
The plan change aims to:

- rezone approximately 18 hectares of land at 70A and 70B Lisle Farm Drive, Pukekohe from Future Urban zone to Mixed Housing Urban zone to enable residential development of the land; and
- apply a new precinct over 70, 70A and 70B Lisle Farm Drive, Pukekohe.

Letter for Submission on Proposed Land

Submission on Plan Change 112 (Private) Lisle Farm Drive

SR & DS Smith proposed changes at 70.70a.70b Lisle Farm Drive Pukekohe

From: Lloyd Curtis, 35 William Andrew Road, Pukekohe 2120

I object to change from 'future urban' to 'mixed housing urban'.

The concept plan submitted to council for change shows 400 sqm – 700 sqm (189 sections) just slum housing conditions like Otara and Anselmi Ridge.

140 or more of these sections are 400 – 500 sqm

49 sections 500 – 700 metres. These sections are too small.

If the minimum size of the sections was lifted to 800 square metres at least, I would approve one story – two story :- one dwelling per site

The plan shows 3 entrances – Lisle Farm Drive, new entrance over new bridge, existing sealed driveway – William Andrew Road

This third entrance off William Andrew Road could not serve as a main entrance, as it is a narrow winding road with a traffic island (very small at the end)

This street was built as a no exit street, not as a main thoroughfare. It has a foot path on one side and the traffic island would need directional arrows as it is very tight. Big trucks and buses would not be able to negotiate the traffic island also existing drive ways converge onto this area. Speed bumps would not be an option far too noisy and dangerous.

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Bigger sections with one dwelling give quality housing, off street parking, garage storage, safer dwellings. Not like small sections, two or three stories slum-like as in Anselmi Ridge with small concept sections shown.

There is hardly room for a 3 – 4 bedroom home and most families need a house that size. These houses would be small, like dog boxes, 2-3 stories high, with minimal light and no space for children.

Imagine one metre or less off the boundary sides and 2 metres at the back. Two stories or more cast high shadows overlooking each other. No view and no room for gardens or lawn space for children. Also where is the off street parking. If there is parking how easy will it be for cars or utes to manoeuvre off road onto property and back on to the road again. All it is doing is creating "slum housing" Most people these days have 2 or 3 vehicles, where are they going to park?

The new road needs to be wide enough to accommodate trucks and buses and have a bus stop.

Please note:- Buses should not be allowed to use William Andrew Road as it is too narrow and winding.

The other proposed entrance roads should be made the main entrances not William Andrew Road. We would very much appreciate it if the council would listen and accept our objections to this proposed piecemeal subdivision. The land needs subdivision we appreciate that.

a) But the council should stipulate larger sections 800 square metres upwards
b) Well planned infrastructure for quality subdivision
c) Wider entrance roading and parking and green spaces
d) Council not to give titles to properties until all roading, kerbing, footpaths, stormwater and sewerage and water facilities, bridges and irrigations storage have been passed , inspected and certified and signed off by council

I request to be heard.

Yours sincerely

Lloyd Curtis

35 William Andrew Road

PUKEKOHE 2120

Ph 021 228 3268

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - ALLAN Q MURILLO
Date: Monday, 19 May 2025 6:31:04 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: ALLAN Q MURILLO

Organisation name:

Agent's full name:

Email address: leendon31@yahoo.com

Contact phone number:

Postal address:
52 LISLE FARM DRIVE
PUKEKOHE
AUCKLAND 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:

Property address: 70A AND 70B LISLE FARM DRIVE PUKEKOHE

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:
It will make less safer for walking and for children to play. A road that is quiet will become noisy with traffic and during construction, large vehicles will be passing our homes. It will change the whole feel of the area from being a residential area to through a busy thoroughfare. The road is of not wide enough to cope with the heavy flow of traffic.

I or we seek the following decision by council: Decline the plan change 18.1

Submission date: 19 May 2025

Attend a hearing

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

Declaration

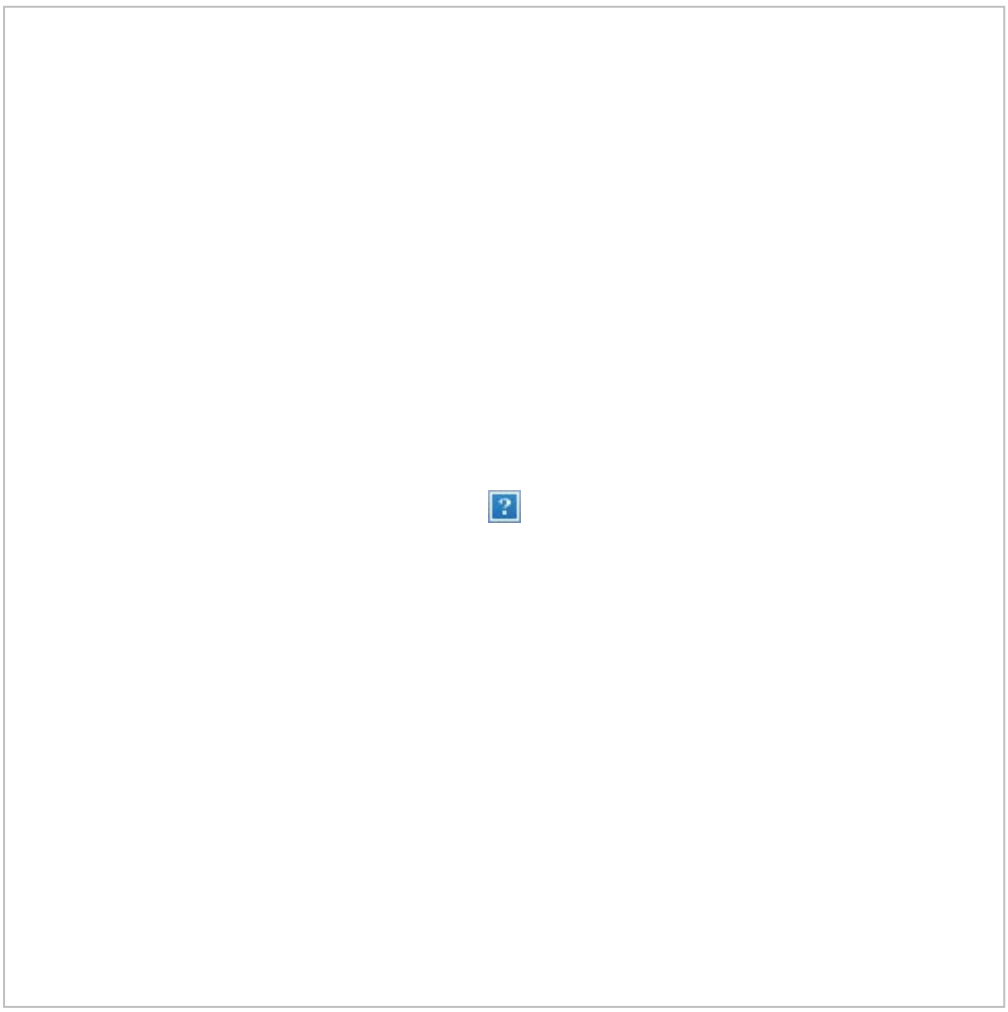
Could you gain an advantage in trade competition through this submission? No

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.



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Jerome Capper
Date: Tuesday, 20 May 2025 1:01:04 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Jerome Capper

Organisation name:

Agent's full name:

Email address: jerome@crestgroup.co.nz

Contact phone number:

Postal address:
32 William Andrew Road
Pukekohe
Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:

Property address: 70a & 70b Lisle Farm Drive

Map or maps:

Other provisions:

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

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

The reason for my or our views are:
The small sections will create too much traffic for the William Andrew road in particular which is not wide enough to take more traffic. It has been designed and built as a culdesac.

The sections need to be made much larger to reduce the amount of traffic. And or remove access to William Andrew entirely.

The same applies to the Lisle farm access this has incredibly narrow roading and is already very dangerous with street parking, volume of cars in a highly dense residential area.

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

19.1

Submission date: 20 May 2025

Attend a hearing

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

Declaration

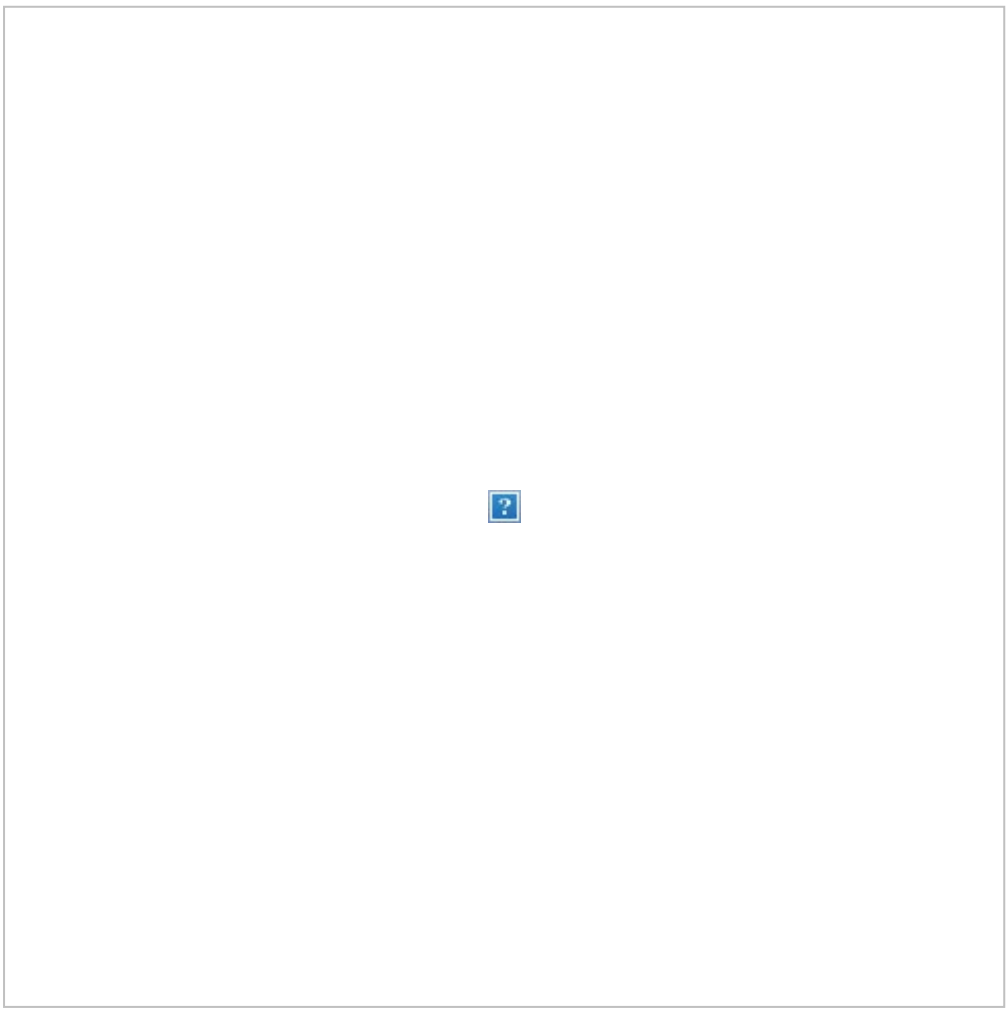
Could you gain an advantage in trade competition through this submission? No

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: Jillian Vivian
To: Unitary Plan
Subject: Opposition to PC112 – Proposed Subdivision in Pukekohe
Date: Thursday, 22 May 2025 3:11:55 pm

Re: Opposition to PC112 – Proposed Subdivision in Pukekohe

I am writing to formally oppose Plan Change 112, which proposes the subdivision and development of approximately 200 homes in the Valley Road / Valley Heights Lane area of Pukekohe. My objection is based on **traffic safety concerns**, **environmental risks** (particularly related to flooding), and the overall **strain on local infrastructure**, including the **impact on residents** like myself who have already been affected by these issues.

Key Points of Concern:

1. **Dangerous Intersection – Valley Heights Lane and Valley Road**
   The intersection of Valley Heights Lane and Valley Road is already hazardous, with poor visibility and a tight turning radius. Adding an estimated **400 vehicles** from this proposed development will only increase the risk of accidents in this already dangerous area.

2. **Proximity to Vulnerable Populations**

   - **After-School Care and Daycare Centres**: The intersection is directly opposite an **after-school care facility**, where children regularly walk. The additional traffic would create serious safety risks for these children, as well as those attending daycare centres on **Twomey Drive**.

   - **Ryman Living – Elderly Rest Home**: The nearby **Ryman Living** elderly rest home, where residents often walk to local amenities like the **Valley Kitchen Cafe** and **medical centre**, will be put at greater risk by increased traffic in the area.

3. **Impact on Valley Primary School and Student Safety**
   Valley Primary School, already dealing with heavy congestion during school drop-offs and pick-ups, will be further affected by the additional vehicles from this new subdivision. The safety of children walking to and from school is at significant risk.

   - **Has provision been made** for the expected increase in students and the extra traffic load?

   - **What safety measures** are in place to ensure the wellbeing of students during high-traffic times?

4. **Walking School Bus Initiative**
   In 2013, I set up a **Walking School Bus** to help mitigate the dangers of children crossing **Reynolds Road** on their way to **Valley Primary School**. The initiative was a direct response to the unsafe road crossings from nearby subdivisions, particularly those feeding into Reynolds Road.

   - While this initiative helped improve safety, the traffic from the proposed 200 homes will significantly increase the risks for the children walking to school.

   - The **Walking School Bus** was a necessary measure because of the high traffic flow, and increasing the number of vehicles in the area will directly counteract

the safety benefits it provided.

5. **Impact on Sporting Activities and Local Parks**
   The **Collin Lawrie Field** is a major hub for **Saturday rugby games** and other local sports events, which already see **Reynolds Road** packed with parked cars and congestion spilling onto **Ernie's Reserve** and **side streets off Reynolds Road**.
   - The proposed development will only worsen this situation, making it more difficult for children, parents, and coaches to access the sports fields safely.
   - **Children** already face risks crossing busy roads during these events, and the added traffic from the new homes will further endanger them.
6. **Flooding and Drainage Concerns**
   There are serious **flooding issues** in the area, made worse by previous developments like **Rymans Living** and **Lisle Farm subdivisions**. These developments have already caused significant drainage problems in the **Reynolds Road creek**, flowing down to the **pond** and **under the rail bridge**.
   - The increased runoff from 200 additional homes will further strain the drainage system, worsening **flooding**in these already vulnerable areas.
7. **Personal Experience as a Resident**
   As a former resident of **2 Bob Craig Place**, which is just off Reynolds Road, I can personally attest to the challenges posed by the traffic flow and parking issues in this area. We made the decision to move away from the area due to these exact problems.
   - The heavy traffic, particularly during **sports events**, caused significant disruptions, making it difficult to park and access our home safely.
   - The constant flow of cars, especially along **Reynolds Road** and **side streets**, made it nearly impossible to navigate the area without experiencing frustration and concern for safety.
   - It was these very issues that led us to relocate, and we now see that the same problems are about to get much worse with the proposed development.
8. **Insufficient Infrastructure to Support Increased Traffic**
   The existing infrastructure, including roads and drainage, is not equipped to handle the additional vehicles and runoff from this subdivision. The proposal lacks a clear plan for addressing the **increased traffic** and **flooding**risks, leaving the community vulnerable to more frequent disruptions and safety hazards.
9. **Public Safety and Responsibility**
   Approving this subdivision without properly addressing these pressing issues would put the safety and wellbeing of the community at significant risk. The Council has a responsibility to ensure that developments do not come at the cost of public safety or environmental health.

Request:

I respectfully urge Auckland Council to **decline Plan Change 112** in its current form. If approval is to be considered, it should be deferred until a comprehensive **traffic safety**, **flooding**, and **infrastructure impact assessment** is completed, with specific **funded**

solutions to address:

- Major upgrades to the **Valley Road / Valley Heights Lane intersection** to improve both vehicle and pedestrian safety 20.1
- **Pedestrian safety measures** around the **after-school care**, **daycare centres**, **Valley Primary School**, and **Ryman Living rest home** 20.2
- **Traffic management measures** to alleviate congestion, particularly on **Reynolds Road** and the **side streets off Reynolds Road**, especially during sporting events at **Collin Lawrie Field** 20.3
- Plans to accommodate the increased number of **students** and the impact on local school infrastructure 20.4
- **Stormwater management** and **flood mitigation** measures to address the existing flooding problems caused by previous developments, particularly in the **Reynolds Road creek** and surrounding areas. 20.5

The safety of the community and the health of the local environment must be a top priority in all planning decisions. I urge Council to thoroughly consider these concerns before approving any further development in this area.

Sincerely,

Jill Vivian

10 Valley Heights Lane, Pukekohe

021 329 755

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

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

Auckland Council
Te Kaunihera o Tāmaki Makaurau

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No: PC 112.
Receipt Date: 23/05/25.

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Mrs Jillian S.M. Vivian

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

Address for service of Submitter

10 Valley Heights Lane Pukekohe.

Telephone: 021 329 755. Email: ucrewe@gmail.com

Contact Person: (Name and designation, if applicable)

Scope of submission

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

Plan Change/Variation Number	PC 112 (Private)
Plan Change/Variation Name	Lisle Farm

The specific provisions that my submission relates to are:
(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s) ✓

Or

Property Address ✓

Or

Map ✓

Or

Other *(specify)*

Submission

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

I **support** the specific provisions identified above ☐

I **oppose** the specific provisions identified above ☑

I wish to have the provisions identified above amended Yes ☑ No ☐

The reasons for my views are:

see submisson letter.

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation ☐

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

Decline the proposed plan change / variation ☐

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

I wish to be heard in support of my submission ☐

I do not wish to be heard in support of my submission ☐

If others make a similar submission, I will consider presenting a joint case with them at a hearing ☑

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

23/05/25.
Date

Notes to person making submission:

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

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

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

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

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

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

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition.

Re: Opposition to PC112 – Proposed Subdivision in Pukekohe

I am writing to formally oppose Plan Change 112, which proposes the subdivision and development of approximately 200 homes in the PC112 area of Pukekohe.

My objection is based on **traffic safety concerns**, **environmental risks** (particularly related to flooding), and the overall **strain on local infrastructure**, including the **impact on residents** like myself who have already been affected by these issues.

Key Points of Concern:

1. **Dangerous Intersection – Valley Heights Lane and Valley Road**
   The intersection of Valley Heights Lane and Valley Road is already hazardous, with poor visibility and a tight turning radius. Adding an estimated **400 vehicles** from this proposed development will only increase the risk of accidents in this already dangerous area.
2. **Proximity to Vulnerable Populations**
   - **After-School Care and Daycare Centers**: The intersection is directly opposite an **after-school care facility**, where children regularly walk. The additional traffic would create serious safety risks for these children, as well as those attending daycare centers on **Twomey Drive**.
   - **Ryman Living – Elderly Rest Home**: The nearby **Ryman Living** elderly rest home, where residents often walk to local amenities like the **Valley Kitchen Cafe** and **medical Center**, will be put at greater risk by increased traffic in the area.
3. **Impact on Valley Primary School and Student Safety**
   Valley Primary School, already dealing with heavy congestion during school drop-offs and pick-ups, will be further affected by the additional vehicles from this new subdivision. The safety of children walking to and from school is at significant risk.
   - **Has provision been made** for the expected increase in students and the extra traffic load?
   - **What safety measures** are in place to ensure the wellbeing of students during high-traffic times?
4. **Walking School Bus Initiative**
   In 2013, I set up a **Walking School Bus** to help mitigate the dangers of children crossing **Reynolds Road** on their way to **Valley Primary School**. The initiative was a direct response to the unsafe road crossings from nearby subdivisions, particularly those feeding into Reynolds Road.
   - While this initiative helped improve safety, the traffic from the proposed 200 homes will significantly increase the risks for the children walking to school.

- The **Walking School Bus** was a necessary measure because of the high traffic flow, and increasing the number of vehicles in the area will directly counteract the safety benefits it provided.

5. **Impact on Sporting Activities and Local Parks**
   The **Collin Lawrie Field** is a major hub for **Saturday rugby games** and other local sports events, which already see **Reynolds Road** packed with parked cars and congestion spilling onto **Ernie's Reserve** and **side streets off Reynolds Road**.
   - The proposed development will only worsen this situation, making it more difficult for children, parents, and coaches to access the sports fields safely.
   - **Children** already face risks crossing busy roads during these events, and the added traffic from the new homes will further endanger them.
6. **Flooding and Drainage Concerns**
   There are serious **flooding issues** in the area, made worse by previous developments like **Rymans Living** and **Lisle Farm subdivisions**. These developments have already caused significant drainage problems in the **Reynolds Road creek**, flowing down to the **pond** and **under the rail bridge**.
   - The increased runoff from 200 additional homes will further strain the drainage system, worsening **flooding** in these already vulnerable areas.
7. **Personal Experience as a Resident**
   As a former resident of **2 Bob Craig Place**, which is on the corner of Reynolds Road, I can personally attest to the challenges posed by the traffic flow and parking issues in this area. We made the decision to move away from the street due to these exact problems.
   - The heavy traffic, particularly during **sports events**, caused significant disruptions, making it difficult to park and access our home safely.
   - The constant flow of cars, especially along **Reynolds Road** and **side streets**, made it nearly impossible to navigate the area without experiencing frustration and concern for safety, in addition there were frequent accidents along Reynolds Road.
   - It was these very issues that led us to relocate, and we now see that the same problems are about to get much worse with the proposed development.
8. **Insufficient Infrastructure to Support Increased Traffic**
   The existing infrastructure, including roads and drainage, is not equipped to handle the additional vehicles and runoff from this subdivision.
9. **Public Safety and Responsibility**
   Approving this subdivision without properly addressing these pressing issues would put the safety and wellbeing of the community at significant risk. The Council has a responsibility to ensure that developments do not come at the cost of public safety or environmental health.

Request:

I urge Auckland Council to **decline Plan Change 112** in its current form. If approval is to be considered, it should be deferred until a comprehensive **traffic safety, flooding,** and **infrastructure impact assessment** is completed, with specific **funded solutions** to address:

- Major upgrades to the **Valley Road / Valley Heights Lane intersection** to improve both vehicle and pedestrian safety.
- **Pedestrian safety measures** around the **after-school care**, **daycare centers**, **Valley Primary School**, and **Ryman Living rest home**
- **Traffic management measures** to alleviate congestion, particularly on **Reynolds Road** and the **side streets off Reynolds Road**, especially during sporting events at **Collin Lawrie Field**
- Plans to accommodate the increased number of **students** and the impact on local school infrastructure
- **Stormwater management** and **flood mitigation** measures to address the existing flooding problems caused by previous developments, particularly in the **Reynolds Road creek** and surrounding areas.

The safety of the community and the health of the local environment must be a top priority in all planning decisions. I urge Council to thoroughly consider these concerns before approving any further development in this area.

Regards,

Jill Vivian

From: Graham & Jill Morris
To: Unitary Plan
Subject: Plan Change 112 (Private) - Lisle Farm
Date: Thursday, 22 May 2025 10:02:17 pm

Attention Technician.
Please find my Submission to 'Private Plan Change 112 Lisle Farm Dr.
Graham Morris, 52 William Andrew Rd, Pukekohe. 2120.
Phone 021 488 314

Submission : PC 112 (Private): 70, 70A and 70B Lisle Farm Drive, Pukekohe.
I am a lifetime resident of Pukekohe East, Dairy Farming between Bush Rd and Runciman Rd all my life with my late wife Jill Morris who was a Franklin District Councillor for 12 years until 2010. We sold the Family farm in 2016.
We knew from the day we bought our section (2013) that one day subdivision was going to happen which we accept, BUT!!!
Using 'Stockman Living' as an example,
The thousands of Truckloads of dirt from that property that was moved within or exported off site to crate small sections which has created many issues. Installing retaining up to 3 meters high. Now there are questions about stormwater.
Councils statement of intent is to have wide grass berms to recharge the aquifers. In my opinion Stockman Living will be 98% hard surface.
Council has allowed the Landscape to be destroyed!!!!!!
The issues I have with the proposal are -
The quantity of Dirt that will be moved and the number of retaining walls required have a significant risk to fail, especially when the tops have been Chain Sawed off.
The Landscape will be destroyed and with the houses so close, the rural view to Pukekohe East / Bombay will be lost
The average NZ Family have 2 Cars, that's before the Kids get their Cars!!!!
Council requiring narrower streets means limited street parking and traffic movement. Lisle Farm Dr were Ryman's Staff park their Cars is creating a one way street is an example. Stockman Living and Bellmont are also examples of street parking!!!
Auckland Council Transport has failed to Plan a roading network since 2010 for Pukekohe to allow for acceptable access for future Subdivisions. Muster road, barely a kilometre long has 7 Bunny Hops !!! AT has allowed Staff from Ryman to park on Lisle Farm Drive which has become a one way street !!!!
Buy having larger sections means less roading within the Development, less retaining walls at a lower height, less soil moved. Taking into account the contour of the Land, I am of the opinion the Land use Classification would be Class 3 and up to Class 6. I am proposing that the Sections (single House) on the Property to be a minimum of 800 sq mts (excluding shared drive ways) with an average of 1,200 sq mts.
The Muster Rd development sections averaged about 600 sq mts on class 3 land.
I am convinced that Smiths Land is not suited to the high density as proposed. My concern is with the steep contour of some of the Land on the Smith Property.
By increasing the size of the sections will be in the keeping of the northeastern side of Pukekohe.
All house lots to have a buried minimum 18,000 litres concrete water tank, for drinking & garden, and still have Town water connected.
There is no way that 'Proposed Plan Change 112 (Private) Lisle Farm' is complying with the Pukekohe Paerata Structure Plan – 'PART 54 RULE 54 – STRUCTURE PLANS'
54.1 STRUCTURE PLAN DEFINED
Will Council walk Smiths property to be able to understand the Topography of the Property and the adjoining area to be able to understand the issues that nearby residents have?? I request a small group of Submitters be invited to walk the Property.

I strongly demand throughout construction; ALL vehicles - Trucks, Machinery, Vans, Utes, Cars use William Andrew Rd, as the Entry road and Lisle Farm Dr, as the Exit road.
I totally oppose the 'Proposed Plan Change 112 (Private)' - Lisle Farm drive in its present format !!! 21.1
I reserve the right to appoint an Environmental Consultant
GB Morris, I wish to be heard and the Hearings to held in Pukekohe..

https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/district-and-regional-plans/district-plans/franklin-district-plan/Pages/franklin-planning-maps.aspx

To further assist with your due diligence, you can Google **Objective 19.1.2**

"Auckland Council's Objective 19.1.2 within the Auckland Unitary Plan focuses on ensuring that rural areas effectively support a range of activities and services. It aims to provide for both residential, commercial, and recreational needs within rural areas. Additionally, it ensures that rural production activities are accommodated while minimizing their adverse environmental impacts."

Other points I noted last night as relevant to add to any submission against the current request for a Plan Change and its associated concept plan were:

- Pukekohe Paerata Structure Plan which this development sits within should be single house zone, therefore there needs to be a more balanced approach to living style taken within this location offering larger sites as apposed to the excessive use of smaller house sites as shown in bounding developments such as 'Stockman's' and 'Kohi'
- Current topography being up on the hill with substantial views suggests this location could be utilised for a more sympathetic style of living in keeping with the current surrounding homes on Lisle Farm and William Andrew.
- This property is on the outer ring of the future urban zone and is not at all within walkable distance of the town, train or bus hub.
- Sitting on the edge of the residential town limits this development is hard up against rural land creating a reverse sensitivity to rural activities.
- The capabilities of the current hard infrastructure does not support medium and high-density development and therefore would creates huge costs for servicing such as development.
- The current concept plan allows for entry/exit off the proposed arterial route which would create huge safety issues and also shows a small number of houses within a cul-de-sac which is dangerous
- Topography and width of the entryway off Lisle Farm Drive does not create easy access, making this impracticable and creates a likely outcome being entry/exit via William Andrew which we believe when was development was approved as a limited vehicle access entry point, not as per the concept plan show - a full development entry/exit point.
- Allowing development vehicles (trucks, diggers, and service vehicles) to access via the narrowed access point at end of William Andrew would create a significant increase in safety concerns for these residence, along with the surrounding road along with increased dust and noise effecting the quiet enjoyment of these residence.

From:	Chloe Jacobs
To:	Unitary Plan
Cc:	ATaylor (Amber) 1; Duncan Gibson
Subject:	Plan Change 112 (Private) - Watercare Submission
Date:	Thursday, 22 May 2025 8:13:58 am
Attachments:	image002.png Watercare Private Plan Change 112 Submission.pdf

Kia ora,

Please find Watercare's submission to PPC112 attached.

Ngā mihi,

Chloe Jacobs | Environmental Planning Graduate
Watercare Services Limited
Customer service line: +64 9 442 2222
Postal address: Watercare, Private Bag 92 521, Victoria St West, Auckland 1142, New Zealand
Physical address: 73 Remuera Road, Remuera, Auckland 1050, New Zealand
Website: www.watercare.co.nz

Disclaimer: This e-mail message and any attachments are privileged and confidential.
They may contain information that is subject to statutory restrictions on their use.

Watercare Services Limited
73 Remuera Road, Remuera,
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Auckland 1142, New Zealand
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www.watercare.co.nz

Auckland Council
Unitary Plan Private Bag 92300
Auckland 1142

Attn.: Planning Technician

unitaryplan@aucklandcouncil.govt.nz

TO:	**Auckland Council**
SUBMISSION ON:	**Plan Change 112 (Private): 70, 70A and 70B Lisle Farm Drive, Pukekohe, Auckland 2120**
FROM:	**Watercare Services Limited**
ADDRESS FOR SERVICE:	**planchanges@water.co.nz**
DATE:	**21 May 2025**

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

1. WATERCARE'S PURPOSE

1.1. Watercare Services Limited ("**Watercare**") is New Zealand's largest provider of water and wastewater services. Watercare is a council-controlled organisation under the Local Government Act 2002 and is wholly owned by the Auckland Council ("**Council**").

1.2. As Auckland's water and wastewater services provider, Watercare has a significant role in helping Auckland Council achieve its vision for the Auckland region.

1.3. Watercare's purpose, embodied in the Māori whakatauki (proverb) below, reflects the connection between Watercare's services and the wellbeing of our community and the local environment:

Ki te ora te wai, ka ora te whenua, ka ora te tangata.

When the water is healthy, the land and the people are healthy.

1.4. Watercare is required to manage its operations efficiently with a view to keeping overall costs of water supply and wastewater services to its customers (collectively) at minimum levels, consistent with the effective conduct of its undertakings and the maintenance of the long-term integrity of its assets.

1.5. Watercare is subject to economic regulation under the Watercare Charter ("**Charter**"). The Charter imposes minimum service quality standards, financial performance objectives and an interim price-quality path. Regulatory oversight is held by the Commerce Commission as the appointed Crown Monitor. Subject to the Charter, Watercare must also give effect to relevant aspects of the Council's Long-Term Plan, and act consistently with other plans and strategies of the Council, including the Auckland Unitary Plan (Operative in Part) ("**AUP(OP)**"), the Auckland Plan 2050 and the Auckland Future Development Strategy 2023-2053 ("**FDS**").[1]

2. SUBMISSION

2.1. This is a submission on a private plan change requested by SR and DS Smith ("**Applicant**") to the AUP(OP) that was publicly notified on 24 April 2025 ("**Plan Change 112**").

2.2. Plan Change 112 proposes to rezone approximately 18 ha of land from Future Urban Zone ("**FUZ**") to Residential - Mixed Housing Urban Zone and apply the Stormwater Management Area Control - Flow 1 (SMAF-1) over the land subject to Plan Change 112 ("**Plan Change Area**"). The Plan Change Area is made up of three land parcels owned by the Applicant (70, 70A and 70B Lisle Farm Drive, Pukekohe).

2.3. The objective of Plan Change 112 is to establish residential development in an area identified for residential growth, and to adjoin existing residential areas to the west and south, while protecting and enhancing the natural, physical and cultural values that contribute to Pukekohe's unique character and identity.[2]

2.4. Plan Change 112 also proposes a new site-specific precinct to apply to the entire Plan Change Area – the Lisle Farm Precinct. The proposed Lisle Farm Precinct provisions include ensuring necessary roading infrastructure, wastewater and stormwater infrastructure, and recognising, protecting and enhancing riparian areas and associated native vegetation.[3]

2.5. The existing local network wastewater pumpstation ("**WWPS**") within Colin Lawrie Fields, which services the catchment that includes the Plan Change Area, does not have sufficient capacity to support any further development. The Franklin Road WWPS, a local network WWPS which is the receiving WWPS for the wider catchment and receives flows from the Colin Lawrie Fields WWPS, is also at capacity. These capacity constraints will be addressed by the construction of a new bulk WWPS at Isabella Drive which is currently anticipated to be completed by 2028.

2.6. The purpose of this submission is to ensure that the technical feasibility of the proposed water and wastewater servicing is addressed and that the potential adverse effects of the future development enabled under Plan Change 112 on Watercare's existing and planned water and wastewater networks, and the services they provide, are appropriately considered and managed in accordance with the Resource Management Act 1991 ("**RMA**").

2.7. In making its submission, Watercare has considered the relevant provisions of the Auckland Plan 2050, the Long-term Plan 2024-2034 (10-year Budget), Watercare's Statement of Intent 2024-2027,

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1 Local Government (Auckland Council) Act 2009, s58.

2 Scott Wilkinson Planning, Proposed Private Plan Change Request from Future Urban Zone to Mixed Housing Urban Zone, Section 32 RMA Evaluation (dated 22 January 2024) at [2.1].

3 Scott Wilkinson Planning, Proposed Private Plan Change Request from Future Urban Zone to Mixed Housing Urban Zone Assessment of Environmental Effects (dated 22 January 2024) at [5.5].

the FDS, the Water Supply and Wastewater Network Bylaw 2015, the Water and Wastewater Code of Practice for Land Development and Subdivision, the Watercare Business Plan 2025-2034 (10-Year Business Plan) and the Watercare Asset Management Plan FY25-FY34. Watercare has also considered the relevant RMA documents including the AUP(OP) and the National Policy Statement on Urban Development 2020 (updated in May 2022).

2.8. For the reasons set out below, Watercare opposes Plan Change 112 as proposed by the Applicant.

2.9. In making this submission, it is noted that any infrastructure delivery dates provided in this submission are forecast dates only and therefore subject to change.

Specific parts of Plan Change 112 this submission relates to

2.10. Watercare's submission relates to Plan Change 112 in its entirety.

2.11. Without limiting the generality of 2.10 above, the specific parts of Plan Change 112 that Watercare has a particular interest in are the actual and potential effects of Plan Change 112 on Watercare's existing and planned water and wastewater networks and the services they provide, and the proposed Lisle Farm Precinct provisions insofar as they relate to water supply and wastewater servicing.

Sequencing of development

2.12. Watercare's bulk infrastructure programme is planned, funded and sequenced in line with the Auckland Plan 2050, the Auckland Council Development Strategy (this is currently the FDS, which replaced the Future Urban Land Supply Strategy 2017 in December 2023), the Auckland Council Growth Scenario (AGS), and the AUP(OP).

2.13. Plan Change 112 is located within the Pukekohe Northeast Future Urban Area ("**FUA**") which the FDS identifies as not ready for development before 2040+.[4]

2.14. Appendix 6 of the FDS identifies the infrastructure prerequisites that enable the development of the FUAs.[5] This Appendix states:[6]

> The timing of the live-zoning future urban areas spans over 30 years from 2023 – 2050+ and is necessary in acknowledging the council's limitations in funding infrastructure to support growth. Distributing the live zoning of future urban areas over this timeframe enables proactive planning in an orderly and cost-efficient way, ensuring the areas are supported by the required bulk infrastructure and able to deliver the quality urban outcomes anticipated in this FDS.

2.15. The Isabella WWPS and the New Bulk Supply Point at Pukekohe East Reservoir are identified in the FDS as infrastructure prerequisites necessary to support the development of Pukekohe Northeast FUA.[7] Based on the current assessment, the Isabella WWPS needs to be completed and commissioned to enable bulk wastewater servicing of the development enabled by Plan Change 112. However, the New Bulk Supply Point at Pukekohe East Reservoir is not a prerequisite for development of the Plan Change Area.

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4 FDS, Appendix 6 at p. 41.
5 As defined and introduced in the FDS 2023 Appendix 6 at p. 32.
6 FDS, Appendix 6 at p. 35.
7 FDS, Appendix 6 at p. 40.

2.16. Watercare's key concern is that Plan Change 112 is "out of sequence" with the timing for development set out in the FDS and is therefore out of sequence with upgrades to the bulk wastewater infrastructure planned for this FUA. As outlined above, the Isabella WWPS is currently anticipated to be delivered by 2028.

2.17. Watercare does not support out-of-sequence development that might put pressure on Watercare to reprioritise or reallocate funding in the Watercare Asset Management Plan. If this were to occur, other projects such as infrastructure for other growth areas or renewals and upgrades required to ensure level of service and/or improved environmental outcomes may need to be deprioritised.

2.18. Where funding reallocation is not possible, which is most likely, and connections are granted, existing and planned infrastructure capacity may be taken up faster than planned, resulting in constraints to growth in live zoned areas (ie areas with operative urban zoning). In addition, approval of out of sequence growth results in considerable, additional operational costs being brought forward.

Yield and density

2.19. An assessment of the existing and planned water supply and wastewater infrastructure required to service the development yield enabled by Plan Change 112 has been undertaken by the Applicant.[8] This assessment assists in assessing the effects of the development envisaged by Plan Change 112 on Watercare's existing and planned water and wastewater network.

2.20. The yield used for the assessment of water supply infrastructure for the Plan Change Area was 192 dwellings.[9] This is also the number of dwellings shown in the concept plans submitted by the Applicant, and used in the other infrastructure assessments the Applicant has undertaken (ie in relation to transport). However, the concept plan does not lock in a yield and if the land is sold to another developer or the Applicant amends this concept plan, the yield could be higher.

2.21. Given the size of the Plan Change Area, the proposed Residential - Mixed Housing Urban zoning may enable the construction of more than 192 dwellings. This creates some uncertainty in respect of the level of development that could be enabled by Plan Change 112, given the absence of any apparent mechanism to limit dwellings to near this number. This potential is acknowledged within the Urban Design Assessment.[10]

2.22. Watercare's experience is that when resource consents for subdivision and development enabled by approved plan changes are lodged, the level of development for which consent is sought can often be much more intensive than previously indicated through the plan change process. Where this increase in density has occurred previously, water and wastewater capacity has been taken up faster than planned, which means that applications for connections to the network from live zoned areas may not be able to be approved by Watercare for some time.

2.23. Given the above, the yield and density of Plan Change 112 has the potential to be substantially more than the 192 dwellings specified in the Plan Change 112 application and against which bulk water and wastewater infrastructure requirements has been assessed. Any density changes proposed at a future resource consent stage will need to be assessed again separately by Watercare.

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8 Attachment 16 - Infrastructure Report Birch Land Development Consultants (dated 29 September 2023).
9 Attachment 16 - Infrastructure Report Birch Land Development Consultants (dated 29 September 2023) at [4.3.2].
10 Attachment 15 - Urban Design Assessment (dated February 2024) at [5.7].

Wastewater servicing

2.24. The Plan Change Area is not currently connected to the public wastewater network.

Treatment

2.25. The Pukekohe Wastewater Treatment Plant ("**WWTP**") provides wastewater treatment to the communities of Pukekohe, Paerata and parts of the Waikato District Council (Tuakau & Pokeno).

2.26. The Pukekohe WWTP currently has capacity to service a population of 60,000. The Stage 3 Upgrade, which is currently anticipated to be commissioned in the early to mid-2030's, will increase the capacity of the Pukekohe WWTP to service a population of 90,000.

2.27. The Pukekohe WWTP currently services a population of approximately 40,000. Based on the existing inflows and loads to the WWTP and using the AGSv1 and Statistics NZ High Growth forecasts, it is unlikely that growth will result in the Pukekohe WWTP being at capacity before the planned Stage 3 Upgrade is completed in the early to mid-2030s.

2.28. While the Stage 3 WWTP Upgrade is not considered to be a prerequisite for development of the Plan Change Area, if growth exceeds the rates forecast by the AGSv1 and the Statistics NZ High scenarios, then Watercare will need to carefully manage permissions to connect development from all live zoned land, including the Plan Change Area, to ensure Watercare will remain compliant with its consents.

Networks

2.29. The bulk wastewater network is currently at capacity, meaning no additional wastewater can be accepted into the public network until the Pukekohe North Wastewater Project (which is the project comprising the construction of the Isabella WWPS and the Pukekohe Transmission Trunk Sewer) is completed and commissioned. Therefore the Plan Change Area cannot connect to the public wastewater network until the Pukekohe North Wastewater Project is completed and commissioned.

2.30. Under the FDS the construction and commissioning of the Isabella WWPS is an infrastructure pre-requisite for development of the Pukekohe Northeast FUA (which includes the Plan Change Area), as stated above. The Pukekohe North Wastewater Project (which includes the construction and commissioning of the Isabella WWPS) is funded in the Watercare Asset Management Plan (FY25-FY34) and is currently forecast for completion around mid-2028. Construction of the Pukekohe North Wastewater Project has not yet commenced but is currently expected to get underway in late 2025.

Water supply servicing

2.31. The Plan Change Area is not currently connected to the public water supply network.

2.32. The bulk water supply network has available capacity to service development of the Plan Change Area without requiring any upgrades.

2.33. There are planned bulk upgrades within the wider Pukekohe area that will enhance the system resilience. These upgrades include the construction of the Wesley-Paerata Watermain, currently anticipated to begin construction in 2030+, and a new Bulk Supply Point at Pukekohe East Reservoir.

These upgrades are a prerequisite for development of the wider Pukekohe Northeast FUA but are not a prerequisite for the Plan Change Area.

Servicing summary

2.34. Watercare confirms it is technically feasible to service the Plan Change Area for bulk water supply and bulk wastewater ahead of the 2040+ timing in the FDS. In relation to water supply there is currently capacity in the bulk network for servicing the Plan Change Area, and for wastewater there will be capacity in the bulk network by 2028. Importantly, servicing of the Plan Change Area ahead of the 2040+ timing in the FDS can be provided without compromising Watercare's ability to provide service to the existing live zoned area.

Precinct provisions

2.35. The Applicant has proposed to include Precinct provisions applying to the proposed Lisle Farm Precinct. These would require that subdivision and development across the Precinct does not occur until it is co-ordinated with the provision of necessary infrastructure, including identified upgrades within the Precinct.

2.36. Watercare does not support the construction of dwellings prior to the availability of both bulk water supply and wastewater infrastructure with sufficient capacity to service the development. The planning approach proposed by Plan Change 112 creates a risk that homes will be constructed but will not be able to be occupied because the bulk water supply and wastewater infrastructure is not completed and commissioned. This is a poor planning outcome that is not supported by Watercare.

2.37. Where construction of dwellings proceeds ahead of the completion of bulk infrastructure and that bulk infrastructure is delayed, interim servicing solutions such as wastewater tankering may be relied upon by developers. Watercare does not support any further wastewater tankering, or similar interim solutions.

2.38. Watercare's proposed amendments to the Precinct provisions are attached to this submission as **Attachment 1**.

3. DECISION SOUGHT

3.1. Watercare opposes Plan Change 112 as currently proposed by the Applicant, on the basis that it is out of sequence with the expected timing for development of the Pukekohe Northeast FUA and is therefore in advance of the required bulk wastewater infrastructure.

22.1

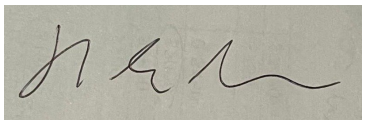
3.2. If Plan Change 112 is approved, Watercare seeks that amendments are made to the new Precinct provisions which the Plan Change Area is to be subject to, as set out in Attachment 1, or similar provisions that will achieve the same outcomes.

3.3. In addition, Watercare notes that, if Plan Change 112 is approved and made operative, the local water supply and wastewater network upgrades required to support development of the Plan Change Area would be assessed and confirmed by Watercare at the time of resource consent application and engineering plan approval. All local network upgrades required to service the Plan Change Area are the responsibility of the developer to deliver at their cost.

4. HEARING

4.1. Watercare wishes to be heard in support of its submission.

21 May 2025



Helen Shaw
Head of Strategy and Consenting
Watercare Services Limited

Address for Service:
Amber Taylor
Development Planning Team Lead
Watercare Services Limited
Private Bag 92521
Victoria Street West
Auckland 1142
Phone: 021 242 8153
Email: Planchanges@water.co.nz

Attachment 1

Watercare's proposed changes to the notified Pukekohe - Lisle Farm Precinct provisions

Black Text – Notified Precinct provisions

Red Text – Watercare's proposed amendments

Additions **underlined and bold**, deletions ~~struck through~~

IXXX. Pukekohe – Lisle Farm Precinct

IXXX.1 Precinct description

…

The Precinct relies on the provision of bulk wastewater infrastructure projects that have not yet been completed. Subdivision and development is restricted until the Precinct is able to connect to functioning bulk wastewater and bulk water supply infrastructure with sufficient capacity to service the development. 22.2

IXXX.2 Objectives

…

(6) Subdivision and development within the Precinct does not occur in advance of the availability of bulk wastewater and bulk water supply infrastructure with capacity to service the proposed subdivision and development. 22.3

(6**A**) Subdivision and development across the Precinct **is coordinated with the** ~~does not occur until the co-ordinated~~ delivery of infrastructure including roading, active mode facilities, **local network** wastewater **and** water supply, and stormwater services ~~and connections to adjacent land has occurred.~~ 22.4

…

IXXX.3 Policies

…

Transport

8) Require subdivision and development:

…

~~(f) to include necessary upgrades to existing wastewater and water supply infrastructure adjoining the Precinct, upgrades and connections to existing and future networks outside the Precinct.~~ 22.5

Infrastructure

…

(9) Avoid subdivision and development **within the Precinct occurring in advance of the completion and commissioning** ~~until it is co-ordinated with the provision~~ of necessary **bulk wastewater and bulk water supply infrastructure with sufficient capacity to enable servicing of the Precinct** ~~infrastructure and network utilities, including identified upgrades within the Precinct~~. 22.6

(9A) Ensure that sufficient local water supply and wastewater infrastructure and provision of infrastructure and network utilities, including identified upgrades adjoining and within the Precinct, is provided to enable the servicing of new subdivision and development within the Precinct. 22.7

Table IXXX.4.1 Activity Table

Activity		Activity Status
Development		
(x)	**Use and development that does not comply with Standard I4XX.6.17 Bulk Water Supply and Wastewater Infrastructure**	**NC**
Subdivision for the purpose of the construction or use of dwellings		
(x)	**Subdivision that does not comply with Standard I4XX.6.17 Bulk Water Supply and Wastewater Infrastructure**	**NC**

22.8

22.9

IXXX.5 Notification

…

(3) Any application for a resource consent which is listed in IXXX.5(1), IXXX.5(2), or IXXX.5(3) above which also requires resource consent under other rules in the Plan will be subject to the normal tests for notification under the relevant sections of the RMA.

(3A) In addition and notwithstanding the requirements of (3), any application for resource consent that infringes the following standard shall be notified to Watercare Services Limited: 22.10

(a) Standard IXXX.6.17 Bulk Water Supply and Wastewater Infrastructure

IXXX.6 Standards

(1) Unless specified in Standard IXXX.6(2) below, all relevant overlay, Auckland-wide and zone standards apply to all activities in the IXXX [insert Name] precinct.

(1A) All activities listed in Activity Table IXXX.4.1 must comply with IX.9 Special Information Requirements. 22.11

…

I4XX.6.17 Bulk Water Supply and Wastewater Infrastructure

Purpose:

- To ensure subdivision and development in the precinct is adequately serviced with **bulk** water supply and wastewater infrastructure.

(1) Bulk water supply and wastewater infrastructure with sufficient capacity for servicing the proposed subdivision or development must be completed, commissioned and functioning:

a. In the case of subdivision, ~~P~~prior to the issue of a certificate pursuant to s224(c) **of the Resource Management Act 1991** ~~for subdivision, all lots must be connected to a functioning public wastewater network capable of servicing the development enabled on the lots.~~

b. In the case of land use and development only, ~~P~~prior to ~~occupation,~~ **construction of any buildings for activities that would require water and/or wastewater servicing** ~~all buildings must be connected to a functioning public wastewater network capable of servicing the development enabled on the lots~~.

22.12

IXXX.9 Special information requirements

I4XX.9.3 Water Supply and Wastewater Servicing Plan

(1) Within the application for the first subdivision or development within the Precinct lodged after [insert date of plan change approval] the applicant is required to provide a Water Supply and Wastewater Servicing Plan for the Precinct Area. The Water Supply and Wastewater Servicing Plan must:

a) Identify the location, size and capacity of the proposed local water supply and wastewater networks, including the proposed connections to the local network, within the Precinct.

b) Identify the timing, location, size and capacity of the key water and wastewater infrastructure dependencies located outside of the Precinct Area but are necessary to service the Precinct.

c) Identify all catchments outside the precinct that may when developed connect to the precinct water and wastewater networks and demonstrate that the precinct networks are adequately sized to provide capacity for these catchments.

22.13

From:	Grant Fausett
To:	Unitary Plan
Subject:	Submission on PC112 Lisle Farm
Date:	Thursday, 22 May 2025 11:20:20 am
Attachments:	Submission re PC 112 Lisle Farm.pdf PC 112 Lisle Farm Form 5 Submission .pdf

Planning Technicians
Auckland Council

Please find attached the completed Form 5 and my written submission regarding PC112 Lisle Farm.

BRegards
Grant Fausett

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

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

Auckland Council
Te Kaunihera o Tāmaki Makaurau

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) *Mr Grant Wayne Fausett* Grant Wayne Fausett.

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

Address for service of Submitter

23 Grace James Road, Pukekohe. 2120. 23 Grace James Road, Pukekohe. 2120

Telephone: 212737787 Email: getboating2012@gmail.com

Contact Person: (Name and designation, if applicable)

Scope of submission

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

Plan Change/Variation Number: PC 112 (Private)

Plan Change/Variation Name: *Lisle Farm*

The specific provisions that my submission relates to are:
(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s): see attached pdf document.

Or
Property Address: see attached pdf document.

Or
Map: see attached pdf document.

Or
Other *(specify)*

see attached pdf document.
see attached pdf document.

Submission

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

I **support** the specific provisions identified above ☐

I **oppose** the specific provisions identified above ☒

I wish to have the provisions identified above amended Yes ☐ No ☒

The reasons for my views are:

see attached pdf document.

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation	☐
Accept the proposed plan change / variation with amendments as outlined below	☐
Decline the proposed plan change / variation	☒ 23.1
If the proposed plan change / variation is not declined, then amend it as outlined below.	☐

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

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

05/22/2025
Date

Notes to person making submission:

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

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

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

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

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

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

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition.

Submission to Auckland Unitary Plan. Proposed Plan Change 112 (Private) – Lisle Farm (PC112).

Submitters: Grant Wayne Fausett, Heather Jean Fausett.
getboating2012@gmail.com
0212 737 787

Background Information and Vision.

Some years ago, a property developer purchased the Ellott family farm with a vision to create a unique and special living space for families, providing both residential sections and lifestyle blocks, ensuring the natural typography was best utilised. The result was the creation of Grace James Road (GJR), Abbie Close and William Andrew Road (WAR) in Pukekohe's northeast. For the last 20 years or so, this area has been enjoyed by residents, local families walking their children or dogs and cyclists. On fine sunny afternoons it is commonplace to have more than 200 people walk on this road, enjoying the vista and solitude.

Executive Summary

We are aware that additional land needs to be freed up for housing development in Pukekohe, the Lisle Farm proposal has merit as a development but not as a MHU zone.

The application for a plan change to Mixed Housing Urban should be rejected. The Single House Zone is more appropriate for the area.

We oppose the proposed plan change request for the following reasons and wish to be heard in relation to this submission.

Supporting Points

Walkable Catchment

The location of the proposed concept plan does not conform with the principles of walkable catchment. A walkable catchment is the area around a specific location (like a city center or a train station) where people can reasonably walk to access services, amenities, and public transport. The expected walking time is a maximum of 15 minutes. The proposed concept plan area is much further than a 15-minute walk to any amenities and especially the Pukekohe railway station and retail area including supermarkets.

Definition of Mixed Housing Urban Zone (MHU).

Mixed Housing Urban Zone (MHU) provides for urban living with good access to public transport and amenities, promoting walkable neighbourhoods. There are no amenities near the proposed development. Services such as supermarkets, petrol stations and train stations are some distance away, with steep typography making walking difficult.

Traffic Flow and On-Street Parking.

It is a well-established fact that owning a car can open greater employment opportunities and provide more flexibility in accessing jobs that might otherwise be out of reach due to distance or transportation limitations. This can lead to increased income potential and a higher sense of financial security.

The rules applicable for MHU allow a developer significant flexibility with respect to onsite car parking. Most dwellings will be two income dwellings and will have two vehicles, resulting in significant 'on street' parking.

The council is wanting to reduce the number of privately owned vehicles and encourage the use of public transport, which is commendable. There is a growing body of evidence suggesting that the current push to reduce vehicle numbers will be irrelevant when Green Hydrogen vehicles are readily available. This will likely result in an increase in personal vehicular movements, post the EV era. The concept of not providing for multiple vehicles per property, with

the intention of encouraging less reliance on multiple vehicle ownership is a false concept. Multi-vehicular ownership is obvious at the recently developed Belmont block in Pukekohe, where street congestion is real.

Allowing entry/exit traffic via William Andrew would increase traffic flow significantly, not only for William Andrew but also along Grace James Road, given this is the route of least resistance, furthermore both roads are narrow and with cars parked on the roadside are unable to take two lanes of traffic.

The lifestyle blocks in the William Andrew/Grace James Road areas are also zoned future urban and will have subdivision in the future, such as the one proposed at Lisle Farm (PC112), resulting in an even more significant increase in traffic onto these roads as a result.

The overall capacity and suitability of William Andrew/Grace James Roads (which are designated secondary collector or access roads) needs to be considered and future priority should be to allow these lifestyle properties bordering these roads to utilise them for their traffic needs when rezoned if/when they were to subdivide. Therefore, on this basis all traffic from the proposed subdivision of Lisle Farm (PC112) should be required to utilise that property's current main entry/exit point which is via Lisle Farm Road itself.

Connection to NoR 4 - Pukekohe North-East Arterial

Arterial roads are designed to handle substantial traffic flows, serving as a primary route for connecting areas and regions. These roads make a significant contribution to social and economic wellbeing, link regionally significant places, industries, ports or airports, they are not intended to allow access to small housing areas, this is the function of a collector route. Limited entry points for the arterial are proposed to ensure efficiency. The PC 112 concept plan has two additional entry points which is in conflict with the definition of an arterial route, furthermore the exact location of NoR 4 is yet to be determined and is only in concept form at this time.

Pukekohe Paerata Structure Plan

The concept plan for a possible Lisle Farm development is within the Pukekohe Paerata Structure Plan zone which makes provision for single houses. Obviously, any developer would want to ensure this project is profitable thus the proposal is to change to MHU. MHU allows dwellings to be built up to 3 stories with little space between them and the neighbouring land users on the fringe of the proposed area. Agricultural sprays are technically not allowed to enter neighbouring properties however this is difficult to achieve, this results in reverse sensitivity as urban residents may object to existing farming practice. A buffer zone such as a Single House Zone would be better.

There is no current or planned public transport links for this area so residents would be required to have private vehicles. Current Government policy is that they will not fund new public transport routes so with Auckland Transport reliant on 51% funding from the Government via NZTA, there is no ability currently to have any public transport services.

The Stockman Living development, which is nearby, is a high-density development however this project has not been popular and is not selling well. Developers with long term vision create precinct's that endure and owner value is enhanced as a result.

Typography

The proposed plan is on an elevated site with substantial views. Placing multi story dwellings on this site would not be consistent with the high standard of housing on William Andrew Road.

Kohe Project by Aedifice Property Group

The Kohe project bounding Ngahere drive in Pukekohe is planned for 700 sections, this development is ideal for intensive housing for several reasons. Residents can easily walk to the train station, the shopping precincts along Manukau Road. Children will be able to easily walk to Valley Primary School. There are multiple road access points.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Grant Wayne Fausett
Date: Thursday, 22 May 2025 11:01:01 am
Attachments: Submission re PC 112 Lisle Farm.pdf

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Grant Wayne Fausett

Organisation name:

Agent's full name:

Email address: getboating2012@gmail.com

Contact phone number: 0212 737 787

Postal address:
23 Grace James Road
Pukekkohe
Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
see attached pdf document.

Property address: see attached pdf document.

Map or maps: see attached pdf document.

Other provisions:
see attached pdf document.

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:
see attached pdf document.

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

Submission date: 22 May 2025

Supporting documents
Submission re PC 112 Lisle Farm.pdf

Attend a hearing

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

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

Declaration

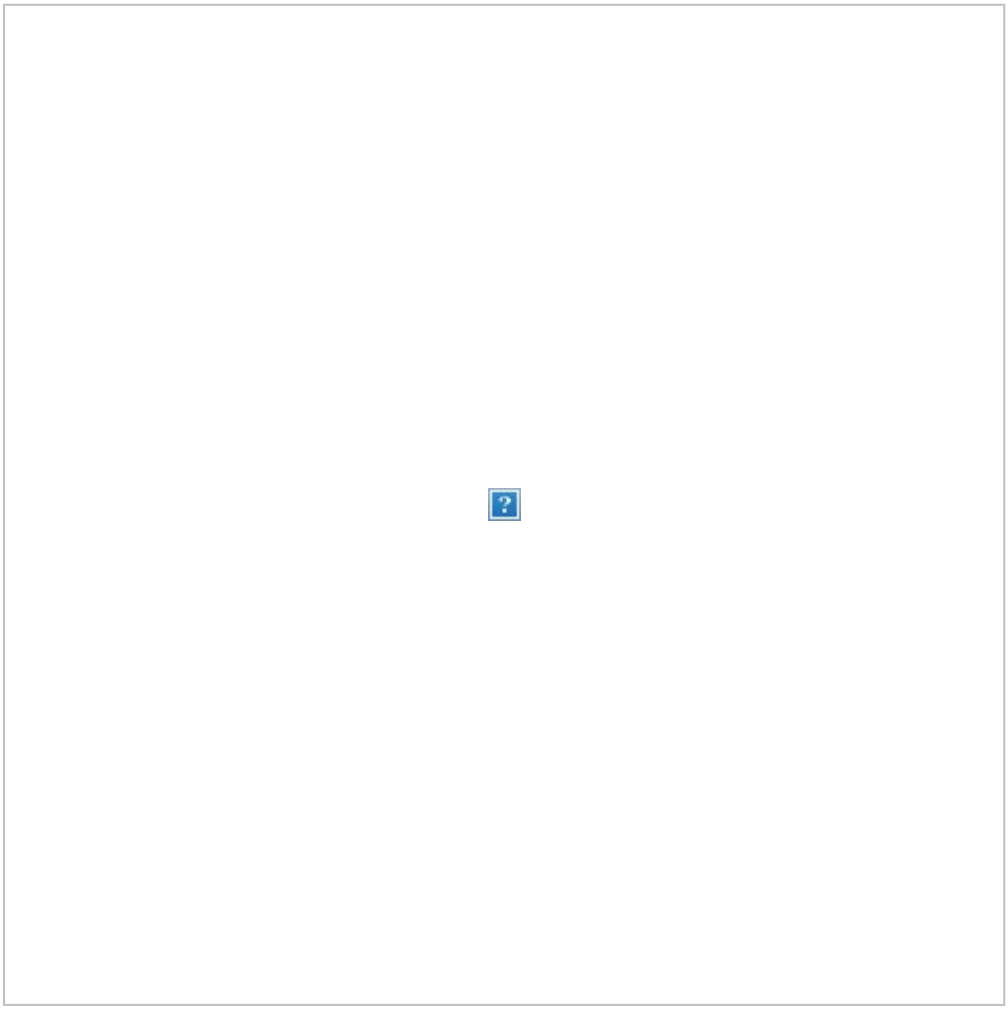
Could you gain an advantage in trade competition through this submission? No

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

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

No

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



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

Submission to Auckland Unitary Plan. Proposed Plan Change 112 (Private) – Lisle Farm (PC112).

Submitters: Grant Wayne Fausett, Heather Jean Fausett.
getboating2012@gmail.com
0212 737 787

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From: Alwin
To: Unitary Plan
Cc: alwin-petra@xtra.co.nz
Subject: Submission on Plan Change 112 (private) - Lisle Farm
Date: Thursday, 22 May 2025 7:52:04 pm
Attachments: Submission - Plan Change 112 private - Lisle Farm.docx

To Whom It May Concern,

Subject: Submission on Plan Change 112 (Private) – Lisle Farm

I am writing to express my concerns regarding Plan Change 112 for the Lisle Farm development. While I acknowledge the potential for growth and development in the area, several significant effects need to be thoroughly considered and mitigated to ensure sustainable outcomes for both the community and the natural environment.

1. **Dust and Vibration During Earthworks**: The proposed development will include substantial earthworks, which are likely to generate significant dust and vibration. This raises concerns regarding potential health risks, decreased air quality, and structural damage to nearby properties. To address these concerns, it is necessary to conduct pre- and post-construction surveys of directly adjacent properties to document any existing damage and assess potential structural impacts resulting from earthworks.

2. **Stormwater Management During Earthworks and Construction**: The current land contours indicate that drainage flows toward existing residential properties. At present, established vegetation prevents significant runoff from the paddocks to these areas. With the proposed development, it is crucial to implement effective stormwater management measures to maintain the existing drainage pattern and prevent runoff from impacting residential properties.

3. **Effects on Wildlife Habitats**: The Lisle Farm area includes established vegetation that serves as a habitat for native wildlife, including bats and morepork owls. The removal of this vegetation poses a direct threat to these species, potentially leading to habitat destruction, displacement, and reduced biodiversity in the area. Appropriate buffer zones and habitat restoration efforts should be implemented to mitigate these effects.

4. **Subdivision Plan and Site Sizes**: The proposed subdivision includes smaller site sizes that are not in keeping with the existing residential area. This may alter the character of the community and potentially reduce property values by creating a less cohesive urban landscape.

5. **Increased Traffic and Parking Concerns**: The anticipated increase in construction vehicle traffic and worker parking along Lisle Farm Drive raises significant safety concerns. The upper section of Lisle Farm Drive is not designed to accommodate the volume of construction vehicles and parking, potentially causing congestion and increasing the risk of accidents or restricted access for residents.

6. The proposal in the precinct rules is "Buildings **must not** project beyond a 60-degree recession plane measured from a point 4m vertically above ground level alongside and rear boundaries as shown in Figure IXXX.6.1.3.1 Height in relation to boundary below."
   How will this maintain a reasonable standard of residential amenity for adjoining site that have already been established on Lisle Farm Drive, they will have large 3 story houses looking down on their private open space areas, this rule will also deprive the houses of natural sunlight. The properties on Lisle Farm drive are all at least 1.5m below the current land level on this site and it will therefore allow houses between 5m and 6m above the existing dwellings. This will be more severe due to the 1m back yard requirement.

7. Reference is made about current wastewater upgrades, there is a large subdivision visible from Pukekohe East Road where all work stopped almost two years ago due to lack of infrastructure, lack of appropriate infrastructure will result in ongoing disruption for the residence in the area.

Additionally, this submission requests that the residents of 118 Lisle Farm Drive be considered as affected parties when consents are sought for bulk earthworks.

Recommendations:

- **Implement comprehensive dust and vibration management plans, including regular monitoring and communication with affected property owners. Pre work commencement surveys on buildings directly adjoining the site.** 24.1
- **Develop stormwater management plans that prevent runoff from impacting existing residential properties.** 24.2
- **Establish protective measures for existing wildlife habitats, particularly for bats and morepork owls, including designated buffer zones and habitat restoration initiatives.** 24.3
- **Reconsider the proposed site sizes to align more closely with the existing residential area to maintain property values and community character.** 24.4
- **Address traffic and parking concerns by implementing traffic management plans and designated parking areas on the development site for construction vehicles to prevent congestion on Lisle Farm Drive.** 24.5
- **Reconsider the heigh in relation to boundary proposal to reflect the status of the Residential – Mixed Housing Suburban Zone.** 24.6

Thank you for considering these concerns in the review of Plan Change 112.

Kind Regards

Alwin Strydom

118 Lisle Farm Drive

021 250 1699

alwin-petra@xtra.co.nz

To Whom It May Concern,

Subject: Submission on Plan Change 112 (Private) – Lisle Farm

I am writing to express my concerns regarding Plan Change 112 for the Lisle Farm development. While I acknowledge the potential for growth and development in the area, several significant effects need to be thoroughly considered and mitigated to ensure sustainable outcomes for both the community and the natural environment.

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Recommendations:

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- **Establish protective measures for existing wildlife habitats, particularly for bats and morepork owls, including designated buffer zones and habitat restoration initiatives.**
- **Reconsider the proposed site sizes to align more closely with the existing residential area to maintain property values and community character.**
- **Address traffic and parking concerns by implementing traffic management plans and designated parking areas on the development site for construction vehicles to prevent congestion on Lisle Farm Drive.**
- **Reconsider the heigh in relation to boundary proposal to reflect the status of the Residential – Mixed Housing Suburban Zone.**

Thank you for considering these concerns in the review of Plan Change 112.

Yours sincerely,

Recoverable Signature

X 

Signed by: trust_0d1c6110-772f-4c6e-848d-5ca755548898

Alwin Strydom

118 Lisle Farm Drive

021 250 1699

alwin-petra@xtra.co.nz

24.1.1

24.1

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Alwin Strydom
Date: Thursday, 22 May 2025 8:00:51 pm
Attachments: Submission - Plan Change 112 private - Lisle Farm_20250522194519.333.pdf

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Alwin Strydom

Organisation name:

Agent's full name:

Email address: alwin-petra@xtra.co.nz

Contact phone number: 0212501699

Postal address:
118 Lisle Farm Drive
Pukekohe
Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
The proposed new precinct rules, earthworks, privacy etc.

Property address: 118 Lisle Farm Drive Pukekohe 2120

Map or maps: n/a

Other provisions:
please see my attached submission

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

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

The reason for my or our views are:
as per my attached submission

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

Details of amendments: as per attached submission

Submission date: 22 May 2025

Supporting documents
Submission - Plan Change 112 private - Lisle Farm_20250522194519.333.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

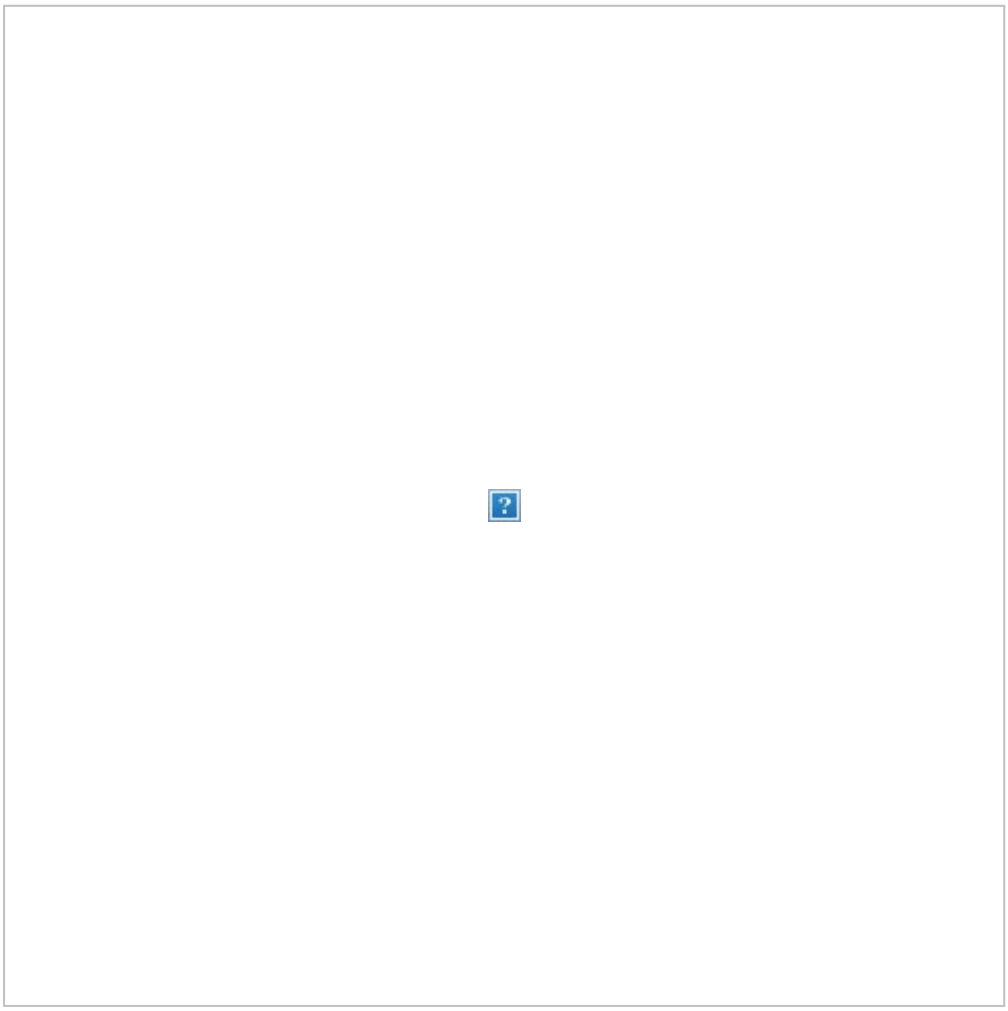
Could you gain an advantage in trade competition through this submission? No

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

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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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To Whom It May Concern,

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Thank you for considering these concerns in the review of Plan Change 112.

Yours sincerely,

Alwin Strydom

118 Lisle Farm Drive

alwin-petra@xtra.co.nz

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Alistair Stuart
Date: Thursday, 22 May 2025 7:15:45 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Alistair Stuart

Organisation name:

Agent's full name: Alistair G J Stuart

Email address: alandmandy95@gmail.com

Contact phone number: 021513226

Postal address:
20 William Andrew Road
Pukekohe
Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
Private plan change to rezone 70A and 70B Lisle Farm Drive, Pukekohe from Future Urban Zone to Residential - Mixed Housing Urban zone.

Property address: 70A and 70B Lisle Farm Drive, Pukekohe

Map or maps: Map 59a

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 oppose re-zoning 70, 70A and 70B Lisle Farm Drive, Pukekohe (the site) from Future Urban Zone to Residential – Mixed Housing Urban zone.

The area of which the site comprises is generally a combination of ‘mixed use’ zones and ‘single house zone’ developments.

It is noted that the land to the immediate east of the site, as shown on Auckland Council District Plan (Franklin Section), Map 59A, dated October 2013, is designated as a ‘Rural zone’ with respect to land use provisions. Re-zoning the site into from Future Urban Zone to Residential – Mixed Housing Urban zone will result in high density housing directly abutting land used for rural activities. High density housing directly abutting rural land and associated activities should be avoided as this could create a reverse sensitivity to rural activities given potential negative interactions between city

dwellers and rural farmers. Given the proximity of the site to rural land, there should be a ‘buffer zone’ between high density housing and rural activities. The current Future Urban Zone classification for the site provides this buffer for the land on the furthest edge of the growth zone.

The existing developments within William Andrew Road and Grace James Road, located on similar topographic settings as the site, provide for larger sections and lifestyle block-type living. A more sympathetic style of living within the site should therefore be provided to remain in keeping with surrounding developments of similar stature. High density housing developments directly abutting these larger section areas is not in keeping with the zeitgeist of the area. The current Future Urban Zone designation is more in keeping with the surrounding developments.

Access to public transport is limited for the site with no bus routes in close proximity and the train station being over 2 km away, as the crow flies. The site also lies outside the walkable catchment of the Pukekohe township. The current Future Urban Zone will limit the number of proposed dwellings that would be located outside areas currently serviced by existing public transport routes and the walkable catchment of the township.

The existing subdivisional developments to the south of the site, such as the Stockman and Kohe sites, are high intensity housing areas. There should be a mix of divisional developments and allowing another high density, ‘tiny town’ development in immediate proximity to existing developments does not provide a balance of housing stock. There needs to be a more balanced approach to living style taken within this location offering larger sites as opposed to the excessive use of smaller house sites.

Re-zoning the site from Future Urban Zone to Residential – Mixed Housing Urban zone will not achieve E38.2. objective (1) whereby “Land is subdivided to achieve the objectives of the residential zones……relevant overlays and Auckland-wide provisions”; nor objective (2) whereby “Land is subdivided in a manner that provides for the long-term, needs of the community and minimises adverse effects due to future development on the environment”; nor objective (6) whereby “Subdivision has a layout which is safe, efficient, convenient and accessible”.

The conclusions provided by Flow Transport Specialists Ltd in the ‘Integrated Transport Assessment’ report, dated July 2023, do not appear to reflect the topography and width of the entryway off Lisle Farm Drive, which does not create easy access to the site, making this impracticable. The likely outcome being that entry/exit to the site will be via William Andrew Road. It is noted that the William Andrew Road residents are of the understanding that when the underlying subdivisional development, of which William Andrew Road forms a part, was approved the road was to provide limited vehicle access to the immediate sections. The entry point to the site via William Andrew Road, as shown on the concept plan, will provide a full development entry/exit point allowing development vehicles (trucks, diggers, and service vehicles) to access via the existing narrowed access point at end of William Andrew Road. Couple the development vehicle movements during construction with high intensity housing and associated vehicle movements at the completion of the development, will create a significant increase in vehicles using William Andrew Road and raises safety concerns for the residents. Construction vehicles utilising William Andrew Road and/or Grace James Road will result in increased dust and noise effecting the quiet ambiance of the neighbourhood, currently enjoyed by the residence.

The overall capacity and suitability of William Andrew Road and Grace James Road (which are designated as local streets) needs to be considered and future priority should be to allow these lifestyle properties bordering these roads to utilise them for their traffic needs. Therefore, on this basis all traffic from the proposed subdivision of the site should be required to utilise the current main entry/exit point which is via Lisle Farm Road.

I or we seek the following decision by council: Decline the plan change [redacted] 25.1

Submission date: 22 May 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

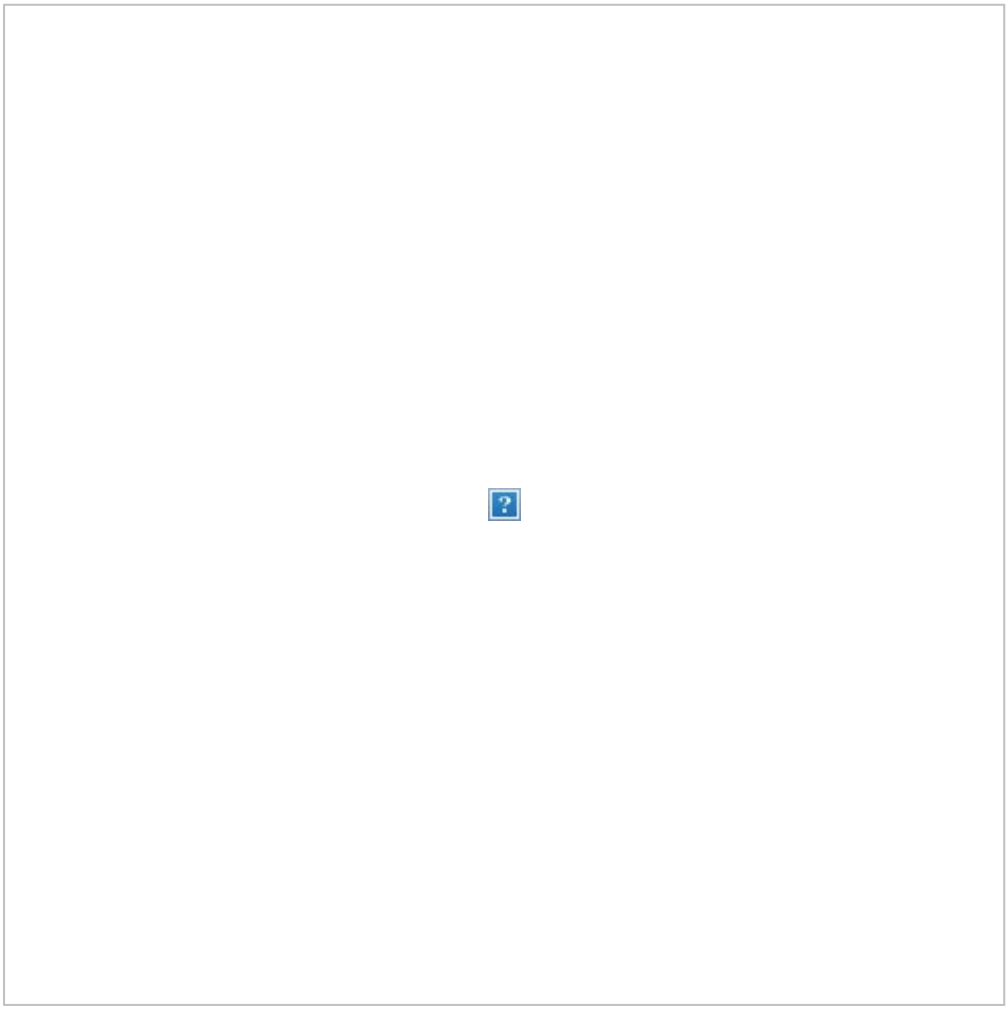
Could you gain an advantage in trade competition through this submission? No

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.



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Andrea Goodwin
Date: Thursday, 22 May 2025 10:15:53 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Andrea Goodwin

Organisation name:

Agent's full name:

Email address: nakigirl09@gmail.com

Contact phone number: 0275 289773

Postal address:
5 William Andrew Road
Pukekohe
Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
PC 112 plan change

Property address: Lisle Farm 70, 70A, 70B Lisle Farm Drive

Map or maps: Lisle Farm Precinct Plans

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:
The Mixed Housing Urban Zone permits development up to three storeys, including detached houses, terraced housing, and low-rise apartments, typically in areas with strong access to public transport. However, the location of the proposed development does not meet these criteria. It is not situated near a transport hub or the city centre, and the topography of the area would make walking to public transport impractical for most residents.

As a result, the proposed density would likely lead to a high reliance on private vehicles. The current design does not adequately provide for off-street parking, and the narrow street layout would not support the increased volume of parked vehicles while still ensuring safe passage for commuters and emergency services.

There are also significant safety concerns regarding the proposed access points. The two new intersections, along with the existing road network—including William Andrew Road, Grace James

Road, and Lisle Farm Road—are not designed to accommodate the traffic volumes anticipated from a high-density development without reliable public transport options. These roads are already narrow and often congested due to on-street parking, which limits the safe two-way flow of traffic. Visibility issues at intersections further exacerbate safety concerns.

Additionally, Grace James Road includes properties zoned for future urban development, which may be subdivided in the near future. Has sufficient consideration been given to the cumulative impact this would have on road capacity and intersection safety?

The development maps suggest that the proposed site may connect directly to the future Eastern Arterial Route. However, our understanding is that this route is intended to function as a ring road to divert traffic away from the town centre. The current layout appears to have this road bisecting the development, which seems counterintuitive to its intended purpose.

Given that the proposed development borders existing farmland, it is essential to address the issue of reverse sensitivity. Have the interests of current residents and neighbouring developments been considered? Developments adjacent to productive rural land must carefully manage potential land-use conflicts.

We are not opposed to future development of this land; however, we do not believe it is appropriate for a Mixed Housing Urban classification. A more suitable approach would be single-dwelling residential sections, consistent with neighbouring areas such as Anselmi Ridge, Newsham Park, and the current Reynolds Green development. This would better align with the character of the surrounding area and more effectively mitigate issues related to reverse sensitivity.

Lastly, it is worth noting that while Pukekohe has seen other mixed housing developments—such as the recently launched "Kohe" project in the east—those differ significantly from the proposal at hand. Kohe is located near a transport hub and does not face the same access or infrastructure challenges.

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

26.1

Details of amendments: Change future urban to single house zone

Submission date: 22 May 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

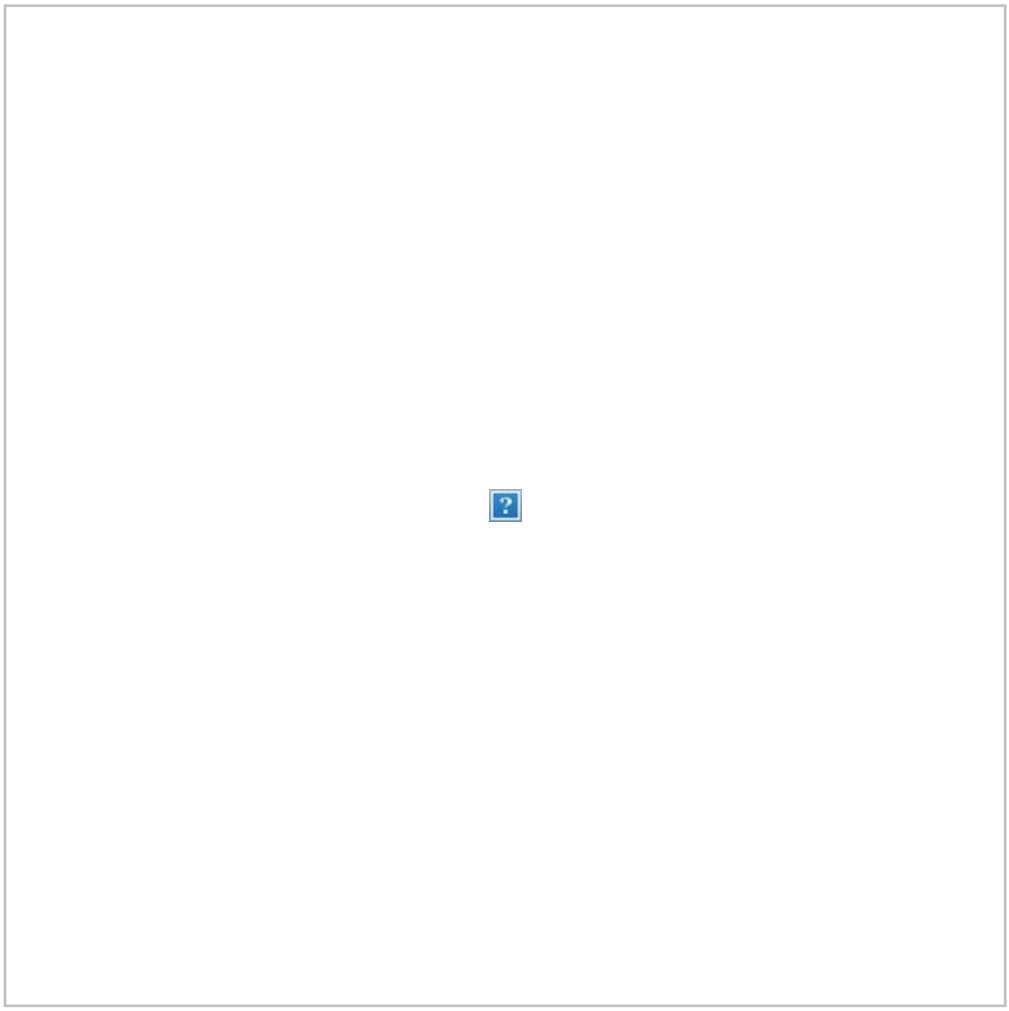
Could you gain an advantage in trade competition through this submission? No

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.



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Clinton Penney
Date: Thursday, 22 May 2025 4:16:15 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Clinton Penney

Organisation name:

Agent's full name:

Email address: clinton.penney@gmail.com

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
Road access issues

Property address:

Map or maps:

Other provisions:

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

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

The reason for my or our views are:
The roading considerations around this proposal are particularly poorly thought out and developed.

There are three proposed entrances to this piece of land that will support 183 properties and approximately 366 vehicles undertaking multiple journeys a day as well as significant construction traffic. I have significant concerns around the following:

ENTRANCES:
There are three proposed entrances to this subdivision.
2. The main entrance via the arterial road will not be available for use for at least 10-15 years leaving the other two residential entrances subject to use beyond their suitability.
3. The upper Lisle Farm entrance is only suitable for light traffic and preferably foot traffic only. It has a steep gradient over a short distance and is placed at any angle. It disburses onto a narrow residential street that is not designed for the additional vehicle flow or heavy construction vehicles. Lower Lisle is already congested due to poor planning with a narrow road trying to accommodate

buses and employee parking making it an unsafe and busy road. This is residential area and the additional traffic flow will put people and children at risk.
4. The William Andrew entrance is effectively a small private driveway which is also not suitable for increased traffic flow or construction traffic. It is not wide enough to accommodate two lanes of traffic and also disburses onto quiet residential roads. The current roads are not designed or suitable for the additional traffic flow or heavy vehicles

PUBLIC TRANSPORT OPTIONS
There are limited public transport amenities within a reasonable distance of the new subdivision meaning that vehicle movements will be considerable. This subdivision is not served well by public transport meaning that private vehicle use will be the main mode of transport . The topography of the area also means that private vehicle use will increase.

This proposal does not support the councils objectives (19.1.2) or having country and town living co-exist and are supported in their activities and I disagree with proceeding in its current planning form.

Some alternative options would include reducing the number of plots at least in half which would reduce the traffic considerably and provide potentially a higher value portfolio of properties. Whichever way that goes it is extremely clear to anyone who has actually visited the site and the community that seriously significant adjustments would need to be made regarding access to the land (both during construction and after) .

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

27.1

Submission date: 22 May 2025

Attend a hearing

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

Declaration

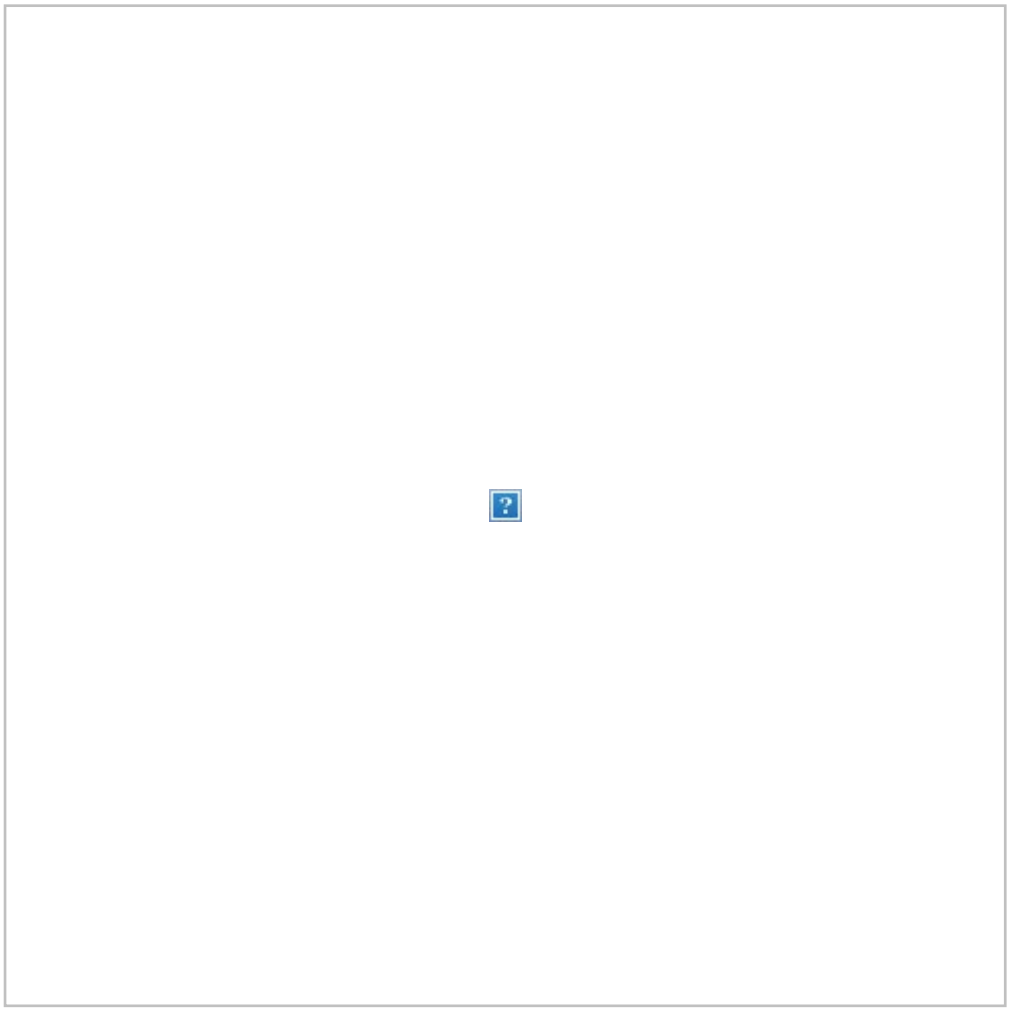
Could you gain an advantage in trade competition through this submission? No

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.



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Craig Wyles Inder and Cheryl Dawn Inder
Date: Thursday, 22 May 2025 9:46:06 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Craig Wyles Inder and Cheryl Dawn Inder

Organisation name:

Agent's full name:

Email address: cinder@xtra.co.nz

Contact phone number: 021 809 648

Postal address:
30 Grace James Road
Pukekohe
Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
The change of zoning from future urban zone to residential - mixed housing urban zone

Property address: 70A and 70B Lisle Farm Drive, Pukekohe

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:
Objective 19.1.2 within the Auckland Unitary Plan focuses on ensuring that rural areas effectively support a range of activities and services, it aims to provide both residential, commercial and recreational needs and it ensures that rural production activities are accommodated while minimising their adverse environmental impacts.

Pukekohe / Paerata Structure Plan which this developments sits in should be single house zone. A more balanced approach to living style within this location offering larger sites as opposed to excessive use of small house sites. The current development of 'Stockmans and Kohi' are all intensive small sites and the developers are having difficulty selling those sections. No more small site developments are needed in Pukekohe.

With the proposed subdivision being on a hill with substantial views suggests this location could be utilised for a more sympathetic style of living in keeping with the current surrounding homes on Lilse

Farm Road and William Andrew Drive.

This development is on the outer ring of future urban and despite the application suggesting its closeness to the town, train and bus hub this is not correct. This area is not at all within walkable distance of the town, train or bus hub.

The development is right on residential town limits and is hard up against rural land creating a reverse sensitivity to rural activities. Intense housing should not be right beside rural activities.

The current hard infrastructure in Pukekohe does not support medium and high density development and therefore would create huge costs for servicing such a development.

The concept plan allows for entry/exit off the proposed arterial route which is intended to be a limited access road. Huge safety issues would be created.

Topography and width of the entry way off Lisle Farm Drive does not create easy access making this impractical and creates a likely outcome of entry exit being via William Andrew Road which was originally developed and approved as a limited vehicle access entry point which is in direct contrast to this development's concept plan.

Allowing development vehicles, trucks, diggers and service vehicles to access via the narrowed access point at the end of William Andrew Road would create a significant increase in safety concerns for those residents along and surrounding that road along with dust and noise affecting the quiet enjoyment of these residents.

There should be a buffer zone between rural and residential such as parks, trees and low density housing this is not what this proposal shows.

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

28.1
28.2

Details of amendments: Change plan from mixed housing urban to larger site single house zone as set out in the Pukekohe/Paerata Structure Plan and include a buffer zone between residential and rural

Submission date: 22 May 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

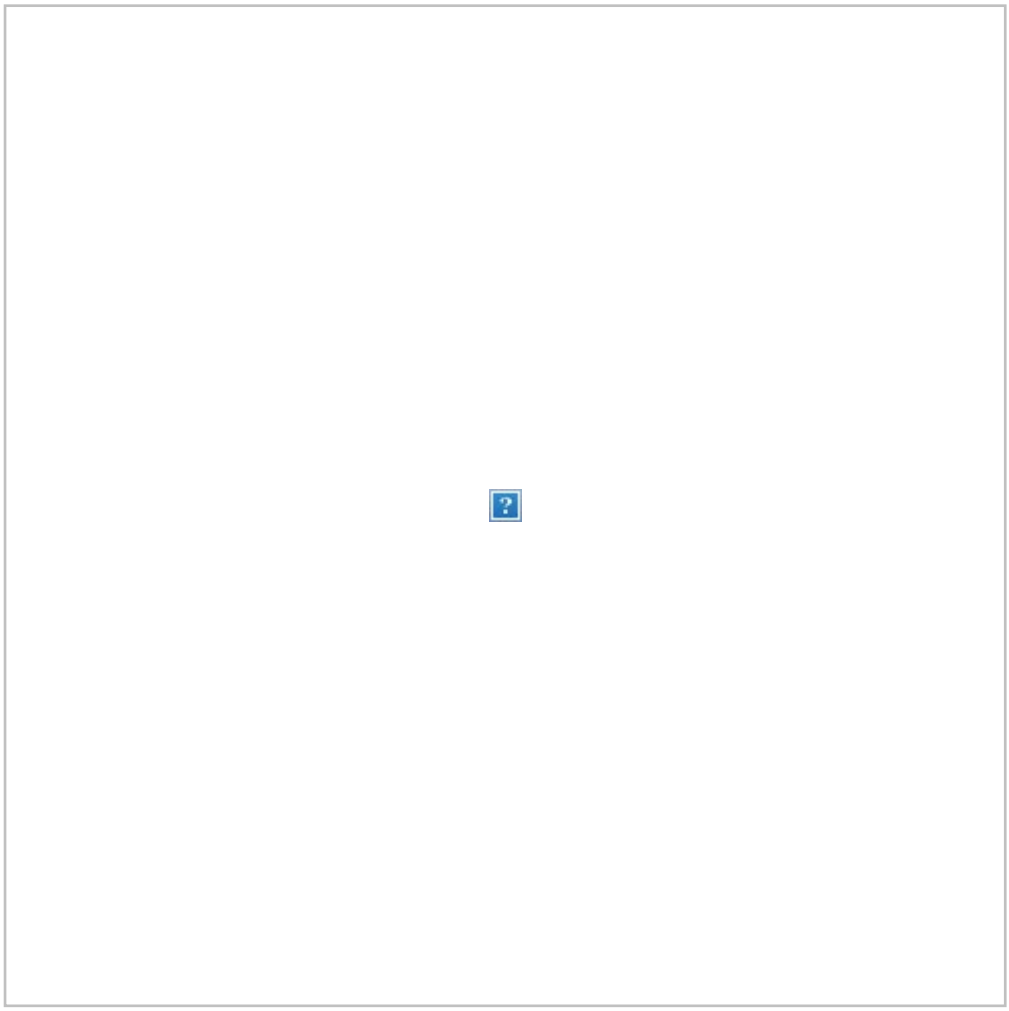
Could you gain an advantage in trade competition through this submission? No

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
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - David Anthony Winn
Date: Thursday, 22 May 2025 4:30:55 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: David Anthony Winn

Organisation name:

Agent's full name: David Winn

Email address: kada@xtra.co.nz

Contact phone number:

Postal address:
kada@xtra.co.n
Auckland
Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
79 Lisle Farm Drive Pukekohe. Concept Plan Of Lots 1 & 2 DP 143272 & Lot 1 DP 169148

Property address:

Map or maps:

Other provisions:

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

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

The reason for my or our views are:
I applaud people who create worthwhile and well-planned projects. I oppose people who produce badly prepared projects which will harm or even destroy the good results which others who went before them created.

Grace James Road and William Andrew Road are the Dress Circle of Pukekohe. Broad, smoothly paved boulevards pass through well-kept lawns and carefully maintained houses. Something to be proud of and something that needs to be protected.

The plans for 79 Lisle Farm Drive are not encouraging. 184 lots of very small proportions. Access from Lisle Farm Drive very steep and unsuited to any type of construction work. This means the developers are seeking access to William Andrew Road. This would damage these existing Roads which were only designed to service the houses already built there.

If the owners wish to sub-divide their land, I suggest that they create a good access from Lisle Farm Drive and delete their request to use William Andrew Road. I would like to request that the owners consider increasing the size of each title to extend the very pleasant atmosphere which could be achieved by taking an example from William Andrew and Grace James Roads. 29.1 29.2

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

Details of amendments: As above

Submission date: 22 May 2025

Attend a hearing

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

Declaration

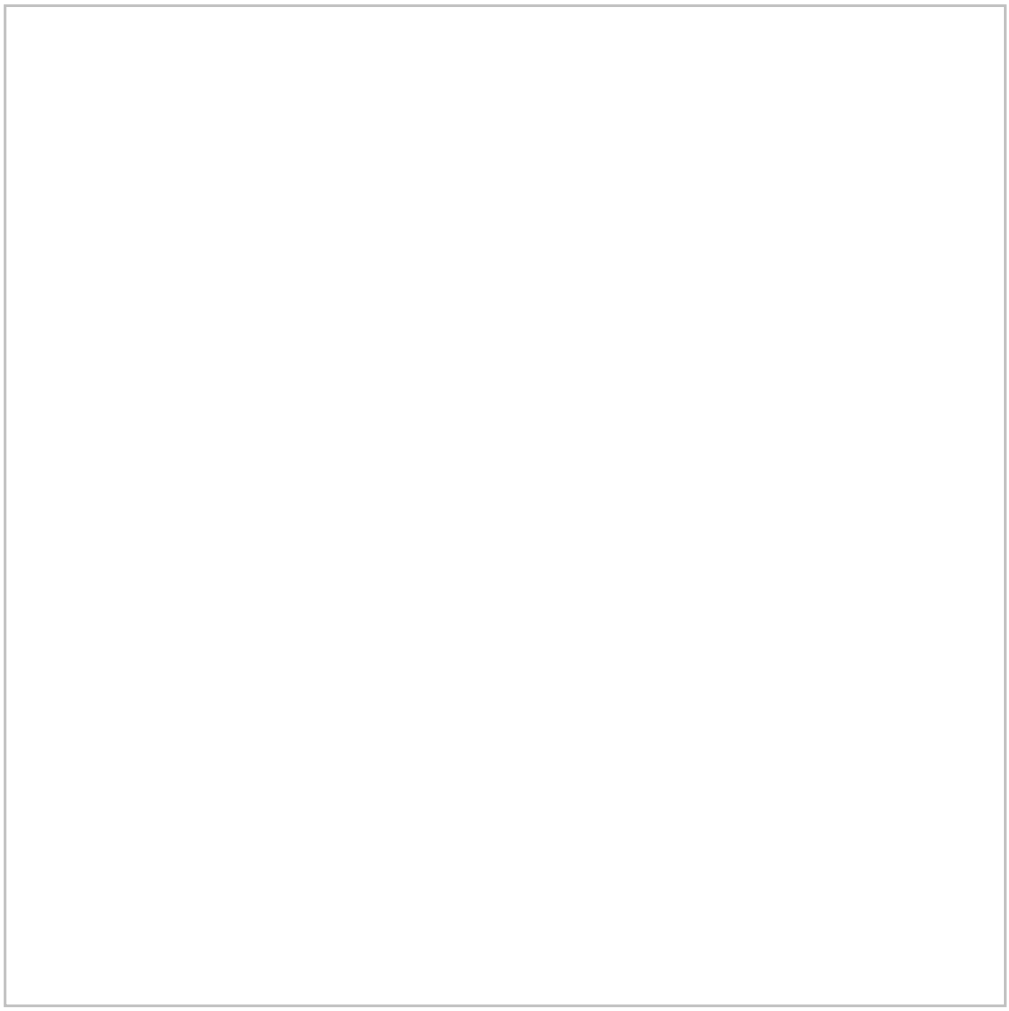
Could you gain an advantage in trade competition through this submission? No

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: Kath
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission-Plan Change 112
Date: Thursday, 22 May 2025 5:43:44 pm

Sent from my iPad

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Denise Roose
Date: Thursday, 22 May 2025 10:46:14 am
Attachments: Submission proposed subdivision 70A and 70B Lisle Farm Drive .pdf

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Denise Roose

Organisation name:

Agent's full name: Denise Roose

Email address: denisemroose@gmail.com

Contact phone number:

Postal address:
4 Grace James Road
Pukekohe
Auckland
Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:

Property address: 70A & 70B Lisle Farm Drive, Pukekohe.

Map or maps:

Other provisions:

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

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

The reason for my or our views are:
The proposed area borders rural and no infrastructure or public services are currently available. Access is also limited. Number of sections proposed will create sensitivity issues, traffic issues not only for the subdivision but also the wider area, overcrowding issues for schools, doctors and other services in the area. Large lots will provide a better quality of life for everyone.

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

30.1
30.2

Details of amendments: Proposed density, Access - refer file attached

Submission date: 22 May 2025

Supporting documents

Submission proposed subdivision 70A and 70B Lisle Farm Drive .pdf

Attend a hearing

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

Declaration

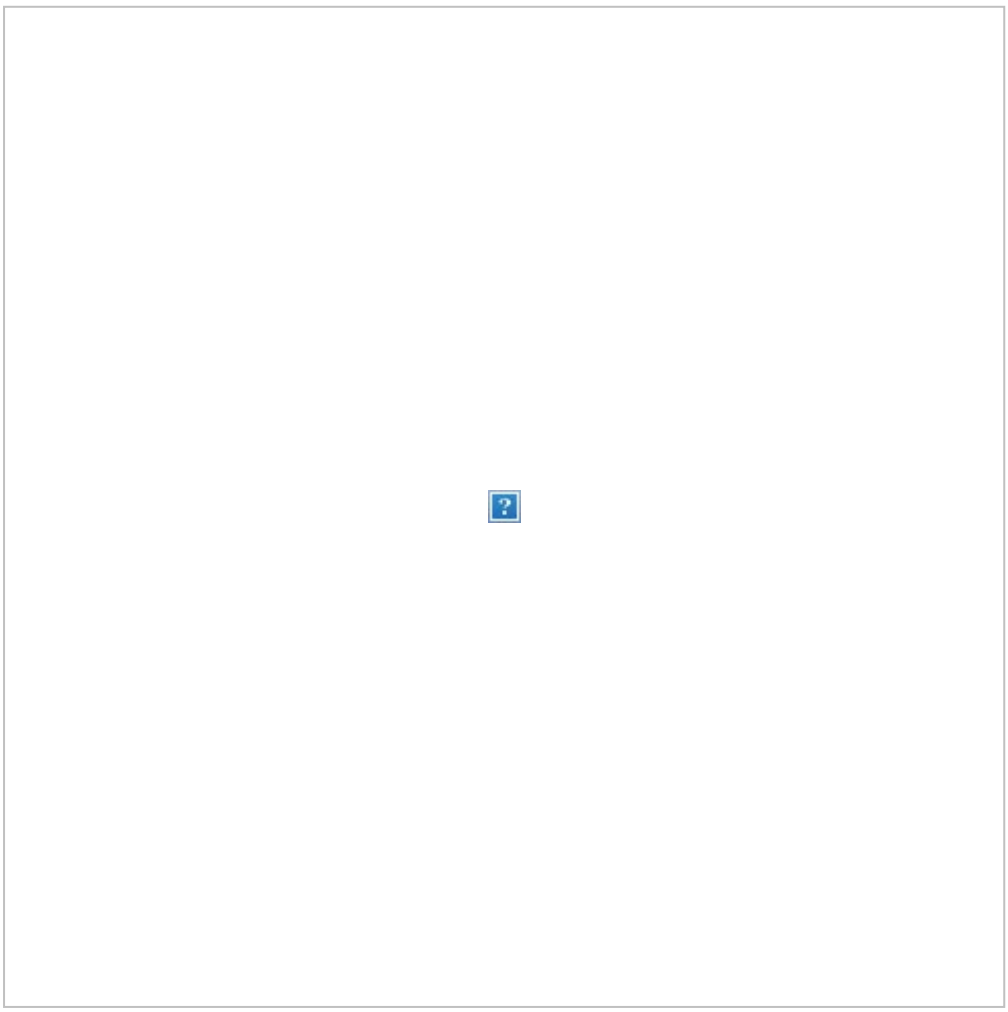
Could you gain an advantage in trade competition through this submission? No

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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Submitter Denise Roose - Please find below my submission/points in relation to the proposed subdivision at 70A & 70B Lisle Farm Drive, Pukekohe.

1.**Proposed Density** – this should be large lot residential as the land borders rural land and no services, either infrastructure or public are currently available in that area. 30.1

Lack of a buffer zone between proposed subdivision and rural land will create sensitivity issues in the future.
Large lots can have septic tanks or bio cycle type facilities for wastewater. Water tanks for water etc and not be reliant on public infrastructure, which is currently not available in that area.

2.**No public transport available** in this area will result in households having at least one car and probably two plus per household.

Large lots will allow ample space for parking vehicles, families enjoyment etc and overall a better quality of life for people.

There are already subdivisions in Puke that cater for small families on tiny blocks eg Stockman Living/Anselmi Ridge and more recently Kohe.
Slow sales is evidence this type of living is not yet that popular in Pukekohe.

3.**Access to proposed subdivision is limited**. Future designated Pukekohe Arterial road was never intended to provide access onto the road from subdivisions such as this proposal and this would result in setting a precedence if allowed.

Access should be via Lisle Farm Road although this is already a problem with the amount of traffic and parked vehicles it currently has using it. The road is not wide enough as it is and the amount of extra traffic that would be generated from the proposed subdivision would make it dangerous for the older people around that area and other users. (Hence strengthening the argument for large lots, resulting in less sections and less traffic)

Allowing entry/exit into William Andrew would be a near sighted solution as it would increase traffic flow significantly not only into William Andrew but also along Grace James. This has potential to create a problem albeit in the future.

The lifestyle blocks in the WA/GJ area are already zoned future urban and potentially could have subdivisions such as the one proposed at Lisle Farm resulting in a significant increase in traffic onto these roads.
The overall capacity and suitability of William Andrew/Grace James roads (which are designated as local streets) needs to be considered, *priority should be to allow the rezoned lifestyle properties bordering these roads to be able to utilise them for their traffic needs if they were to subdivide in the future.* 30.2

4.**Also important to consider: Current capacity of schools in the area and their ability to accommodate extra students.**

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Gregory Travers
Date: Thursday, 22 May 2025 12:31:38 pm
Attachments: PC112_20250522122415.404.pdf
Scanned Documents_20250522122415.467.pdf

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Gregory Travers

Organisation name:

Agent's full name:

Email address: northerntravers@gmail.com

Contact phone number:

Postal address:
26 William Andrew road
Pukekohe
Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
PC112

Property address: 70A & 70B Lisle Farm Drive

Map or maps:

Other provisions:
Inconsistency with the Pukekohe Paerata Structure Plan.
Transport and Infrastructure Limitations.
Safety

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 understand these questions around provisions, but had fill in boxes to submit form.
To be clear I am against this private plan change.
Please see the attached file for my view.

I or we seek the following decision by council: Decline the plan change 31.1

Submission date: 22 May 2025

Supporting documents

PC112_20250522122415.404.pdf
Scanned Documents_20250522122415.467.pdf

Attend a hearing

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

Declaration

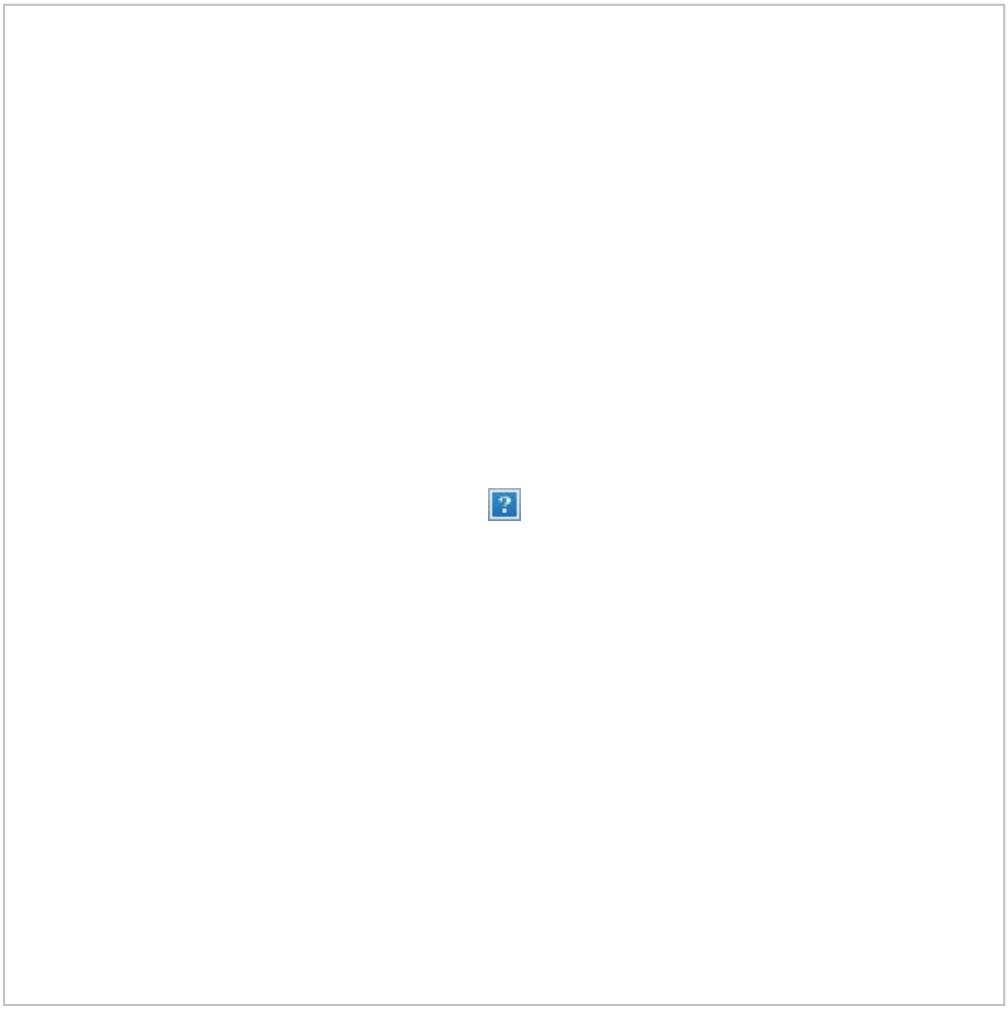
Could you gain an advantage in trade competition through this submission? No

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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Submission in opposition to private plan change (PC112)

I do not support the plan for the following reasons.

Inconsistency with the Pukekohe Paerata structure plan.

The land subject to this zoning change has been identified under the Pukekohe-Paerata Structure plan as suitable for single house zoning, keeping with Pukekohe unique character and identity.
While plan change 78 (PC78) proposes increased intensification, its stated purpose is to enable higher density housing around town centres.
This site does not meet those criteria and therefore should not be subject to higher density zoning. Approving PC112 would undermine the intent of the existing structure plan and set an undesirable precedent.

Transport and infrastructure limitations

The 2023 integrated transport assessment highlights several significant limitations.

Public transport servicing the area is currently inadequate.

Walking and cycling infrastructure is underdeveloped, which discourages the use of active transport modes.

Also a high proportion of residents are likely to commute out of the area for employment, further increasing car dependency and congestion.

The proposed site is close to the planned Pukekohe north east arterial road. High density housing in such proximity may compromise future transport functionality and safety.
The park n ride facilities are already at capacity.

In contradiction to the findings in transport assessment it is likely the majority of construction and general traffic will use William Andrew rd as a primary entry/exit route from the area.
It is our understanding that the end of William Andrew road was originally intended to serve as a limited vehicle access point, not a major thoroughfare. Allowing this volume of traffic particularly during earthworks and construction would go against the original planning intent and create undue safety and noise concerns disrupting the quiet residential character of the area.

Pressure on Local Infrastructure and Services

Approving this plan change would put further pressure on essential services such as schools and medical centres, which are already stretched.
Maintaining the status quo for now would enable time for the infrastructure and community facilities to develop at a sustainable pace.
Large scale developments are already underway in the immediate vicinity.

Stockman living subdivision (384) lots
Kohe subdivision (700) lots

These developments are sufficient to meet medium term demand and rezoning at this time is premature.

Safety considerations-Proximity to Pukekohe East Airfield

Safety concerns relating to Pukekohe east airfield must be considered.
On the 23 march 2014 an aircraft experienced engine failure shortly after takeoff and crash landed on this very site, the pilot identified this land as the only suitable area for an emergency landing. Increasing housing density could limit emergency landing options.

Conclusion

PC112 is inconsistent with current planning policy and lacks the necessary infrastructure support.
Given the significant growth already planned and underway in the area , there is no immediate need for mixed housing urban zoning.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Ian Buchanan
Date: Thursday, 22 May 2025 12:31:26 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Ian Buchanan

Organisation name: N/A

Agent's full name: N/A

Email address: taff063@gmail.com

Contact phone number: 021647192

Postal address:
24 Grace James Road
Pukekohe
Pukekohe 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
Plan change rules - straying from the Pukekohe Structure Plan - Single House Zoning Rules

Property address:

Map or maps: Map59a and Map 105 Auck Council District Plan (Franklin) amongst others relatable with PC112

Other provisions:
The use of MHU within the proposed development would mean a heap of cars due to distance to town and these types of homes do not cater for multi car families. Mixed Housing Urban change application should be rejected as Single House Zoning is more appropriate in this location to ensure a more balanced approach to living style across this wider location.

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:
This location is not within a walkable catchment for the town centre/train and bus station, both on actual distance but also topography (hilly and sometimes steep, which would discourage walking). I understand there are no current or planned public transport links for this area, so residents would be required to have private vehicles. Current Government policy is that they will not fund new public transport routes, so with Auckland Transport reliant on 51% funding from the Government via NZTA, there is no ability currently to have any public transport services. Single House Zoning is a much better fit for this reason and also is more in keeping the the existing housing along William Andrew and Lisle Farm. Further to this, any development would create large volumes of extra traffic

entering/exiting via William Andrew and subsequently Grace James Rd, as this is the road of least resistance for traffic. Both these roads have lifestyle properties that are earmarked for future urbanisation, which in itself will create huge traffic increases and movements for these roads. The future potential subdivision of these lifestyle blocks along these roads should be considered for this reason. It is worth noting that these roads, which are popular local streets, experience a huge amount of foot traffic with walkers of all ages and their dogs as well as cyclists etc. Any increase in traffic to the levels that will be created with subdivision will create a significant increase in risk to the public utilising these walking routes. As these lifestyle properties on these roads are subdivided in the future the roads will be overwhelmed with traffic, making the noise and movement untenable for most. For these reasons, I object to the plan change PC112 entering/exiting via William Andrew and Grace James Rd. If any subdivision were to happen, it is my view that Lisle Farm Road is the main entry/exit for this development, allowing the future development of William Andrew and Grace James Rd to utilise their own roads for entry/exit.

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

32.1
32.2

Details of amendments: Only allowing the use of Single House Zoning. No or limited access via William Andrew

Submission date: 22 May 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

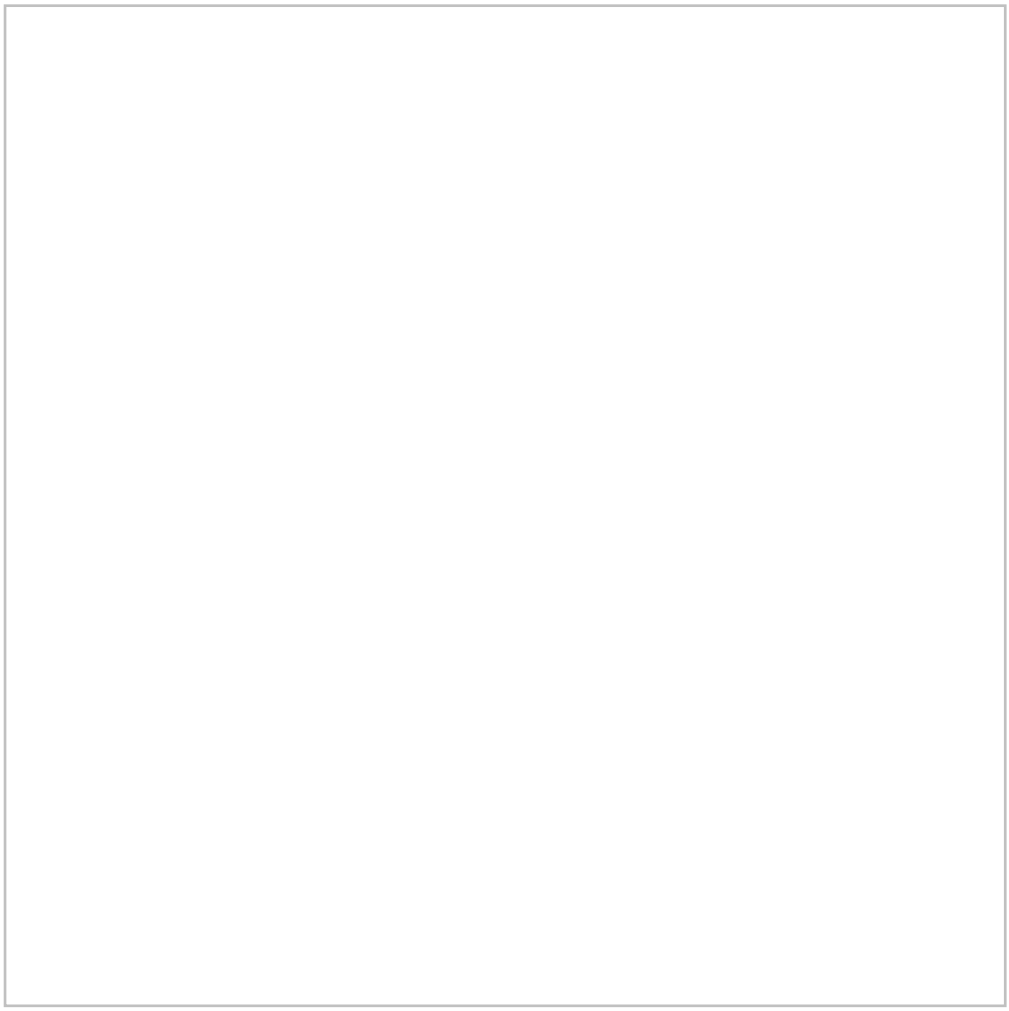
Could you gain an advantage in trade competition through this submission? No

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.



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - John and Jan Wright Family Trust
Date: Thursday, 22 May 2025 5:16:08 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: John and Jan Wright Family Trust

Organisation name:

Agent's full name:

Email address: johnowright5ipad@gmail.com

Contact phone number: 029 776 8801

Postal address:
47 Lisle Farm Drive
Pukekohe
Pukekohe
Pukekohe 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
Health and Safety
Environmental

Property address: 47 Lisle Drive, Pukekohe

Map or maps:

Other provisions:
proposed access onto Lisle Farm Drive that would increase the already congestion on the existing narrow road. Also, the quiet safe environment that now exists would be destroyed

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

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

The reason for my or our views are:
The proposed access onto Lisle Farm Drive would increase the already congestion on the existing narrow road. Also, the quite and safe environment that now exists would be destroyed. This would negatively affect existing house prices on Lisle Farm Drive.

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

33.1

Details of amendments: No access onto Lisle Farm Drive

Submission date: 22 May 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

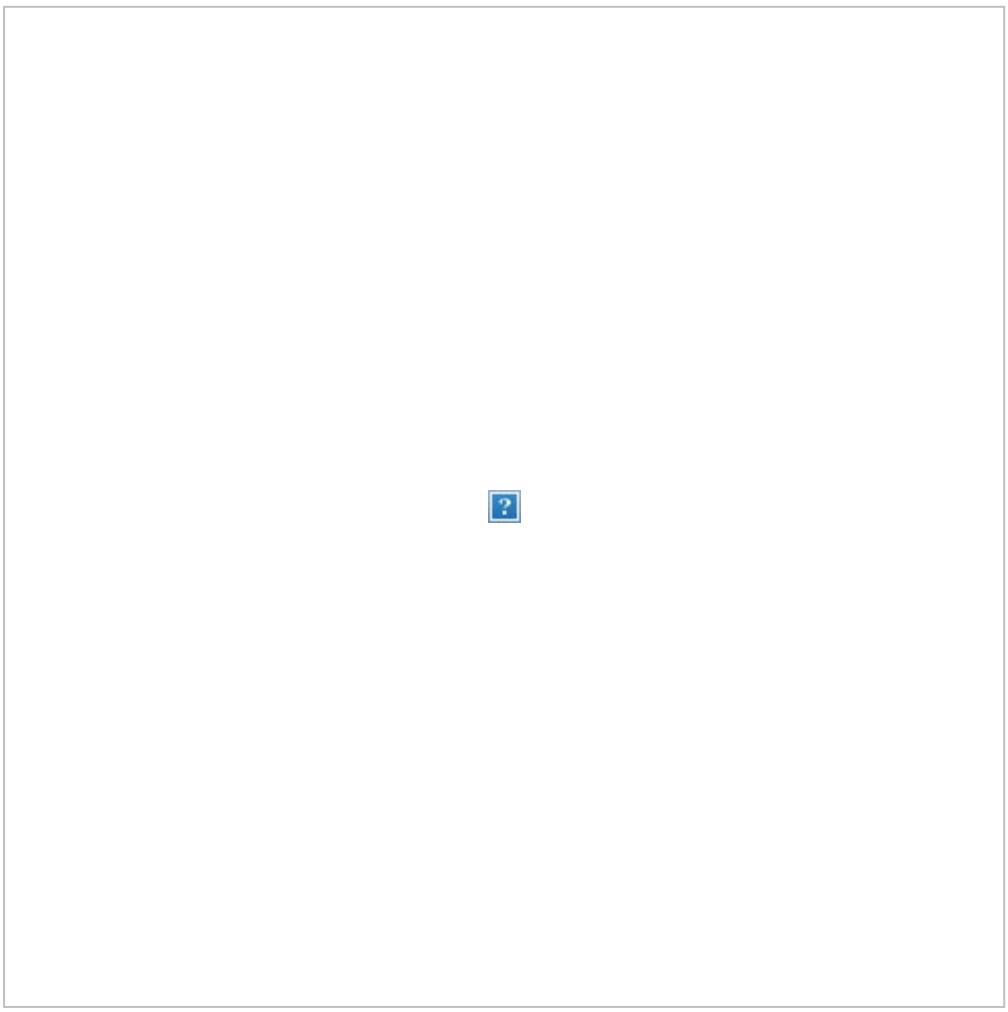
Could you gain an advantage in trade competition through this submission? No

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.



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email may be those of the individual sender and may not necessarily reflect the views of Council.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - John Penney
Date: Thursday, 22 May 2025 4:16:17 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: John Penney

Organisation name:

Agent's full name:

Email address: thepenneypeople@gmail.com

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
Vehicle traffic and access to proposed development

Property address:

Map or maps:

Other provisions:

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

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

The reason for my or our views are:
The roading considerations around this proposal are particularly poorly thought out and developed.

There are three proposed entrances to this piece of land that will support 183 properties and approximately 366 vehicles undertaking multiple journeys a day as well as significant construction traffic. I have significant concerns around the following:

ENTRANCES:
There are three proposed entrances to this subdivision.
2. The main entrance via the arterial road will not be available for use for at least 10-15 years leaving the other two residential entrances subject to use beyond their suitability.
3. The upper Lisle Farm entrance is only suitable for light traffic and preferably foot traffic only. It has a steep gradient over a short distance and is placed at any angle. It disburses onto a narrow residential street that is not designed for the additional vehicle flow or heavy construction vehicles. Lower Lisle is already congested due to poor planning with a narrow road trying to accommodate

buses and employee parking making it an unsafe and busy road. This is residential area and the additional traffic flow will put people and children at risk.
4. The William Andrew entrance is effectively a small private driveway which is also not suitable for increased traffic flow or construction traffic. It is not wide enough to accommodate two lanes of traffic and also disburses onto quiet residential roads. The current roads are not designed or suitable for the additional traffic flow or heavy vehicles

PUBLIC TRANSPORT OPTIONS
There are limited public transport amenities within a reasonable distance of the new subdivision meaning that vehicle movements will be considerable. This subdivision is not served well by public transport meaning that private vehicle use will be the main mode of transport . The topography of the area also means that private vehicle use will increase.

This proposal does not support the councils objectives (19.1.2) or having country and town living co-exist and are supported in their activities and I disagree with proceeding in its current planning form.

Some alternative options would include reducing the number of plots at least in half which would reduce the traffic considerably and provide potentially a higher value portfolio of properties. Whichever way that goes it is extremely clear to anyone who has actually visited the site and the community that seriously significant adjustments would need to be made regarding access to the land (both during construction and after) .

I or we seek the following decision by council: Decline the plan change 34.1

Submission date: 22 May 2025

Attend a hearing

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

Declaration

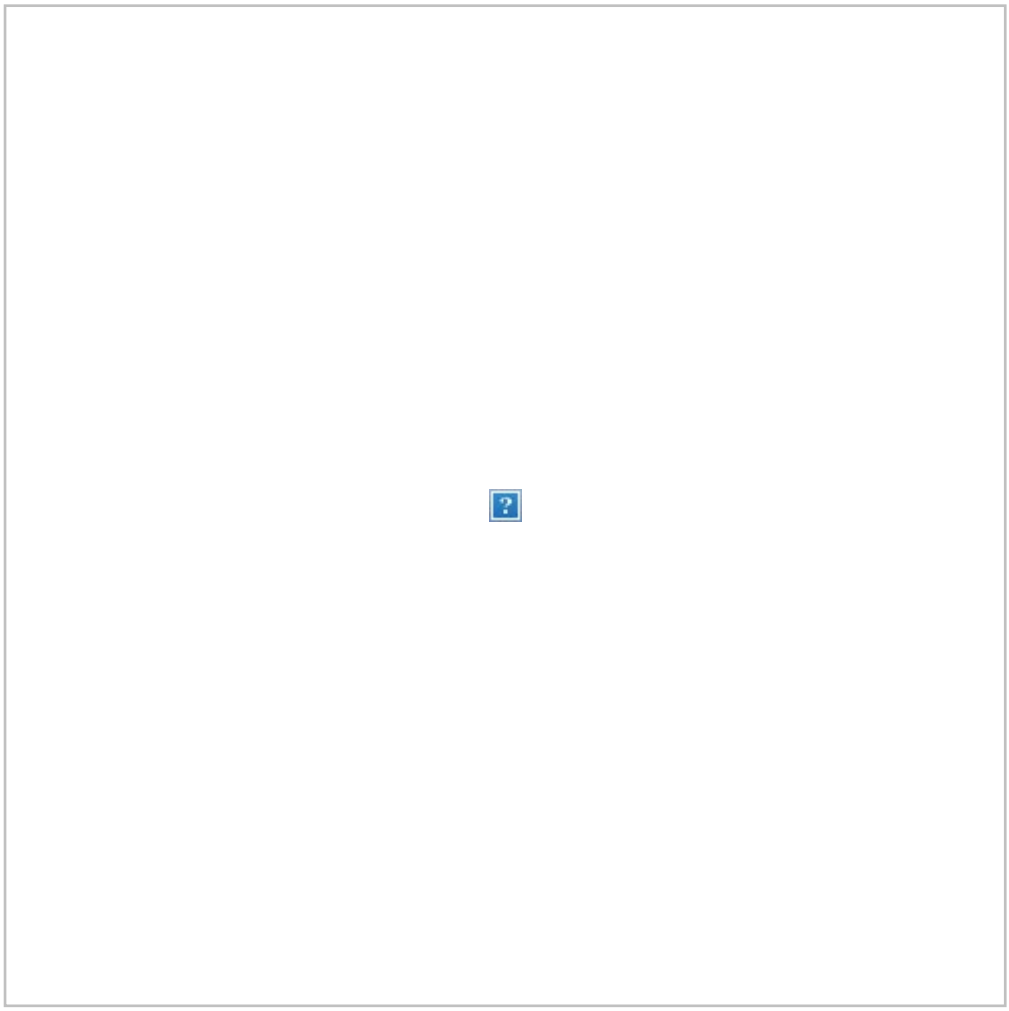
Could you gain an advantage in trade competition through this submission? No

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: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Karyn Penney
Date: Thursday, 22 May 2025 4:16:12 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Karyn Penney

Organisation name:

Agent's full name:

Email address: karynpenney@gmail.com

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
Residential road access
Site size

Property address:

Map or maps:

Other provisions:

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

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

The reason for my or our views are:
The roading considerations around this proposal are particularly poorly thought out and developed.

There are three proposed entrances to this piece of land that will support 183 properties and approximately 366 vehicles undertaking multiple journeys a day as well as significant construction traffic. I have significant concerns around the following:

ENTRANCES:
There are three proposed entrances to this subdivision.
2. The main entrance via the arterial road will not be available for use for at least 10-15 years leaving the other two residential entrances subject to use beyond their suitability.
3. The upper Lisle Farm entrance is only suitable for light traffic and preferably foot traffic only. It has a steep gradient over a short distance and is placed at any angle. It disburses onto a narrow residential street that is not designed for the additional vehicle flow or heavy construction vehicles.

Lower Lisle is already congested due to poor planning with a narrow road trying to accommodate buses and employee parking making it an unsafe and busy road. This is residential area and the additional traffic flow will put people and children at risk.
4. The William Andrew entrance is effectively a small private driveway which is also not suitable for increased traffic flow or construction traffic. It is not wide enough to accommodate two lanes of traffic and also disburses onto quiet residential roads. The current roads are not designed or suitable for the additional traffic flow or heavy vehicles

PUBLIC TRANSPORT OPTIONS
There are limited public transport amenities within a reasonable distance of the new subdivision meaning that vehicle movements will be considerable. This subdivision is not served well by public transport meaning that private vehicle use will be the main mode of transport . The topography of the area also means that private vehicle use will increase.

This proposal does not support the councils objectives (19.1.2) or having country and town living co-exist and are supported in their activities and I disagree with proceeding in its current planning form.

Some alternative options would include reducing the number of plots at least in half which would reduce the traffic considerably and provide potentially a higher value portfolio of properties. Whichever way that goes it is extremely clear to anyone who has actually visited the site and the community that seriously significant adjustments would need to be made regarding access to the land (both during construction and after) .

I or we seek the following decision by council: Decline the plan change 35.1

Submission date: 22 May 2025

Attend a hearing

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

Declaration

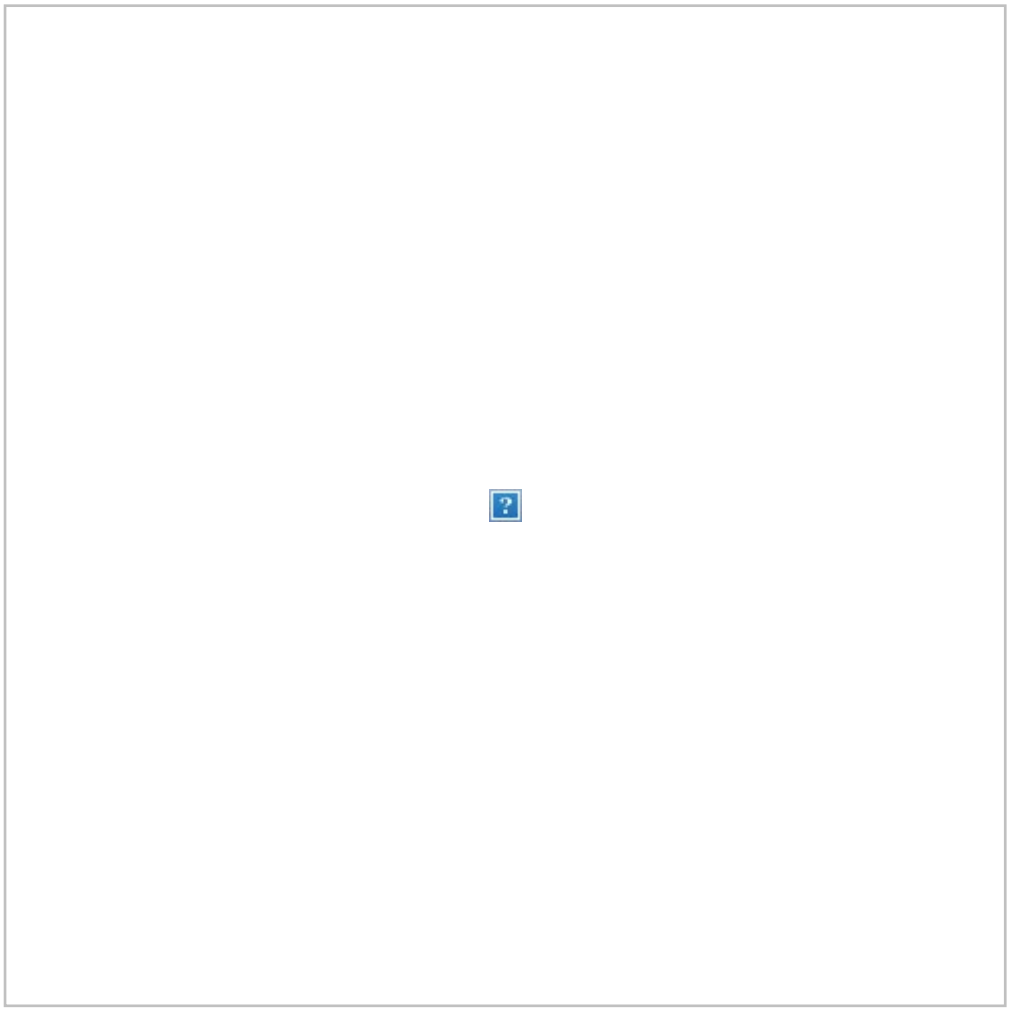
Could you gain an advantage in trade competition through this submission? No

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.

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
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Kathleen Ann Winn
Date: Thursday, 22 May 2025 8:30:45 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Kathleen Ann Winn

Organisation name:

Agent's full name: Kathleen Ann Winn

Email address: kathwinn48@gmail.com

Contact phone number: 021 307 107

Postal address:
7 William Andrew Road
Pukekohe
Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
79 Lisle Farm Drive, Pukekohe.
Concept Plan Of Lots 1&2 DP 143272&Lot 1 DP 169148

Property address:

Map or maps:

Other provisions:

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

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

The reason for my or our views are:
Mixed housing urban allows for 3 storey including detached dwellings, terrace housing, low rise appartments that have good access to public transport. The location of the proposed development does not have good access to public transport as it is not near a transport hub or city centre. The topography is such that most people would not be able to walk to public transport. The density of housing would have a negative impact as a result of this as households would require multiple vehicles and the design and layout does not provide suitable off street parking, with the street design being too narrow to support vehicle parking, whilst still providing safety for commuters.

The proposed access points to this development also pose concerns for safety as the two access points and proposed intersections and existing road network has not been designed to support the potential traffic flows that would result from a mixed housing development without good access to public transport. The roads of concern are William Andrew Road and proposed intersection, Grace

36.1

James Road, Lisle Farm Road and the proposed intersection and visibility issues. All of these roads are quite narrow and with current on street parking seen on these barely allows vehicles to safely pass in each direction. Grace James Road properties are already zoned future urban so may well be subdivided in the future. Has consideration been given to that and the demands that would put on current road infrastructure and safety at intersections? 36.1
I also note that the development maps provided would indicate that these sites would have direct access to the future proposed Eastern arterial route but I understood the design of this was to act as a ring road and move traffic safely away from the town centre but this proposed road appears to bisect this development.

Given the development borders farmland has consideration been given to reverse sensitivity and have the current residents and existing residents developments been kept front of mind? Reverse sensitivity needs to be considered given what this development borders. 36.2

While I am not opposed to future development of this land I don't consider it is necessary that it becomes mixed housing. 36.3

Pukekohe currently has a number of mixed housing developments with the most recent one being Kohe which is also located in the East but differs greatly as it is close to a transport hub and does not pose the other issues as identified above.

Regards,
Kath

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

Details of amendments: As above

Submission date: 22 May 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

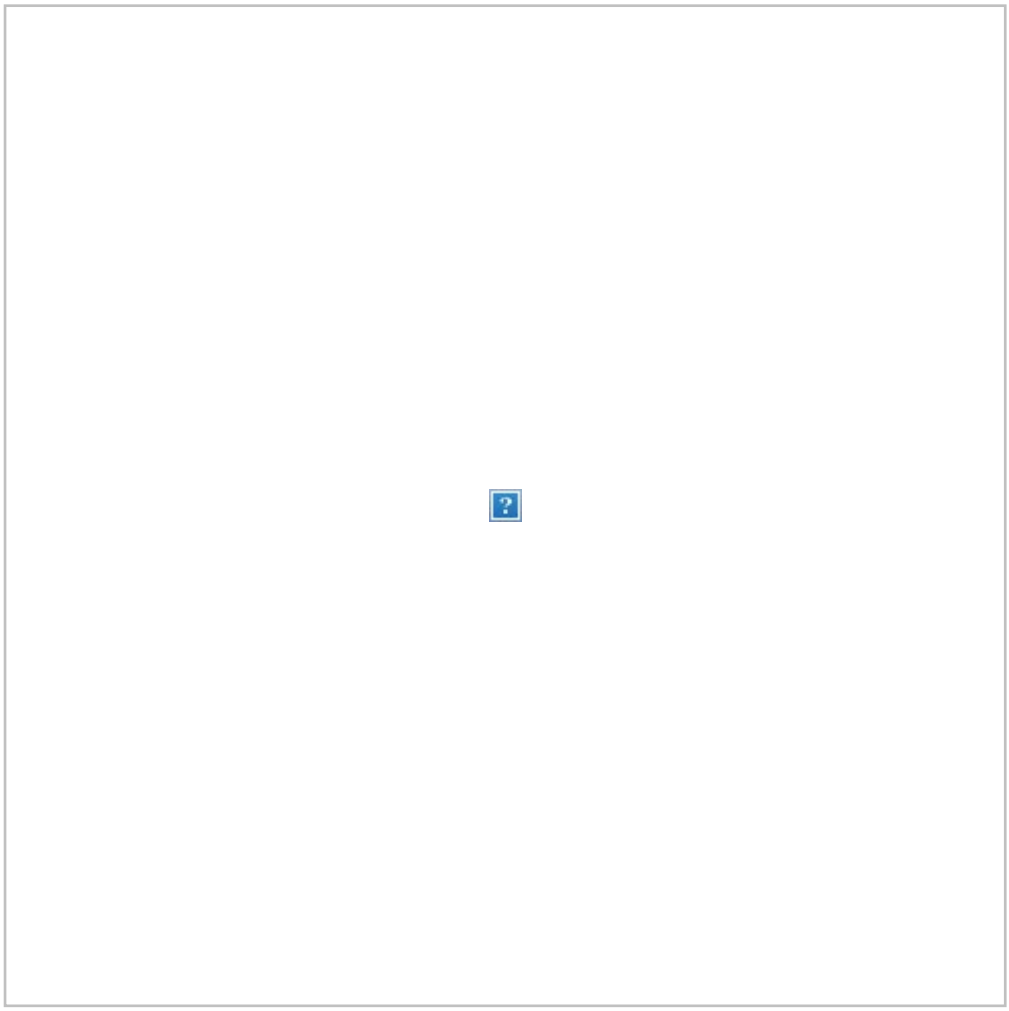
Could you gain an advantage in trade competition through this submission? No

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.



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Peter Murray Newman
Date: Thursday, 22 May 2025 4:31:18 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Peter Murray Newman

Organisation name:

Agent's full name: Peter Murray Newman

Email address: peter@traillite.co.nz

Contact phone number:

Postal address:
46 william andrew rd Pukekohe
pukekohe
auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
112

Property address: Lisle farm drive

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:
This subdivision is on the extreme boundary of the township and away from the transport hubs, The subdivision should be all full single dwelling sites given its proximity to Rural land.
Lisle farm dr would be the quickest route to the township from this subdivision and this road is not fit at present to cope with the traffic as staff from Possum Bourne Retirement village park both sides of the road reverting it to one way traffic

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

37.1

Details of amendments: Full site single dwelling properties

Submission date: 22 May 2025

Attend a hearing

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

Declaration

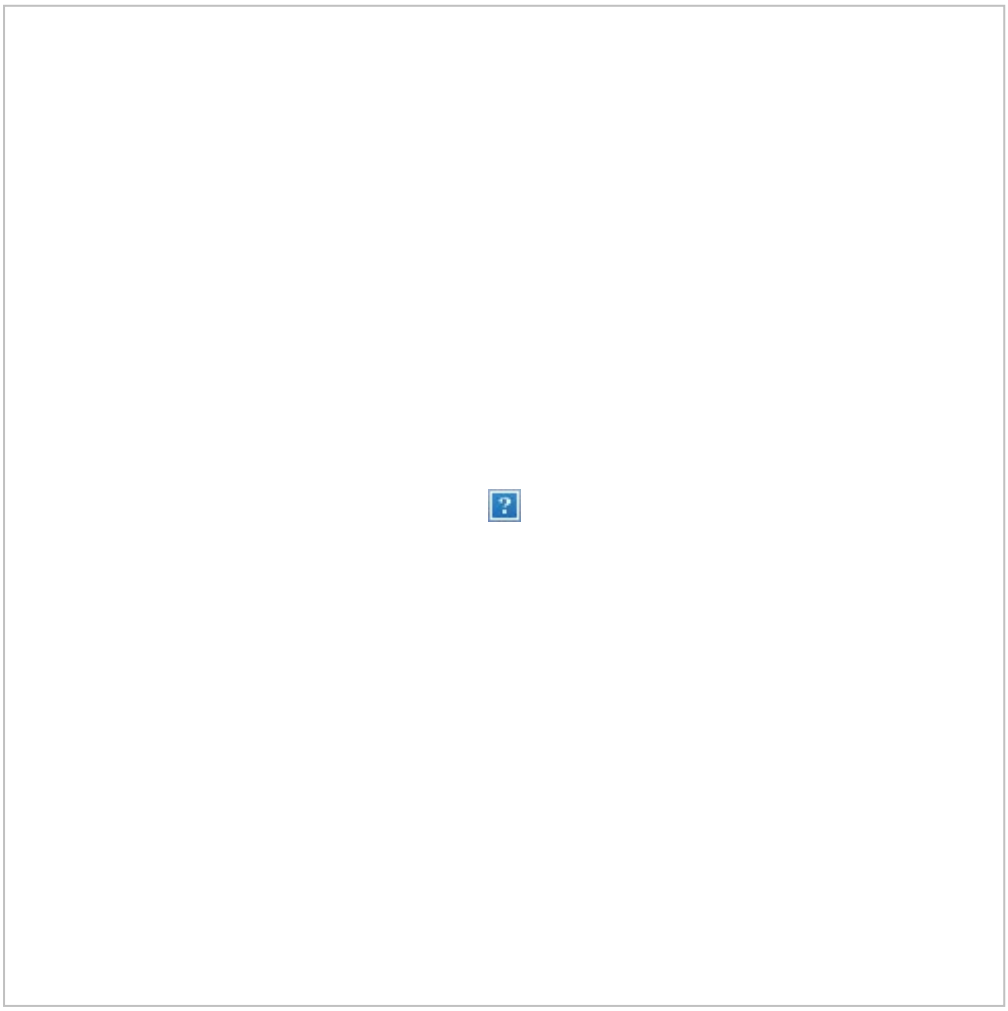
Could you gain an advantage in trade competition through this submission? No

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: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Rachel Eshuis
Date: Thursday, 22 May 2025 4:01:35 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Rachel Eshuis

Organisation name:

Agent's full name:

Email address: eshuis.family@gmail.com

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
Main concerns are around traffic and property density.

Property address:

Map or maps: Attahcment 12

Other provisions:
Attachment 13 Transport Impact

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:
As a local resident I am not against the overall development of this piece of land, but the roading configuration and transportation considerations are extremely weak and poorly constructed.

There are three proposed entrances to this piece of land that will support 183 properties and approximately 366 vehicles. I have significant concerns around the following:

ENTRANCES:
There are three proposed entrances to this subdivision.
2. The main entrance via the arterial road will not be available for use for at least 10-15 years leaving the other two residential entrances subject to use beyond their suitability.
3. The upper Lisle Farm entrance is only suitable for light traffic and preferably foot traffic only. It has a steep gradient over a short distance and is placed at any angle. It disburses onto a narrow residential street that is not designed for the additional vehicle flow or heavy construction vehicles.

Lower Lisle is already congested due to poor planning with a narrow road trying to accommodate buses and employee parking making it an unsafe and busy road. This is residential area and the additional traffic flow will put people and children at risk.
4. The William Andrew entrance is effectively a small private driveway which is also not suitable for increased traffic flow or construction traffic. It is not wide enough to accommodate two lanes of traffic and also disburses onto quiet residential roads. The current roads are not designed or suitable for the additional traffic flow or heavy vehicles

PUBLIC TRANSPORT OPTIONS
There are limited public transport amenities within a reasonable distance of the new subdivision meaning that vehicle movements will be considerable. The topography of the area also means that private vehicle use will increase.

This proposal does not support the councils objectives (19.1.2) or having country and town living co-exist and are supported in their activities and I disagree with proceeding in its current planning form.

Some alternative options would include reducing the number of plots at least in half which would reduce the traffic considerably and provide potentially a higher value portfolio of properties. Whichever way that goes it is extremely clear to anyone who has actually visited the site and the community that seriously significant adjustments would need to be made regarding access to the land (both during construction and after) .

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

38.1

Details of amendments: Revisit and amend the two access points for this subdivision as they are significantly not right for use. Reduce section sizes to reduce number of traffic movements

38.2

Submission date: 22 May 2025

Attend a hearing

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

Declaration

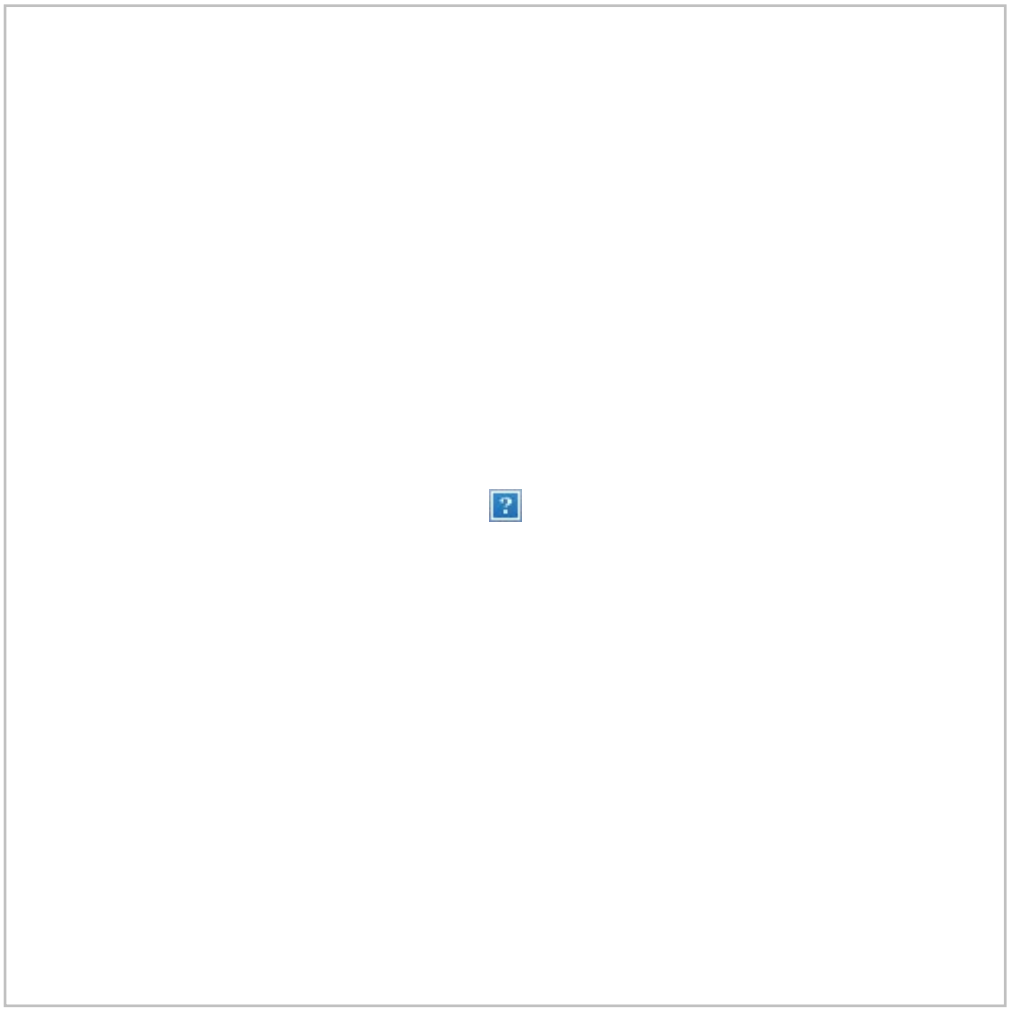
Could you gain an advantage in trade competition through this submission? No

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: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Shayne Miers
Date: Thursday, 22 May 2025 6:45:48 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Shayne Miers

Organisation name:

Agent's full name: Shayne cedric miers

Email address: shayne.miers@tnlintl.com

Contact phone number:

Postal address:
5 William Andrew Road
Pukekohe
Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
PC112 Plan Change

Property address: Lisle Farm,70,70A,70B Lisle Farm Drive

Map or maps: Lisle Farm Precinct Plans

Other provisions:
Transport and safety concerns on current surrounding roading network.
Proposed development is not near a town centre or transport hub that is easily assessable. Topography would make it difficult for most people to walk to a transport hub and there is no public transport likely to service the proposed subdivision due to Auckland Transport budget constraints and street width and configuration unlikely to be able to support future buses. Reverse sensitivity needs to be considered as it borders existing farmland and existing residents and surrounding area development has not been put at front of mind.

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:
Mixed housing urban allows for 3 storey including detached dwellings, terrace housing, low rise appartments that have good access to public transport. The location of the proposed development does not have good access to public transport as it is not near a transport hub or city centre. The topography is such that most people would not be able to walk to public transport. The density of housing would have a negative impact as a result of this as households would require multiple vehicles and the design and layout does not provide suitable off-street parking, with the street

design being too narrow to support vehicle parking, whilst still providing safety for commuters.

The proposed access points to this development also pose concerns for safety as the two access points and proposed intersections and existing road network has not been designed to support the potential traffic flows that would result from a mixed housing development without good access to public transport. The roads of concern are; William Andrew Road and proposed intersection, Grace James Road, Lisle Farm Road and the proposed intersection and visibility issues. All of these roads are quite narrow and with current on street parking seen on these barely allows vehicles to safely pass in each direction. Grace James Road properties are already zoned future urban so may well be subdivided in the future, has consideration been given to that and the demands that would put on the current road infrastructure and safety at intersections?
I also note that the development maps provided would indicate that these sites would have direct access to the future proposed Eastern arterial route but I understood the design of this was to act as a ring road and move traffic safely away from the town centre but this proposed road appears to bisect this development.

Given the development borders farmland has consideration been given to reverse sensitivity and have the current residents and existing developments been kept front of mind? Reverse sensitivity needs to be considered given what this development borders.

Whilst we are not opposed to future development of this land, but we don't consider it is necessary that it become mixed housing. It would be more conducive to single occupancy, single house sections more in keeping with the surroundings such as Anselmi Ridge, Newsham Park and the current development of Reynolds Green. This would be more sympathetic to the current area and more likely meet the requirements of reverse sensitivity.

Pukekohe currently has a number of mixed housing developments with the most resent one under development being Kohe which is also located in the East, but differs greatly as it is close to a transport hub and does not pose the other issues as identified above.

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

39.1

Details of amendments: Approve change from Future Urban to Single House Zone.

Submission date: 22 May 2025

Attend a hearing

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

Declaration

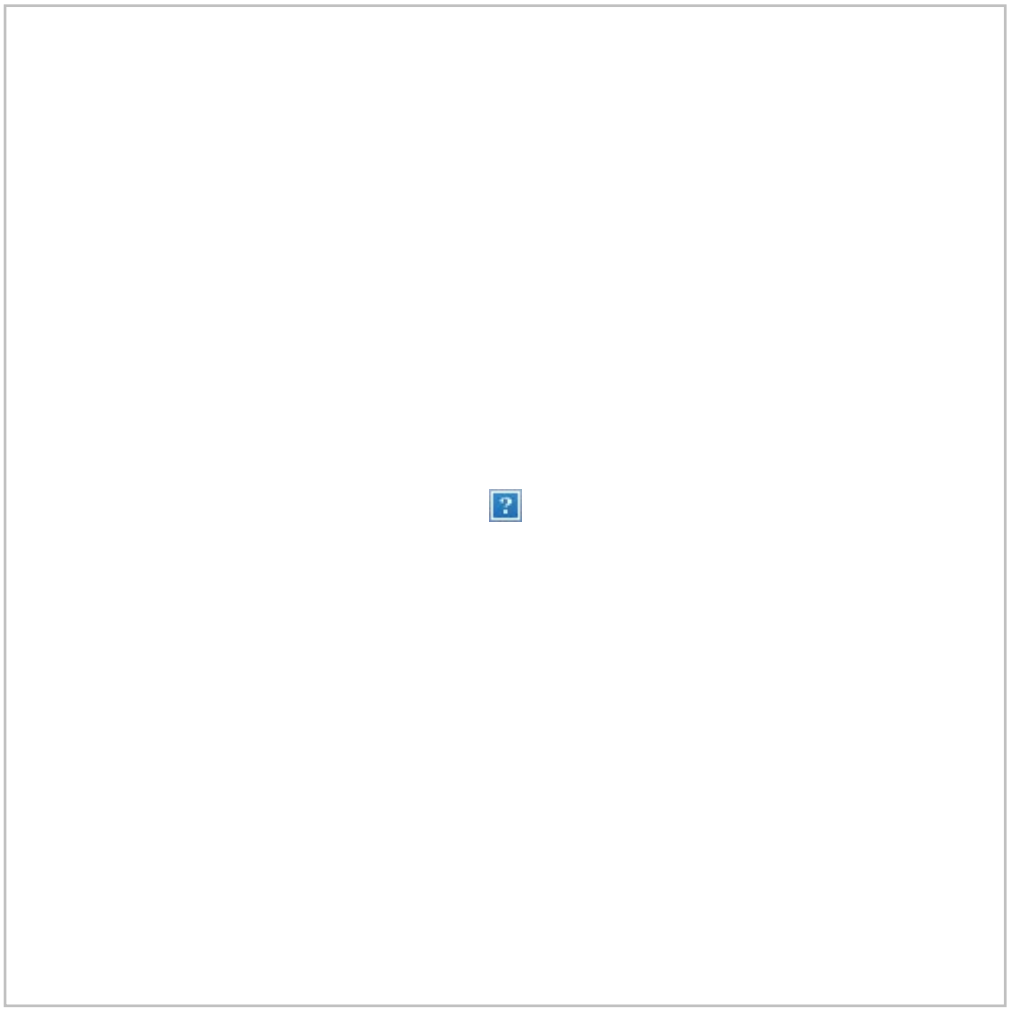
Could you gain an advantage in trade competition through this submission? No

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: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Veronica Coll
Date: Thursday, 22 May 2025 11:45:47 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Veronica Coll

Organisation name:

Agent's full name:

Email address: verocolls@yahoo.com

Contact phone number: 021446525

Postal address:
120 Lisle Farm Drive
Pukekohe
Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:

Property address: 70,70A,70B Lisle Farm drive

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:
My concerns and opinion are:
Natural light will be block to my property and significant areas of my property will loose their privacy.
The type of dwellings on the current plan are significantly different to the existing buildings in the area.
Devalue of my property worth due to the above reasons.

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

40.1

Submission date: 22 May 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

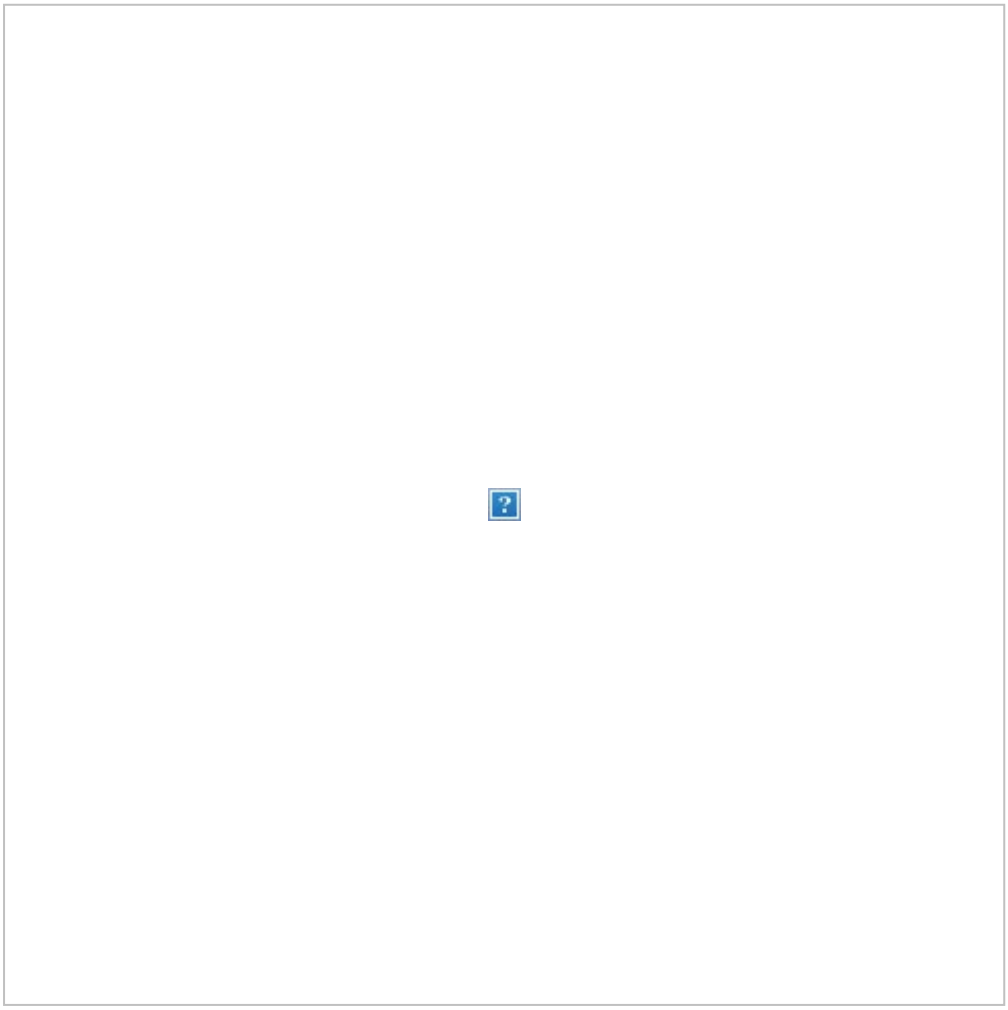
Could you gain an advantage in trade competition through this submission? No

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.



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Wayne Malcolm
Date: Thursday, 22 May 2025 9:30:43 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Wayne Malcolm

Organisation name:

Agent's full name:

Email address: wayne@advancefc.co.nz

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:

Property address:

Map or maps:

Other provisions:
PC 112 – Attachment 12 – Concept Plan

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:
I am concerned by the proposed residential development which will increase the amount of traffic up Grace James and William Andrew Drives.
The sections need to be double the size proposed to 700-1000m2 to ensure it doesnt have a negative impact on existing housing in the adjacent subdivisions

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

41.1

Details of amendments: Larger section sizes to 700m2 minimum

Submission date: 22 May 2025

Attend a hearing

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

Declaration

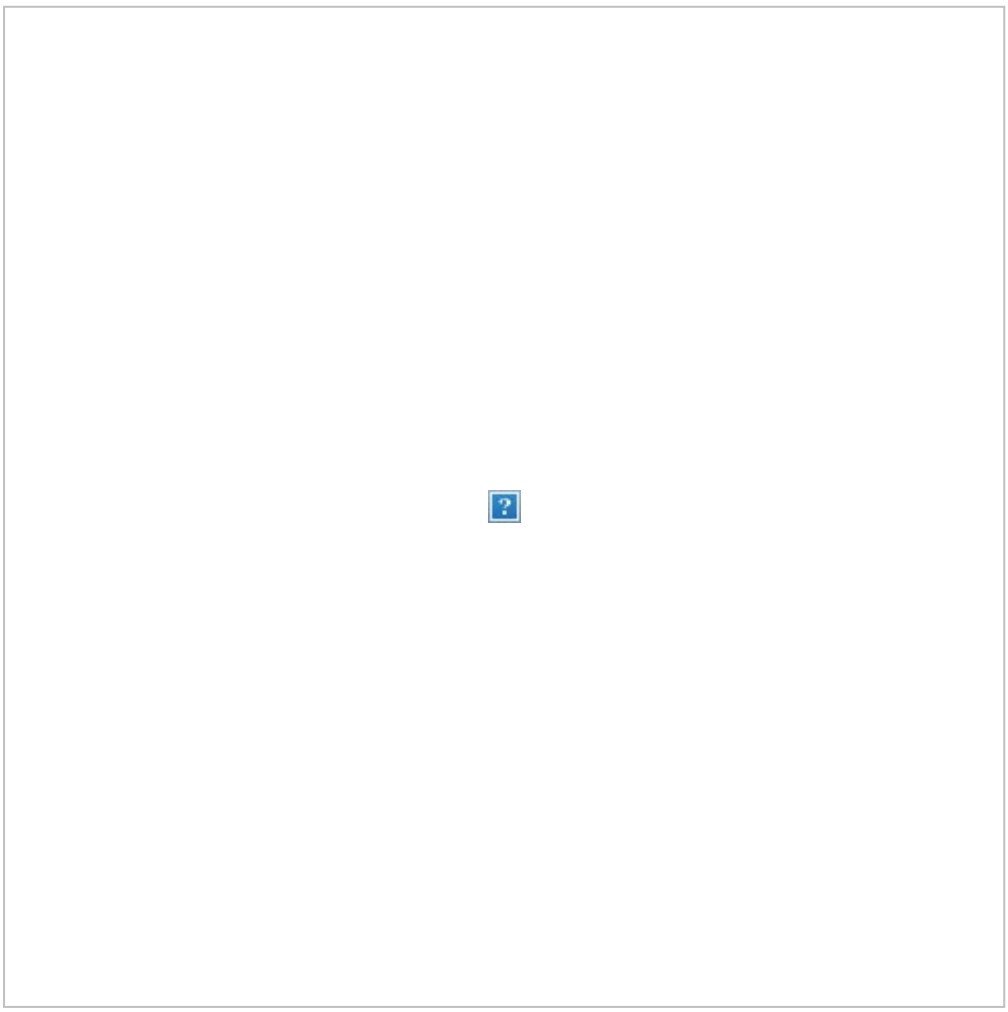
Could you gain an advantage in trade competition through this submission? No

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.

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
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - John Wright
Date: Thursday, 22 May 2025 4:31:21 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: John Wright

Organisation name:

Agent's full name:

Email address: johnowright5@gmail.com

Contact phone number: 029 776 8801

Postal address:
47 Lisle Farm Drive
Pukekohe
Pukekohe
Pukekohe 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
Traffic congestion and a danger to health and safety as a result of the proposed access onto Lisle Farm Drive

Property address: 47 Lisle Drive, Pukekohe

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 congestion and a danger to health and safety due to the proposed access onto Lisle Farm Drive. Lisle Farm Drive is already reduced to one lane traffic due to inadequate parking.

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

42.1

Details of amendments: No access onto Lisle Farm Drive

Submission date: 22 May 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

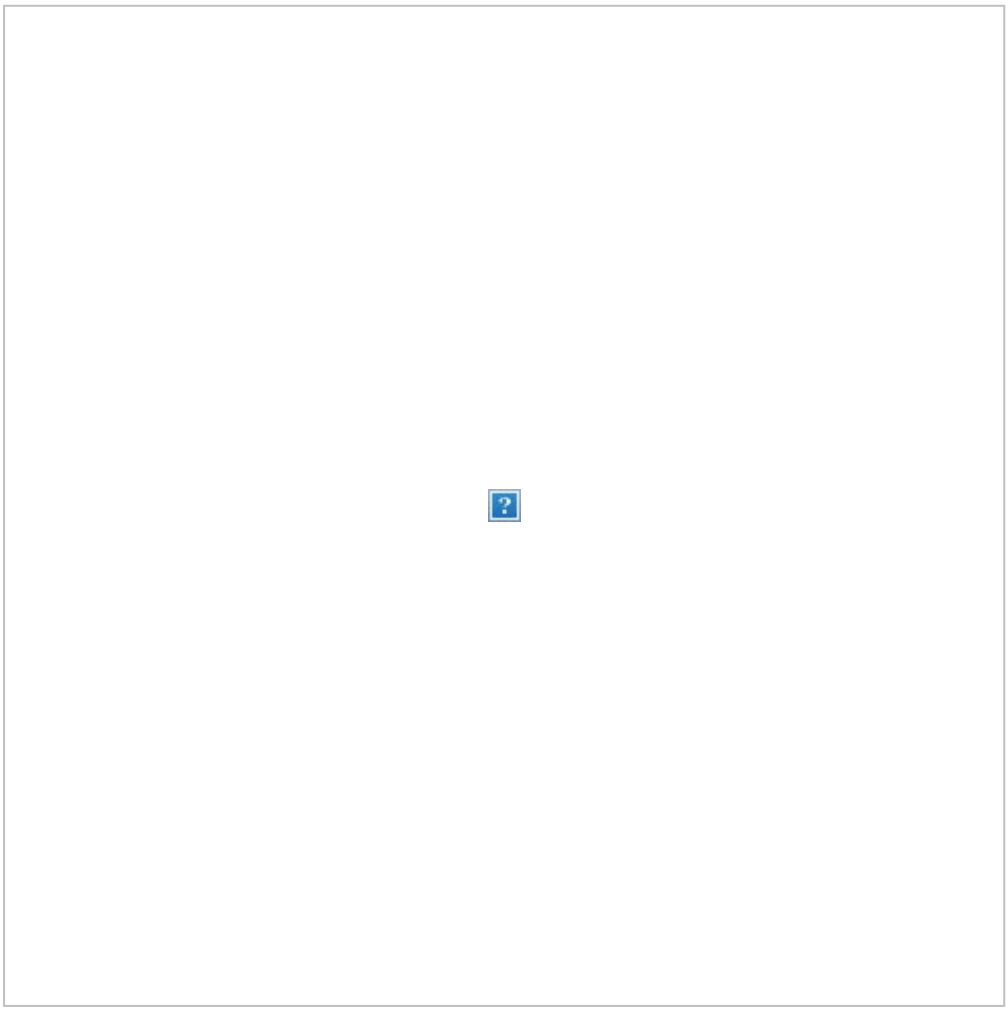
Could you gain an advantage in trade competition through this submission? No

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.



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - John Wright
Date: Thursday, 22 May 2025 4:31:21 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: John Wright

Organisation name:

Agent's full name:

Email address: johnowright5@gmail.com

Contact phone number: 029 776 8801

Postal address:
47 Lisle Farm Drive
Pukekohe
Pukekohe
Pukekohe 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
Traffic congestion and a danger to health and safety as a result of the proposed access onto Lisle Farm Drive

Property address: 47 Lisle Drive, Pukekohe

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 congestion and a danger to health and safety due to the proposed access onto Lisle Farm Drive. Lisle Farm Drive is already reduced to one lane traffic due to inadequate parking.

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

Details of amendments: No access onto Lisle Farm Drive

Submission date: 22 May 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

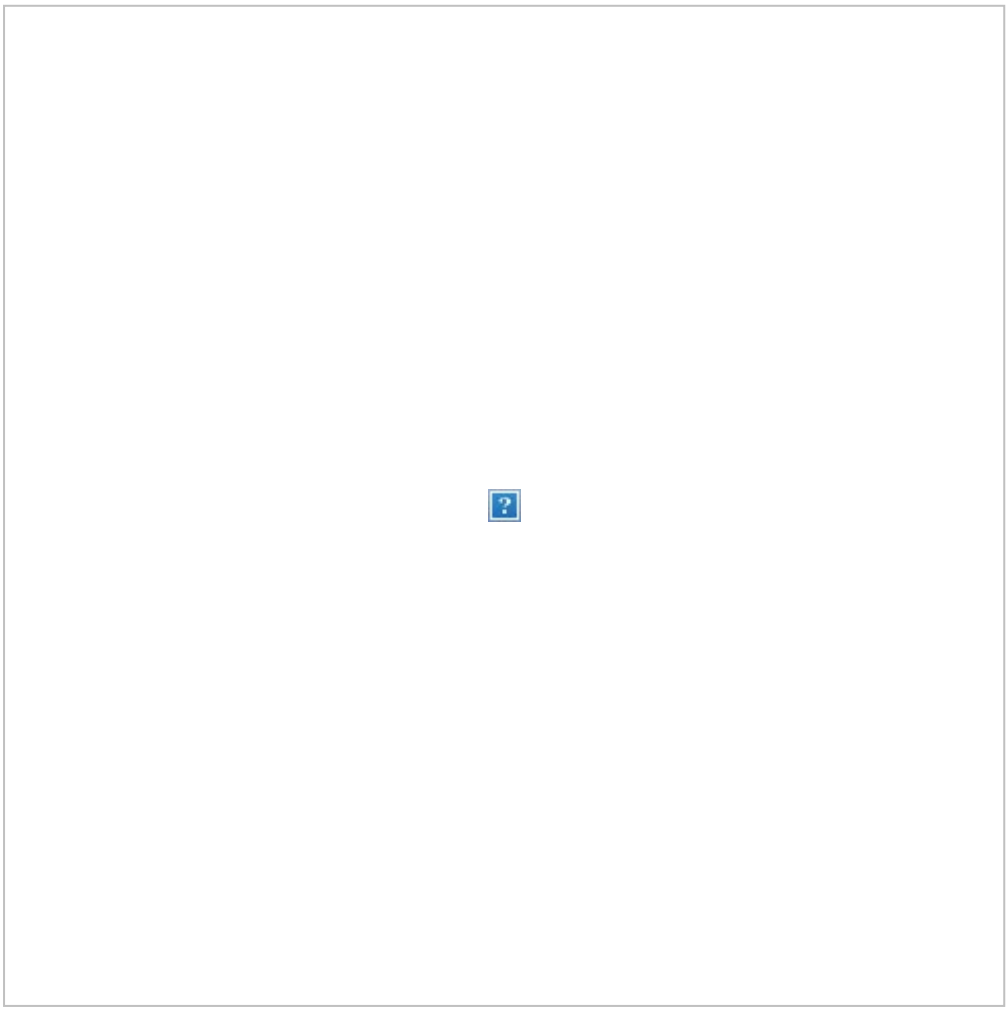
Could you gain an advantage in trade competition through this submission? No

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.



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From:	Anna Solomon
To:	Unitary Plan
Subject:	Lisle Farm Plan Change (PC112) Auckland Council Submission
Date:	Wednesday, 21 May 2025 6:43:38 pm
Attachments:	PC 112- Lisle Farm (Private) AC Submission final signed.pdf

Kia ora,

Please see attached Auckland Council's submission (Auckland Council it is capacity as submitter) to Lisle Farm plan change (PC112), Pukekohe.

Kind regards,

Anna Solomon (she/her) | Senior Policy Planner (MRTPI | Int.NZPI)

Regional, North, West and Islands Planning
Planning and Resource Consents
Policy, Planning and Governance
Waea pukoro | Mob 0272145477
Te Kaunihera o Tāmaki Makaurau | Auckland Council
Level 16, Te Wharau o Tāmaki Auckland House, 135 Albert Street, Auckland

Visit our website: www.aucklandcouncil.govt.nz

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our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

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

A N D

IN THE MATTER of a submission under clause 6 of the First Schedule to the RMA on Private Plan Change 112: Lisle Farm

SUBMISSION ON NOTIFIED PROPOSAL FOR PRIVATE PLAN CHANGE 112 TO THE AUCKLAND UNITARY PLAN (OPERATIVE IN PART)

To: Auckland Council

Name of submitter: Auckland Council
(contact: Anna Solomon)

Address for service: 35 Albert Street
Private Bag 92300
Auckland 1142

INTRODUCTION

1. This is a submission on Private Plan Change 112: Lisle Farm (the **plan change**) to the Auckland Unitary Plan (Operative in Part) (**AUP**) by SR and DS Smith (**the Requestor'**).

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. The submission relates to the plan change in its entirety and all provisions including:

   a. The Lisle Farm Precinct (the **Precinct**); and

   b. The Auckland Unitary Plan Maps.

SUBMISSION

1. There are several aspects of PC112 related to the integration and timing of infrastructure in the precinct that concern ACS. As such ACS opposes the plan change in its entirety and seeks that if approved, the matters raised in this submission are addressed.

2. Based on ACS's review of the plan change information, ACS's broad concerns with PC 112 are as follows:

   a. It does not give effect to the Part 2 of the RMA and in particular the sustainable management of natural and physical resources.

   b. It does not give effect to the National Policy Statement on Urban Development 2020 (updated May 2022) ('**NPS-UD'**) expectations of a well-functioning urban environment.

   c. It does not give effect to key objectives and policies of Chapters B2 Urban Growth and Form, B3 Infrastructure, Transport and Energy of the Regional Policy Statement ('**RPS'**) of the AUP.

   d. The transport effects on the wider surrounding network of the departure from the density of development identified in the Paerata-Pukekohe Structure Plan 2019 ('PPSP') are uncertain.

   e. The need to strengthen the precinct's provisions to ensure subdivision and development is coordinated and integrated with the required infrastructure and open space.

   f. The clarity and effectiveness of the provisions needs improvement.

   g. The inadequate mitigation of adverse effects in relation to:

      - acoustic management of traffic noise associated with the planned arterial road – Pukekohe North East Arterial

3. Auckland Council **('the Council'**) recognises the role Future Urban zoned land (FUZ) plays in Auckland's growth. The land subject to PC112 forms part of the Pukekohe-Paerata Structure Plan[1] (**PPSP**) as a mechanism to provide for growth and the efficient use of land in Pukekohe and Paerata. The purpose of

[1] Pukekohe-Paerata Structure Plan 2019

the plan change request is broadly recognised as providing for an efficient use of FUZ land, while inconsistent with the zoning of the PPSP, it provides for housing capacity and choice to meet demand.

4. The matters of concern above are discussed in more detail below and in **Schedule 1** to this submission.

Strategic context

Well-functioning urban environment

5. The National Policy Statement on Urban Development **(NPS-UD**) and Auckland Regional Policy Statement (**RPS**) Chapters B2 and B3 of the AUP contain objectives and policies that place strong emphasis on the importance of ensuring the integration of infrastructure, including transport infrastructure, with land use / urbanisation. There is also an emphasis on contributing to a well-functioning urban environment and quality compact urban form that provides good accessibility for all modes and supports a reduction in greenhouse gas emissions. Section 75(3) of the RMA requires the plan change to "give effect to" these higher order provisions.

6. Examples of these provisions include:

a) Objective 6 and 8 of the NPS-UD which requires local authority decisions on urban development that affect urban environments to be "*Integrated with infrastructure planning and funding decisions*" and *"support reductions in greenhouse gas emissions".*

b) Policy 1 of the NPS-UD which requires planning decision to contribute to well-functioning urban environments that as a minimum have "*good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport".*

c) RPS provisions in chapters B2 and B3, including B2.2.1(1); B2.2.2(2)(c) and (d); B2.2.2(4) and (7); B3.3.1(1); B3.3.2(5). These provisions relate to growth occurring in a way that contributes to a well-functioning urban environment and integrates with the provisions of infrastructure including land use and transport that supports a range of transport modes.

d) Policy B2.2.2(7)[2] Future Urban Zoned Land relate to enabling rezoning of land to accommodate urban growth in ways that contribute to a well-functioning urban environment. This includes supporting a compact form, a range of housing typologies and employment choices, the integration with the

[2] As amended by decision on Plan Change 80

provision of infrastructure, good accessibility and improve resilience to climate change.

e) Objectives and policies contained in B2.4 related to residential growth and intensification support quality compact urban form, make provision for intensification in areas to the extent necessary to give effect to identified qualifying matters, development in keeping with the planned built character, and medium density in moderate walking distance to centres, public transport, social facilities and open space.

7. In B2.9 Explanation and Principal Reasons for Adoption of the objectives and policies, other council strategic plans such as the Auckland Plan, the Long Term Plan, the Regional Land Transport Plan, and asset management plans of infrastructure providers are cited as needing to be considered in conjunction with the RPS or being highly relevant.

8. The explanatory text at B3.5 of the RPS confirms the intention that *"development, especially that associated with growth in greenfield areas, must be integrated and co-ordinated with the provision of infrastructure and the extension of networks"*. The text also highlights the provision of transport infrastructure being broader than motor vehicles on the road and includes a number of stakeholders and a range of users/modes with complexity in needs and behaviours. The Unitary Plan provides the framework within which these complexities can be integrated and coordinated.

9. There are several elements that contribute to a well-functioning environment, as highlighted by the NPS-UD objectives and policies. Well-functioning environments provide for choice in housing typology, and in the way, people access and connect to jobs, community facilities and activities. Development and the associated effects are avoided where possible and managed so to improve resilience to the effects of climate change. Key to the creation and success of well-functioning environments is the integration of all these elements. ACS does not consider that the plan change wholly integrates wastewater, stormwater and transport infrastructure to deliver sustainable outcomes to contribute to the creation of a well-functioning environment in and beyond the Lisle Farm precinct.

Future Development Strategy

10. Auckland Council adopted the Auckland Future Development Strategy 2023-2053 (FDS) in November 2023. The FDS meets the intent behind the NPS-UD and focuses on the long-term future of Tāmaki Makaurau. A key component and outcome of the FDS is to achieve a well-functioning urban environment in existing as well as future urban areas. A key component of this is to integrate long-term land use and infrastructure planning while meeting future climate, environmental, population, housing and employment needs.

11. The FDS is a relevant consideration for the plan change, particularly in terms of whether urbanisation of the plan change land will integrate with the planning and funding of requisite infrastructure requirements.

12. The FDS introduces infrastructure prerequisites, linked to the development readiness of areas. This is to ensure that bulk infrastructure for development is well-coordinated and can provide a safe, sustainable environment on which communities can be based. The FDS identifies the timing for the plan change area is now not before 2040+. The infrastructure prerequisites[3] identified for the Pukekohe Northeast Future Urban Area are:

- Pukekohe North East Arterial
- Paerata Arterial
- Papakura to Pukekohe Rail Electrification
- Isabella Drive Pump Station
- New Bulk Supply Point at Pukekohe East Reservoir

13. ACS acknowledges the delivery of the Papakura to Pukekohe rail electrification and understands that there is sufficient capacity in the water supply to service the plan change area. The plan change area is however reliant on the delivery and operation of the Isabella Drive Pump Station, the integration of which into the precinct is essential. Matters relating to infrastructure prerequisites and situations where growth comes forward ahead of the 2040+ FDS timing are discussed further in paragraphs 21 to 24.

Pukekohe-Paerata Structure Plan

14. The plan change area is covered by council's Pukekohe-Paerata Structure Plan (PPSP). The PPSP forms the basis for plan changes and provides potential matters for consideration. Of relevance to this plan change:

- The consideration of land use and street layouts to promote healthy lifestyles. A mix and street layout that encourages walking, cycling and other forms of active transportation and recreation.
- The recognition of Mana whenua cultural values particularly as it relates to the unique relationship with the Pukekohe-Paerata area.
- Landscape and environmental features including connectivity to and protection of these features as well as matters relating to protection of waterways.

[3] Auckland Future Development Strategy 2023-2053, Appendix 6 Future urban infrastructure prerequisites, at p41

- Provision of and access to open space, including consideration of topographical and ecological features, proximity to and active urban edges to support healthy, active community.

- The management of natural hazards including the implementation of the Paerata Pukekohe Future Urban Zone Structure Plan Stormwater Management Plan.

15. The zones of plan changes will generally follow the land-uses shown in the PPSP. The plan change proposes a mixed housing – urban (MHU) zone across the entire site and has incorporated the Medum Density Residential Standards (MDRS). The rationale for the PPSP residential- single house zoning (SHZ) was to recognise the peripheral location, topography and environmental characteristics including the outstanding natural and ecological values of the area.

16. ACS notes that the proposed MHU zoning enables a greater range of housing typologies than the SHZ, which is consistent with providing greater housing choice and development capacity as intended by the RPS and the NPS UD. However ACS has concerns that the level of intensification in relation to the transport network has not wholly been considered, refer paragraph 28.

Infrastructure prerequisites

Wastewater, water supply stormwater and transport

17. While the plan change would provide for increased housing choice and capacity, ACS is concerned that the plan change would not adequately provide for the strategic integration of transport, water and wastewater infrastructure. This includes the planning / funding of such infrastructure, with land use. Where the plan change cannot achieve this strategic integration, it would be contrary to the principles of the FDS and the relevant provisions of the NPS-UD and RPS.

18. Matters concerning the provision, timing and funding of infrastructure are directly relevant to decisions on zoning. It is not sound resource management practice and contrary to the purpose of the RMA to zone land for an activity when the infrastructure necessary to allow that activity to occur without adverse effects on the environment does not exist, or there is a high degree of uncertainty as to whether that infrastructure will be provided in a timely and efficient way.[4]

19. Where infrastructure needed to support a plan change is not planned for in the Long Term Plan and Regional Land Transport Plan[5], it is incumbent on the

[4] See, for instance, *Foreworld Developments Ltd v Napier City Council* EnvC Wellington W8/2005, 2 February 2005.
[5] Documents to which regard must be had under section 74(2)(b)(i) of the RMA.

Applicant to show how the infrastructure needed to service the development would be provided.

The FDS recognises there may be times where alternative funding methods or partners enable all or parts of these future urban areas to be live zoned earlier than where the provision of infrastructure solely rely on council funding. ACS notes that the applicant has indicated the responsibility of infrastructure delivery within the precinct, this includes at least one connection with North-East arterial and for construction of all roads, water, wastewater and stormwater infrastructure.
Wastewater and water supply

20. ACS understands that Watercare Services Limited (**Watercare**) intends to file a submission addressing the impacts on its existing and planned wastewater networks. For the purposes of its submission, ACS notes that the Isabella Transmission Wastewater Pump Station and Pukekohe Transmission Trunk Sewer project is funded in Watercare's FY25-FY34 Asset Management Plan with completion forecast for mid-2028. ACS considers that the precinct provisions should reflect a precautionary approach, which would provide for the appropriate sequencing of the bulk wastewater infrastructure with development and subdivision within the plan change area. Specifically, the construction and completion of the Isabella Transmission Wastewater Pump Station.

21. ACS understands that the plan change area is capable of being served by water supply, with sufficient capacity available.

Transport

22. Te Tupu Ngātahi Supporting Growth Alliance has lodged Notices of Requirement (NOR) on behalf of Auckland Transport and Waka Kotahi New Zealand Transport Agency for route protection of planned transport projects in Pukekohe, Paerata and south Drury. This includes and NOR for Pukekohe North-East Arterial (NOR-5[6]), which has been confirmed as designation 1846 in the AUP. This project is not currently funded and there is no certainty on the timing or delivery.

23. ACS acknowledges that the plan change includes precinct provisions which provide for transport infrastructure requirements including local roading and integration with the North-East Arterial. The provisions also include a timing trigger for provision of the access to the North-East Arterial. However, ACS has concerns as to the extent to which transport accessibility and connectivity for all modes is provided for within the precinct. These elements are key for achieving the transport outcomes envisioned by the zone and contributing to a well-functioning environment.

[6] Notice of Requirement 5 as referenced by Te Tupu Ngātahi Supporting Growth Alliance

24. ACS considers that the zone provisions should be strengthened to ensure future subdivision and development responds via urban form to support greater mode choice within the precinct. This would positively respond to the site's strategic location in the public transport and roading network. ACS considers this important to support the level of intensification that the zone provides for.

25. As noted, the zoning provides for an increased level of intensity than was envisioned by the PPSP. ACS notes the additional justification provided by the applicant in relation to the zone's intensification. However, it remains unclear whether the transport effects on the wider surrounding local network can be appropriately managed without upgrades that sit beyond the scope and funding arrangements of the plan change area.

26. ACS understands that Auckland Transport (AT) intends to file a submission addressing relevant transport matters and infrastructure upgrades that would be necessary to support this plan change.

Stormwater management and flood risk

27. The Section 32 Assessment Report identifies that the plan change area is traversed by a number of overland flow paths and that the northern portion in the location of the stream is subject to flooding. A Stormwater Management and Flood Risk Assessment has been prepared in support of the plan change.

28. The Stormwater Management Plan and Flood Risk Assessment recommends the application of the Stormwater Management Area Control – Flow 1 across the plan change area. ACS supports this.

29. The topographical nature of the site in this location requires a bespoke response to manage stormwater from the future development of the plan change area. ACS acknowledges the extent to which the applicant has considered stormwater matters within the precinct, including measures to avoid and mitigate the effects of stormwater quality and quantity on the downstream environment. It is also acknowledged that no development is proposed within the flood plains and overland flows can be accounted for through the road network and designed into the road.

30. ACS considers that to reflect the bespoke nature of the stormwater management, that amendments to the precinct description and objectives could be made to ensure that matters concerning stormwater infrastructure are appropriately understood and integrated at time of subdivision and development. This would also provide a clear link to policy 1(f) of the NPS-UD providing for environments that are resilient to the likely current and future effects of climate change.

Adverse environmental effects

Reverse sensitivity and open space integration

31. ACS considers that while PC 112 provides additional development capacity, it does not adequately address how people and communities will provide for their health and well-being, now and into the future. In particular, noise effects from the anticipated location of the North- East Arterial relative to residential properties.

32. ACS recognises the specific noise conditions included as a part of the North-East Arterial designation (1846). However, the absence of an acoustic assessment and precinct provisions from the plan change, creates an inadequate basis on which to make strategic decisions or inform decision making in accordance with Objectives 1 and 6 of the NPS-UD. Further consideration should be given to address adverse effects on people's health and wellbeing in the vicinity of the North-East Arterial. The applicant should consider this as a part of their evidence.

33. ACS notes that the decisions relating open space provision are not considered until the time of subdivision. Open space integration with surrounding neighbourhood is a relevant consideration for the creation of a well-functioning environment. This includes access to these amenities. ACS considers provisions relative to boundary treatment for residences where fronted by open space and walking and cycling links or access points to open space would positively contribute to the outcomes of the RPS and NPS UD. ACS considers this is particularly important in locations where residences are in proximity to or front the North-East Arterial.

SUMMARY

34. ACS acknowledges that the Applicant has gone some way to address issues relating to infrastructure integration. However, ACS is concerned that the provisions including the precinct description and objectives and policies are not sufficient to address integration with wastewater, transport, stormwater infrastructure delivery and should be strengthened to better respond to the outcomes of the RPS and NPS UD and enable zoning ahead of other areas identified in the FDS.

35. The level of intensification and corresponding effect on the wider surrounding local transport network remains unclear and the applicant should address this in evidence. ACS consider this is fundamental to enabling land zoned FUZ to be rezoned for this intensity of development.

36. Accordingly, ACS seeks to strengthen the precinct and infrastructure provisions as detailed, or with similar effect in Schedule 1.

DECISION SOUGHT

1. ACS seeks the that the plan change is declined in its entirety, unless the matters raised in this submission are addressed. 43.1

2. In the alternative to the primary relief, ACS seeks the following decisions if the plan change is approved:

   a. Retain the extent of the Stormwater Management Flow 1 area. 43.2

   b. Strengthen the precinct and infrastructure provisions as detailed, or with similar effect in Schedule 1.

   c. Amend the Precinct description to identify that there are bulk wastewater and specific stormwater considerations required prior to subdivision and development.

   d. Amend the Precinct to add new objectives and policies to only enable subdivision and development to occur once upgrades to the necessary bulk wastewater infrastructure are operational.

43.1

   e. Amend the Precinct to add new rules and standards to classify subdivision and development in advance of necessary bulk wastewater infrastructure as a non-complying activity.

   f. Further information is sought to ensure that people are not exposed to unacceptable levels of noise from the anticipated arterial road.

   g. Further information is sought to understand if the transport effects on the wider surrounding local network can be appropriately managed, given the level of intensification proposed through the precincts zoning.

   h. Introduction of a boundary treatment provision for properties that front open space and/or the North-East Arterial designated route.

APPEARANCES AT THE HEARING

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

4. If others make a similar submission, ACS will consider presenting a joint case with them at the hearing.

DATED

On behalf of Auckland Council as submitter:



Councillor Richard Hills, Chairperson of the Planning, Environment and Parks Committee



Councillor Angela Dalton, Deputy Chairperson of the Planning, Environment and Parks Committee



Member Rewa Billy Brown, Houkura - Independent Māori Statutory Board

Address for service:

Anna Solomon
Email: anna.solomon@aucklandcouncil.govt.nz
Telephone: 09 301 0101

Postal address:
Auckland Council
135 Albert Street
Private Bag 92300
Auckland 1142

Schedule 1

Item	Issue/ Provision	Support/ Oppose	Reasons for submission	Decision requested	
1	Overall	Oppose	ACS seeks Private Plan Change 112: Lisle Farm to the Auckland Unitary Plan (Operative in Part) (AUP) by SR and DS Smith be declined in its entirety.	Decline the plan change OR Without limiting its primary relief, if PC 112 is granted consent in part or full, ACS seeks amendments to the precinct provisions as outlined in this schedule be resolved to ACS's satisfaction.	43.1
2	Precinct Description	Oppose in part	The precinct description does not refer to the proposed Stormwater Management Plan or the Stormwater Management Area Flow Controls (SMAF-1). Further, reference should also be made to identify that there are specific bulk wastewater infrastructure upgrades for which the development of this plan change area relies on. As noted above, ACS seeks to ensure the timely integration of subdivision and development with the provision of the required infrastructure.	Amend IXXX.1 Precinct description to wholly describe the precinct's approach to manage stormwater and flood risk including that stormwater management will be undertaken in accordance with 'an approved Stormwater Management Plan'. Include reference to the need to integrate with the completion and operation of the Isabella Drive Pump Station ahead of subdivision and development. Subdivision and development is avoided until the land within the Lise Farm Precinct is able to be connected to operational bulk wastewater infrastructure (Isabella Transmission Wastewater Pump Station) with sufficient capacity to service development of the precinct.	43.3

3	Objective (4)	Oppose in part	The intent of objective 4 provides for a range of travel choices. However, it is considered that this could be strengthened to better support the integration of all travel modes and connections within and externally of the precinct.	(4) Provide a well-connected and safe urban form and road network layout ~~road network~~ that provides for ~~supports~~ travel choices between residences, open space and to the wider surrounding area. ~~a range of travel modes and provides a strong definition of public open spaces.~~	43.4
4	Objective (5)	Oppose in part	Make objective 5 a standalone transport objective, incorporating suggested changes from objective 6. In keeping with the travel choices provided for by objective 4, amendments to objective 5 are made to reflect provision of access for all modes to the future North-East Arterial.	(5) Transport infrastructure ~~within the Precinct~~ is integrated and coordinated with subdivision and development by; (i) Providing roading and active mode network ~~facilities~~ within and connections to the wider transport network including upgrades to the road network adjoining the precinct prior to subdivision and development; and (ii) Providing access for all modes to the Pukekohe North East Arterial Road. ~~and provides connections to the wider transport network and upgrades to the road network adjoining the Precinct including access to the Pukekohe North East Arterial Road.~~	43.5
5	Objective 6	Oppose in part	There is some overlap with the intent of objectives 5 and 6 in relation to the integration and coordination of transport infrastructure.	Consider removing roading and active mode facilities from objective 6 and incorporating into objective 5. (6) Subdivision and development across the Precinct does not occur until the co-ordinated	43.6

				delivery of infrastructure including ~~roading, active mode facilities,~~ wastewater, water supply and stormwater services and connections to adjacent land has occurred.	
6	Objective 8	Oppose in part	Amend to recognise developments impact on flooding and the downstream environment from the plan change area.	(8) Stormwater management measures will avoid, as far as practicable, and otherwise mitigate the adverse effects of development, <u>including on the downstream environment</u>, while enhancing the receiving environment.	43.7
7	Objective 9	Oppose in part		(9) Open space areas are provided in a way that meets the neighbourhood open space needs of the community, <u>including walking and cycling</u> and achieves a high amenity of green spaces including, where practical, along stream corridors and otherwise well integrated into the Precinct's gullies, streams, wetlands, and road network.	43.8
8	Development Policy 3	Oppose in part	Amendments are proposed to support the intent of objective 4 in relation to the creation of an urban form layout that enables travel by all modes.	(3) Encourage development to achieve attractive, and safe <u>transport network</u> ~~streets~~ and public open spaces, by providing <u>opportunities</u> for passive surveillance.	43.9
9	Development Policy 6 (b)	Oppose in part	Amendments suggested to better integrate development with open space.	6 (b) providing for residents' safety and privacy while enabling passive surveillance on the street <u>and to open spaces;</u>	43.10
10	Policy 7		Suggest incorporating this policy into the transport specific policies and strengthening the wording.	(7) ~~Encourage~~ <u>Provide a</u> subdivision layout ~~to~~ <u>that achieves functional,</u> legible and walkable urban blocks, <u>access for active modes,</u> and for roads to front public open spaces.	43.11

11	Transport Policy 8 (b) and (c)		Amendments to integrate active modes to provide for travel choices.	8 (b) to provide at least one connection <u>for all modes</u> to the Pukekohe North East Arterial road; (c) to provide an interconnected urban local road network that achieves a connected street layout and integrates with the adjoining local and collector road and <u>active mode</u> network;	43.12
12	Policy 8 (f)		There is some overlap between policy 8 (f) and 9. Suggested amendments would better align with the changes suggested to objectives 5 and 6.	(9) Avoid subdivision and development until it is co-ordinated with the provision of <u>upgrades to existing wastewater and water supply adjoining the precinct, and provides upgrades and connections to bulk wastewater outside of the precinct.</u> ~~necessary infrastructure and network utilities, including identified upgrades within the Precinct.~~ ~~Require subdivision and development to include necessary upgrades to existing wastewater and water supply infrastructure adjoining the Precinct, upgrades and connections to existing and future networks outside the Precinct.~~	43.13
13	IXXX.4.1 Activity table: Subdivision for the purpose of construction or use of dwellings	Oppose	Activity 8 is not consistent with the integration of subdivision and development with bulk wastewater infrastructure. The activities do not provide for the consideration of the wastewater standards specified in I4XX.6.17 Water Supply and Wastewater.	Minor amendment to update reference. (A8) Subdivision for up to three sites accompanied by: (a) A land use consent application for up to three dwellings one or more of which does not comply with any of Standards IXXX.6.1.2 to ~~IXXX.6.1.9~~ <u>IXXX.6.1.17</u> inclusive but does	43.14

				comply with all applicable zonal, Auckland wide and overlay standards; or (b) A certificate of compliance for up to three dwellings each of which complies with Standards IXXX.6.1.2 to ~~IXXX.6.1.9~~ IXXX.6.1.17 inclusive and applicable zonal, Auckland wide and overlay standards.	
14	IXXX.4.1 Activity table (A8)	Oppose	Activities A8 (a) and (b) need to have different activity statuses attributed to them to reflect the timing of which development and subdivision can go ahead depending on the delivery and operation of the bulk wastewater infrastructure to serve the precinct. Note the amendments sort to Activity 8(b) above for the consideration of standards IXXX.6.1.2 to 6.1.17 inclusive.	Amend activity table IXXX.4.1 (A8) (a) Subdivision for up to three sites accompanied by: (a) A land use consent application for up to three dwellings one or more of which does not comply with any of Standards IXXX.6.1.2 to IXXX.~~6.1.9~~ 6.1.17 inclusive but does comply with all applicable zonal, Auckland wide and overlay standards; ~~or~~ Non-complying (b)	43.15
15	IXXX.4.1 Activity table (A9-A11)	Oppose	-Where activities 9-11 cannot meet I4XX.6.17 Water Supply and Wastewater, ACS considers a non-complying activity status should be applied to subdivision and development. -Assessment as a non-complying activity is justified, having regard to the following considerations: -It is not anticipated that any subdivision and development can or should occur without the	Amend activity table IXXX.4.1 (A10 and A11). Any subdivision listed above not meeting General Standards E38.6.2 to 38.6.6 inclusive. ~~Discretionary~~ Non-complying	43.16

			required supporting wastewater infrastructure being constructed and operational (Isabella Drive Pump Station); - Subdivision and development occurring without the required wastewater infrastructure would have significant adverse effects, and would not assist in achieving a well-functioning urban environment; and - The objectives and policies for the precinct support a non-complying activity status, appropriately reflecting the need for greater scrutiny of any departure application, and the need for detailed evidence to justify any departure.	
16	IXXX.6.2 Standards for controlled subdivision activities IXXX.6.2.3	Oppose in part	With the proposed amendments to activity table IXXX.4.1 (A8) to a non-complying activity, this standard should only refer to a code of compliance.	IXXX.6.2.3 Subdivision for up to three sites accompanied by a ~~land use consent application or~~ certificate of compliance for up to three dwellings. (1) The subdivision application and ~~land use consent application~~ or certificate of compliance relate to a site on which there are no dwellings; (2) The subdivision application and ~~land use consent application~~ or certificate of compliance must be determined concurrently; (3) (4) (5)
17	I4XX.6.17 Water Supply and	Oppose	ACS considers to better align and integrate development with wastewater infrastructure	Purpose: To ensure subdivision and development in the precinct is adequately

43.17

	Wastewater Standard		provision, namely the Isabella Wastewater treatment facility which this plan change is contingent on for servicing, the wording of this standard needs to be amended.	serviced with water supply and wastewater infrastructure. (1) Prior to the issue of a certificate pursuant to s224(c) for subdivision, all lots must be connected to a functioning public wastewater network capable of servicing the development enabled on the lots. (2) Prior to final passing inspection under the Building Act 2004 ~~occupation~~, all buildings must demonstrate a connection ~~connected~~ to a functioning public wastewater network capable of servicing the development enabled on the lots.	43.18
18	IXXX.8.2 (3) Subdivision Assessment Criteria	Oppose in part	Amendments to wording are suggested to better align with the intent of the objectives and policies for transport choices within the precinct.	(3) Subdivision (3) (a) (i) (ii) (iii) The constructability of roads and pedestrian and cycling links and the ability for them to be connected beyond any property boundary. (3) (f) Whether the transport connections ~~road network~~ provides direct, safe and legible	43.19

				pedestrian and cycle ~~connections~~ access to the Pukekohe North East Arterial road. No further changes are proposed to the remainder of this section (3) of the assessment criteria.
19	New Standard Boundary treatment	Support	ACS considers a new boundary treatment control would provide for passive surveillance, amenity onsite and support a safe active mode network. A new standard would provide a suitable interface with open space, in particular where properties interface with the North-East Arterial designation and where walking and cycling routes are proposed. There is also benefit internally within residential properties from an amenity perspective.	Provide a new boundary treatment control as follows or similar effect to: **I453.6.1 Fencing of drainage reserve boundaries and open space** Purpose: to enable fences and walls to be constructed to a height sufficient to: • provide privacy for dwellings while enabling opportunities for passive surveillance of an adjoining open space; and • minimise visual dominance effects to an adjoining open space. (1) Any fences, walls or a combination of these structures (where separate or joined together) along a boundary of the drainage reserve area must not exceed the height specified below, measured from the ground level at the boundary: (a) 1.4m in height, or (b) 1.8m in height for no more than 50 per cent of the length of the fence

43.20

				along the boundary and 1.4m for the remainder, or (c) 1.8m in height if the fence is at least 50 per cent visually open as viewed perpendicular to the boundary. For the avoidance of doubt this standard should apply where a reserve strip under the Reserves Act 1977, or access is for use by pedestrians or cycling.
20	Further assessment and new standard Noise	Support	ACS believes it is well accepted in New Zealand and internationally that noise from high volume roads has the potential to generate adverse effects on receiving environments. This includes the loss of amenity and poor health outcomes. ACS observes that NZTA's approach to operational noise mitigation on state highways and arterials places the responsibility for noise management on both land developers and councils to ensure that activities sensitive to noise from existing or planned arterial roads are acoustically treated to reduce noise. PC 112's precinct provisions fail to integrate the planned roading environment with the urban environment sought by PC 112 from the perspective of noise considerations. ACS also draws attention to the inclusion of noise mitigation measures in the precinct provisions of recent plan changes including I451 Drury East, I452 Waihoehoe, I557 Wellsford	Provide an acoustic assessment to describe the noise effects on noise sensitive activities within the vicinity of the planned North-East arterial, and any proposed amendments to the precinct provisions (objectives, policies, standards and assessment criteria) to mitigate potential adverse effects. ACS has not provided suggested wording in this instance given the absence of acoustic information.

43.21

			North and I617 Whenuapai 3. This is in response to the current best practice.	

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Evelyn Eade
Date: Wednesday, 21 May 2025 4:47:04 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Evelyn Eade

Organisation name:

Agent's full name:

Email address: lyn.eade@xtra.co.nz

Contact phone number:

Postal address:
3 William Andrew Road
PUKEKOHE
AUCKLAND 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
The proposed plan changes ignore many previous council guidelines for the future growth of Pukekohe.=

Property address: William Andrew Road access to the proposed Lisle Farm Development.

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:
William Andrew Road was never intended or constructed to have anything other than minimal traffic flow. It is a narrow cul-de-sac with the majority of homes built close to the road. The proposed 184 small sections with high density housing planned means a large increase in traffic, initially mainly heavy vehicles. Another concern is no buffer between and the rural boundary! Do we never learn? The problems between farmers/growers and close proximity homes is well known in the Pukekohe area.

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

44.1
44.2
44.3

Details of amendments: Limit the number of houses and increase the size of the sections. Provide a large buffer zone between houses and rural boundaries. Ensure a safe traffic entrance to the

subdivision .

Submission date: 21 May 2025

Attend a hearing

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

Declaration

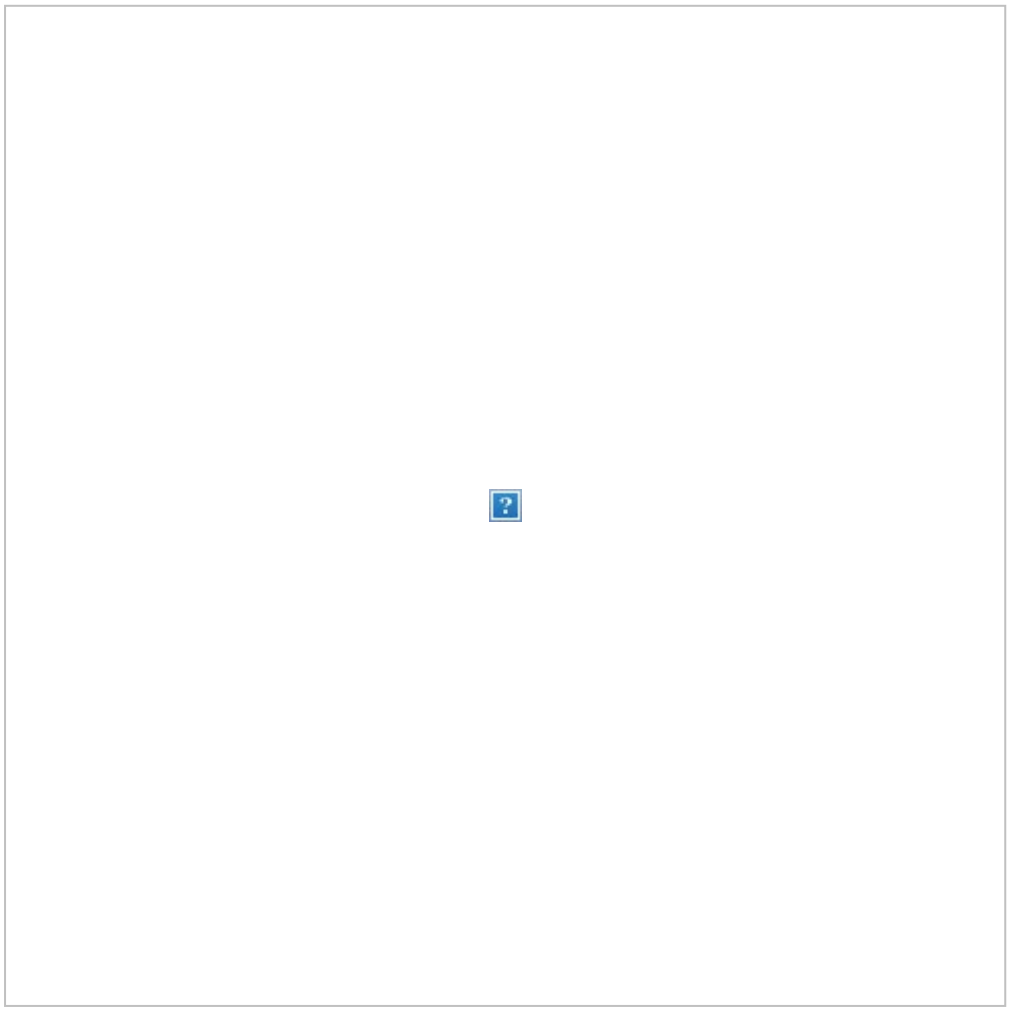
Could you gain an advantage in trade competition through this submission? No

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.

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
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Jeffrey Beau Rowsell and Amber Jane Rowsell
Date: Wednesday, 21 May 2025 9:16:28 am
Attachments: 25-05-20 Lisle Farm Submission.pdf

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Jeffrey Beau Rowsell and Amber Jane Rowsell

Organisation name:

Agent's full name:

Email address: blacklab.jeff@gmail.com

Contact phone number:

Postal address:
34 William Andrew Road
Pukekohe
Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
Whole of Plan Change

Property address:

Map or maps:

Other provisions:

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

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

The reason for my or our views are:
As per attached sheet

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

45.1
45.2

Details of amendments: Rezone the land within the proposed change area to Residential - Single House Zone and without a through connection to William Andrew Road.

Submission date: 21 May 2025

Supporting documents
25-05-20 Lisle Farm Submission.pdf

Attend a hearing

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

Declaration

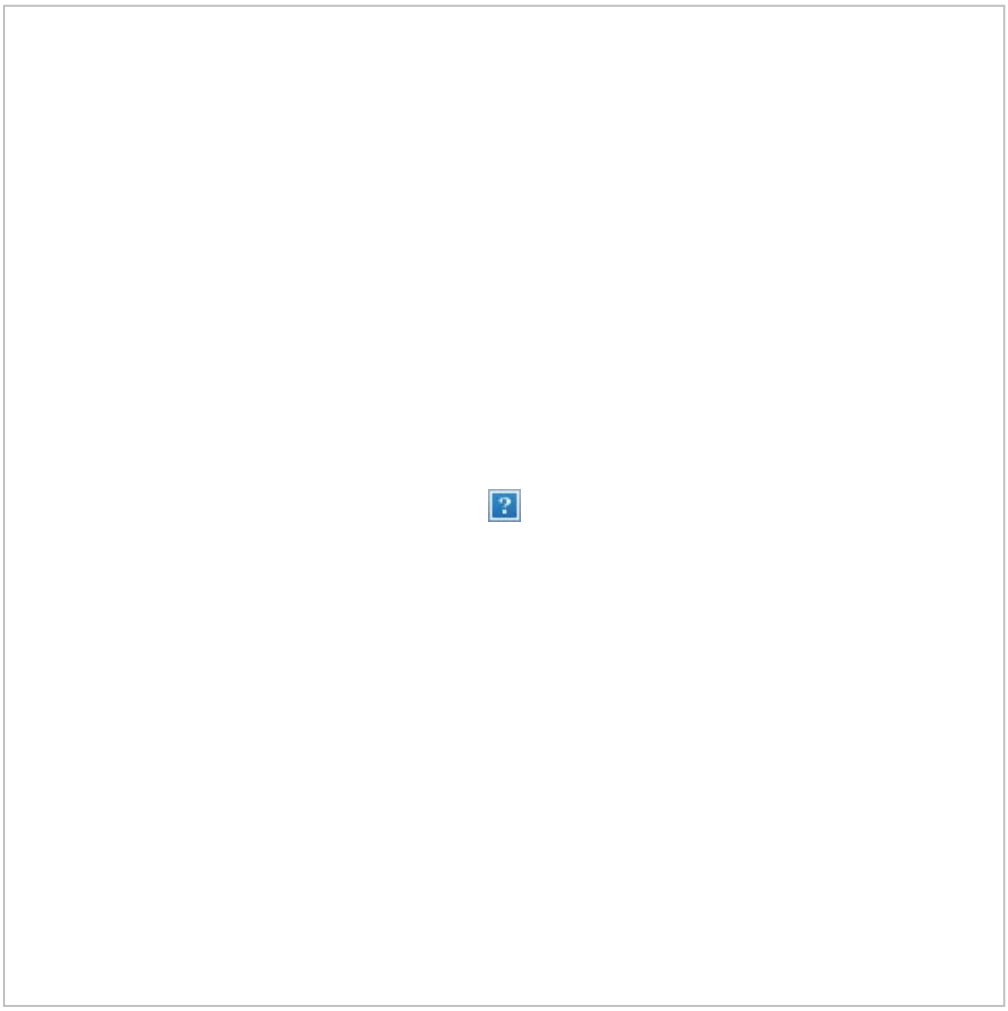
Could you gain an advantage in trade competition through this submission? No

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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Submission on Private Plan Change 112 (Private) Lisle Farm – J & A Rowsell

The reasons we consider that the plan change should be either declined or amended to rezone the land, Single House Zone, are as follows:

1. Pukekohe-Parata Structure Plan

Under the Pukekohe-Parata Structure Plan the land was proposed to be zoned Residential - Single House. The purpose of this zone and the rationale for applying it is set out below:

Purpose:

> ***The purpose of*** tile ***Residential*** - Single ***House Zone*** is ***to maintain and enhance*** tile ameni1y ***values of established residential neighbourhoods in number of locations. The particular amenity values of*** a ***neighbourhood*** may be based ***on special character informed by the past, spacious sites with some larger trees, a coastal setting or other such factors such as established neighbourhood character. To provide*** choice ***for future*** residents, ***Residential*** - Single ***HoLtse*** Zone ***zoning*** may ***also*** be ***applied in greenfield developments.***
>
> ***To support the purpose of*** the ***zone,*** *multi-unit* ***development*** is ***not anticipated,*** with ***additional housing limited to the conversion of an*** existing ***dwelling into two dwellings and minor dwelling units. The zone is*** generally ***characterized by*** one ***to two*** storey ***high*** *buildings* ***consistent with*** a ***suburban built character.***

The rationale:

> *These areas are proposed to* be *zoned Residential* - Single House *to* reflect *their peripheral location, topography and environmental characteristics. Furthermore, this* area *adjoins the Runciman Precinct* to the *north. This precinct recognizes landform, landscape, vegetation and riparian corridor* features that *warrant protection and enhancement*

We consider that the Single House zone is still ideally suited to the plan change area given the greenfield nature of the land and as the zone will provide an alternative form of housing to the higher density development that is currently being developed in that area and on other sites.

The rationale behind applying the Single House zone is still valid given the peripheral location, sloping topography and environmental characteristics of the land.

2. National Policy Statement: Urban Development

The plan change documentation uses the National Policy Statement: Urban Development **(NPS: UD)** as justification for seeking the Residential - Mixed Housing Urban zone as compared to the Residential- Single House zone. This approach is flawed as the NPS: UD does not seek to maximize density on all urban land, rather it seeks a well-functioning urban environment as set out by Objective 1 of the NPS:UD below:

Objective 1: New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.

We consider that in this instance a well-functioning urban environment would constrain the highest density of development to the areas which immediately adjoin Pukekohe Town Centre and would leave the peripheral areas, such as this, to have a lower density of development (i.e. Residential- Single House zone).

3. Transport Effects

It is proposed to access the plan change area via William Andrew Road and Lisle Farm Road. This is inappropriate as these roads were not designed or formed to provide for this level of development in a safe and efficient manner.

Equally, this level of traffic will significantly detract from the residential amenity enjoyed by the residents of William Andrew Road and Lisle Farm Road.

4. Treatment plant capacity

The plan change documentation does not provide confirmation that there will be sufficient capacity to treat the wastewater from the plan change area at the Pukekohe Treatment Plant.

From:	Paul - Reidy Mckenzie
To:	Unitary Plan
Cc:	Jeff Rowsell
Subject:	Lisle Farm Dr zone change submission
Date:	Tuesday, 20 May 2025 3:41:43 pm
Attachments:	DOC200525.pdf

Good afternoon,

Please find submission as attached.

Paul Reidy

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

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

Auckland Council
Te Kaunihera o Tāmaki Makaurau

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Paul Reidy

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

Address for service of Submitter

43 William Andrew Road

Pukekohe 2120

Telephone: 21922795 Email: paul@reidymckenzie.co.nz

Contact Person: (Name and designation, if applicable)

Scope of submission

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

Plan Change/Variation Number: PC 112 (Private)

Plan Change/Variation Name: Lisle Farm

The specific provisions that my submission relates to are:
(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s): Whole Plan Change

Or
Property Address:

Or
Map:

Or
Other *(specify)*

Submission

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

I **support** the specific provisions identified above ☐

I **oppose** the specific provisions identified above ☒

I wish to have the provisions identified above amended Yes ☒ No ☐

The reasons for my views are:

See Attached Sheet

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation ☐

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

Decline the proposed plan change / variation ☐

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

Rezone the land within the plan change area Residential - Single House Zone. 47.1

The plan change area does not include a connection into William Andrew Road. 47.2

I wish to be heard in support of my submission ☒

I do not wish to be heard in support of my submission ☐

If others make a similar submission, I will consider presenting a joint case with them at a hearing ☒

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

Date 20/5/2023

Notes to person making submission:

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

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

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

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

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

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

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition.

Submission on Private Plan Change 112 (Private) Lisle Farm - Paul Reidy

The reasons I consider that the plan change should be either declined or amended to rezone the land Single House zone are as follows:

1. Pukekohe-Parata Structure Plan

   Under the Pukekohe-Parata Structure Plan the land was proposed to be zoned Residential - Single House. The purpose of this zone and the rationale for applying it is set out below:

   Purpose:

   > *The purpose of the Residential – Single House Zone is to maintain and enhance the amenity values of established residential neighbourhoods in number of locations. The particular amenity values of a neighbourhood may be based on special character informed by the past, spacious sites with some large trees, a coastal setting or other factors such as established neighbourhood character. To provide choice for future residents, Residential - Single House Zone zoning may also be applied in greenfield developments.*
   >
   > *To support the purpose of the zone, multi-unit development is not anticipated, with additional housing limited to the conversion of an existing dwelling into two dwellings and minor dwelling units. The zone is generally characterised by one to two storey high buildings consistent with a suburban built character.*

   The rationale:

   > *These areas are proposed to be zoned Residential – Single House to reflect their peripheral location, topography and environmental characteristics. Furthermore, this area adjoins the Runciman Precinct to the north. This precinct recognises landform, landscape, vegetation and riparian corridor features that warrant protection and enhancement.*

   I consider that the Single House zone is still ideally suited to the plan change area given the greenfield nature of the land and as the zone will provide an alternative form of housing to the higher density development that is currently being developed by Stockman Living and other sites. Equally, the rationale behind applying the Single House zone is still valid given the peripheral location, sloping topography and environmental characteristics of the land.

2. National Policy Statement: Urban Development

   The plan change documentation uses the National Policy Statement: Urban Development (**NPS:UD**) as justification for seeking the Residential – Mixed Housing Urban zone as compared to the Residential – Single House zone. This approach is flawed as the NPS:UD does not seek to maximise density on all urban land, rather it seeks a well-functioning urban environment as set out by Objective 1 of the NPS:UD below:

Objective 1: New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.

I consider that in this instance a well-functioning urban environment would constrain the highest density of development to the areas which immediately adjoin Pukekohe Town Centre and would leave the peripheral areas, such as this, to have a lower density of development (i.e. Residential – Single House zone).

3. Transport Effects

It is proposed to access the plan change area via William Andrew Road and Lisle Farm Road. This is inappropriate as these roads were not designed or formed to provide for this level of development in a safe and efficient manner.

Equally, this level of traffic will significantly detract from the residential amenity enjoyed by the residents of William Andrew Road and Lisle Farm Road.

4. Treatment plant capacity

The plan change documentation does not provide confirmation that there will be sufficient capacity to treat the wastewater from the plan change area at the Pukekohe Treatment Plant.

5. Concept Plan

The concept plan prepared by Birch Surveyors shows 184 residential lots which range in size from 400m^2 to 700m^2+. The lots shown are significantly larger than what could occur under the Mixed Housing Urban zone sought by the plan change (which provides for lots down to 300m^2 or smaller if the subdivision is occurring around an approved house design) and does not accord with Table E38.8.3.1.1 which requires a maximum average net site area of 360m^2.

This is considered to be misleading and the applicant should either seek a less intensive zone which better aligns with the concept plan or alternatively update the assessment to take full account of the level of development that is required by the Mixed Housing Urban zone.

Submission on Private Plan Change 112 (Private) Lisle Farm - Paul Reidy

The reasons I consider that the plan change should be either declined or amended to rezone the land Single House zone are as follows:

1. Pukekohe-Parata Structure Plan

   Under the Pukekohe-Parata Structure Plan the land was proposed to be zoned Residential - Single House. The purpose of this zone and the rationale for applying it is set out below:

   Purpose:

   > *The purpose of the Residential – Single House Zone is to maintain and enhance the amenity values of established residential neighbourhoods in number of locations. The particular amenity values of a neighbourhood may be based on special character informed by the past, spacious sites with some large trees, a coastal setting or other factors such as established neighbourhood character. To provide choice for future residents, Residential – Single House Zone zoning may also be applied in greenfield developments.*
   >
   > *To support the purpose of the zone, multi-unit development is not anticipated, with additional housing limited to the conversion of an existing dwelling into two dwellings and minor dwelling units. The zone is generally characterised by one to two storey high buildings consistent with a suburban built character.*

   The rationale:

   > *These areas are proposed to be zoned Residential – Single House to reflect their peripheral location, topography and environmental characteristics. Furthermore, this area adjoins the Runciman Precinct to the north. This precinct recognises landform, landscape, vegetation and riparian corridor features that warrant protection and enhancement.*

   I consider that the Single House zone is still ideally suited to the plan change area given the greenfield nature of the land and as the zone will provide an alternative form of housing to the higher density development that is currently being developed by Stockman Living and other sites. Equally, the rationale behind applying the Single House zone is still valid given the peripheral location, sloping topography and environmental characteristics of the land.

2. National Policy Statement: Urban Development

   The plan change documentation uses the National Policy Statement: Urban Development (**NPS:UD**) as justification for seeking the Residential – Mixed Housing Urban zone as compared to the Residential – Single House zone. This approach is flawed as the NPS:UD does not seek to maximise density on all urban land, rather it seeks a well-functioning urban environment as set out by Objective 1 of the NPS:UD below:

> **Objective 1**: New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.

I consider that in this instance a well-functioning urban environment would constrain the highest density of development to the areas which immediately adjoin Pukekohe Town Centre and would leave the peripheral areas, such as this, to have a lower density of development (i.e. Residential – Single House zone).

3. Transport Effects

It is proposed to access the plan change area via William Andrew Road and Lisle Farm Road. This is inappropriate as these roads were not designed or formed to provide for this level of development in a safe and efficient manner.

Equally, this level of traffic will significantly detract from the residential amenity enjoyed by the residents of William Andrew Road and Lisle Farm Road.

4. Treatment plant capacity

The plan change documentation does not provide confirmation that there will be sufficient capacity to treat the wastewater from the plan change area at the Pukekohe Treatment Plant.

5. Concept Plan

The concept plan prepared by Birch Surveyors shows 184 residential lots which range in size from 400m^2 to 700m^2+. The lots shown are significantly larger than what could occur under the Mixed Housing Urban zone sought by the plan change (which provides for lots down to 300m^2 or smaller if the subdivision is occurring around an approved house design) and does not accord with Table E38.8.3.1.1 which requires a maximum average net site area of 360m^2.

This is considered to be misleading and the applicant should either seek a less intensive zone which better aligns with the concept plan or alternatively update the assessment to take full account of the level of development that is required by the Mixed Housing Urban zone.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Sharleen Buchanan
Date: Tuesday, 20 May 2025 5:01:11 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Sharleen Buchanan

Organisation name: N/A

Agent's full name: N/A

Email address: sharleen.buchanan@bayleys.co.nz

Contact phone number: 021404871

Postal address:
24 Grace James Road
Pukekohe
Pukekohe 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
Plan change and lodged concept plan strays from Puke Structure Plan - Single House Zoning Rules

Property address: William Andrew Road and surrounds

Map or maps: Auck Council District Plan (Franklin) Map59a and Map 105

Other provisions:
The proposed plan and associated concept plan does not offer a balanced approach to living style in this location. The topography at the current property entry point does not allow for a suitable and safe entry/exit. Hard rural boundary to residential living will likely create reverse sensitivity to rural activities. Bypass road dividing the proposed subdivision is a hazardous and ill-thought-out concept.

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

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

The reason for my or our views are:
The Pukekohe Paerata Structure Plan which this development sits within suggests single-house zoning with a balanced approach to living styles across developments. On this basis, the excessive use of smaller house sites as shown in bounding and nearby developments such as ‘Stockman’s’ and ‘Kohi’ would mean that the current concept plan of a similar style development would go against the balanced approach, and therefore suggests a larger site model option would make a more balanced local area and be in fitting with the surrounding existing houses to this land - Lisle Farm Drive and William Andrew Rd.
Further evidence of this is with Auckland Council's Objective 19.1.2 within the Auckland Unitary Plan, which focuses on ensuring that rural areas effectively support a range of activities and

services. It aims to provide for both residential, commercial, and recreational needs within rural areas. Additionally, it ensures that rural production activities are accommodated while minimizing their adverse environmental impacts."
Further more I raise the following for consideration. This property is on the outer ring of the future urban zone and is not at all within walkable distance of the town, train or bus hub, this will mean multi-car families that will require larger sections and more off-street parking.
Of huge significance and a big factor in not pressing go on another development is the lack of capabilities of the current hard infrastructure as it simply does not support medium and high-density development and therefore would create huge costs for servicing such as development. How will this be funded?
Lastly, allowing all the traffic to enter/exit via William Andrew, which is a narrow and awkward entry due to the lack of access, and the topography of the property's actual access will create safety issues for those nearby residents. William Andrew should only be a limited access entry, or pedestrian/cycleway only access.

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

48.1
48.2
48.3
48.4

Details of amendments: Much larger sections with ample off-street parking, wider roads, no access or limited access via William Andrew Rd. No dissection by the proposed by-pass road

Submission date: 20 May 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

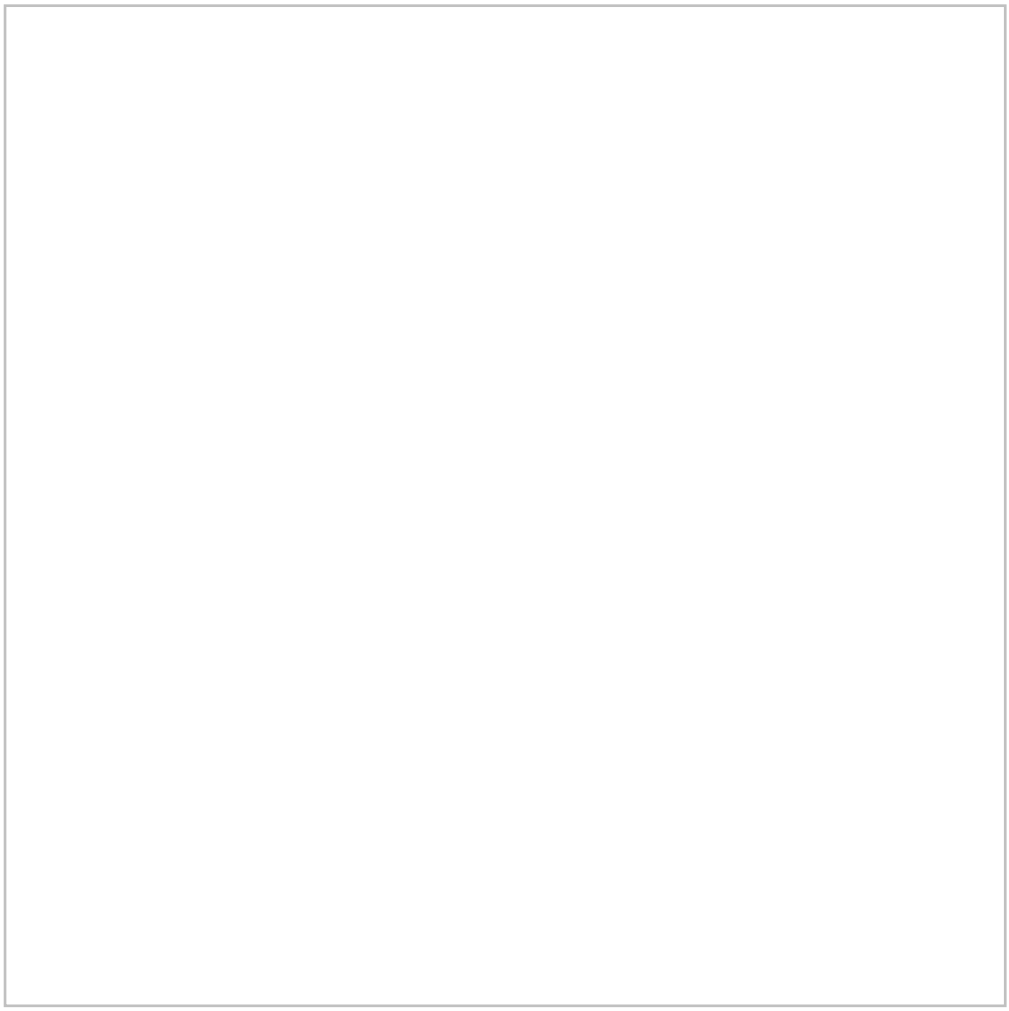
Could you gain an advantage in trade competition through this submission? No

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.



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Mark Graeme Tregidga
Date: Wednesday, 21 May 2025 12:31:25 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Mark Graeme Tregidga

Organisation name:

Agent's full name: Mark Tregidga

Email address: mark@tregidga.com

Contact phone number:

Postal address:
21 Grace James Road
pukekohe
Pukekohe;Pukekohe
Pukekohe;Pukekohe 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:

Property address: Lisle Farm subdivision PC 112

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:
Believe this development is ill thought out. As the main entrance into this new development is from William Andrew drive which is real dumb as this road was never built to take the extra volume of vehicles as it is a no exit Rd surrounded in private homes in a quite atmosphere, but worse close by is the large Rymans Retirement Village that accommodates 600 people and many residents walk these roads and along Grace James Road, so it is potentially very dangerous with trucks and cars driving along at speed and old people out walking. So please reconsider this project

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

49.1

Details of amendments: Change road entrances or cancel the whole project

Submission date: 21 May 2025

Attend a hearing

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

Declaration

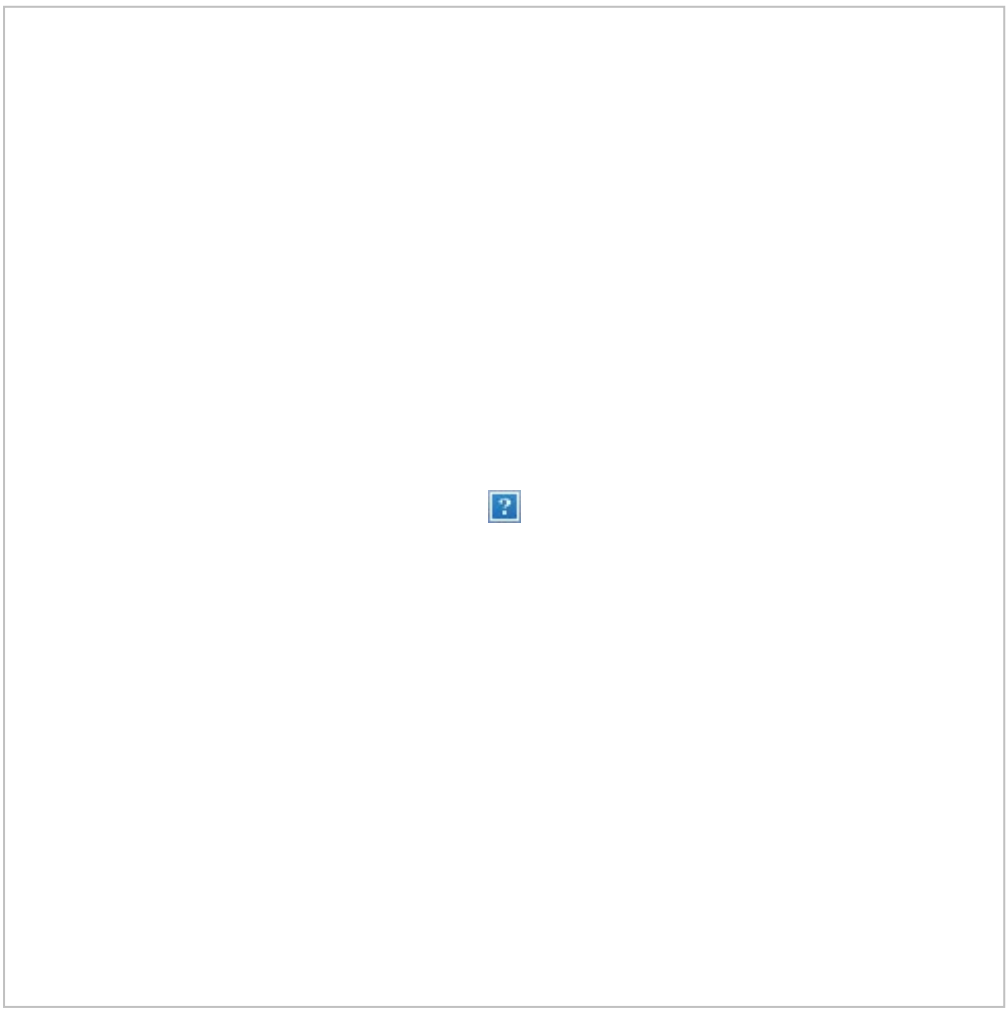
Could you gain an advantage in trade competition through this submission? No

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.

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: Craig Forrester
To: Unitary Plan
Subject: Submission on PPC112
Date: Friday, 23 May 2025 8:29:34 am
Attachments: Submission on PPC 112.pdf

Dear Sir/Madam

Please find attached my submission on Private Plan Change 112: Lisle Farm

Kind regards,
Craig

Craig Forrester
(0275) 11 33 11

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

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

Auckland Council
Te Kaunihera o Tāmaki Makaurau

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Craig Forrester

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

Address for service of Submitter

43 William Andrew Road

Pukekohe 2120

Telephone: 275113311 Email: craigforresternz@icould.com

Contact Person: (Name and designation, if applicable)

Scope of submission

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

Plan Change/Variation Number	PC 112 (Private)
Plan Change/Variation Name	Lisle Farm

The specific provisions that my submission relates to are:
(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)	Whole Plan Change
Or Property Address	
Or Map	

Or
Other *(specify)*

Submission

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

I **support** the specific provisions identified above ☐

I **oppose** the specific provisions identified above ☒

I wish to have the provisions identified above amended Yes ☒ No ☐

The reasons for my views are:

See Attached Sheet

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation ☐

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

Decline the proposed plan change / variation ☐

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

50.1

Rezone the land within the plan change area to Residential - Single House Zone.

I wish to be heard in support of my submission ☒

I do not wish to be heard in support of my submission ☐

If others make a similar submission, I will consider presenting a joint case with them at a hearing ☒

Craig Forrester

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

23/02/2025

Date

Notes to person making submission:

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

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

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

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

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

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

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition.

Submission on Private Plan Change 112 (Private) Lisle Farm – Craig Forrester

The reasons I consider that the plan change should be either declined or amended to rezone the land Single House zone are as follows:

1. Pukekohe-Parata Structure Plan

   Under the Pukekohe-Parata Structure Plan the land was proposed to be zoned Residential - Single House. The purpose of this zone and the rationale for applying it is set out below:

   Purpose:

   > *The purpose of the Residential – Single House Zone is to maintain and enhance the amenity values of established residential neighbourhoods in number of locations. The particular amenity values of a neighbourhood may be based on special character informed by the past, spacious sites with some large trees, a coastal setting or other factors such as established neighbourhood character. To provide choice for future residents, Residential – Single House Zone zoning may also be applied in greenfield developments.*
   >
   > *To support the purpose of the zone, multi-unit development is not anticipated, with additional housing limited to the conversion of an existing dwelling into two dwellings and minor dwelling units. The zone is generally characterised by one to two storey high buildings consistent with a suburban built character.*

   The rationale:

   > *These areas are proposed to be zoned Residential – Single House to reflect their peripheral location, topography and environmental characteristics. Furthermore, this area adjoins the Runciman Precinct to the north. This precinct recognises landform, landscape, vegetation and riparian corridor features that warrant protection and enhancement.*

   I consider that the Single House zone is still ideally suited to the plan change area given the greenfield nature of the land and as the zone will provide an alternative form of housing to the higher density development that is currently being developed by Stockman Living and nearby other sites. Equally, the rationale behind applying the Single House zone is still valid given the peripheral location, sloping topography and environmental characteristics of the land.

2. National Policy Statement: Urban Development

   The plan change documentation uses the National Policy Statement: Urban Development (**NPS:UD**) as justification for seeking the Residential – Mixed Housing Urban zone as compared to the Residential – Single House zone. This approach is flawed as the NPS:UD does not seek to maximise density on all urban land, rather it seeks a well-functioning urban environment as set out by Objective 1 of the NPS:UD below:

> **Objective 1**: New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.

I consider that in this instance a well-functioning urban environment would constrain the highest density of development to the areas which immediately adjoin Pukekohe Town Centre and would leave the peripheral areas, such as this, to have a lower density of development (i.e. Residential – Single House zone).

3. Transport Effects

It is proposed to access the plan change area via Lisle Farm Drive and William Andrew Road. Whilst these are possibly the only access options, neither of these roads were designed to cater for the volume of traffic that a subdivision done to the density proposed by this plan change will generate.

Equally, this level of traffic will significantly detract from the residential amenity enjoyed by the residents of Lisle Farm Drive and William Andrew Road.

4. Treatment plant capacity

The plan change documentation does not provide confirmation that there will be sufficient capacity to treat the wastewater from the plan change area at the Pukekohe Wastewater Treatment Plant.

5. Concept Plan

The concept plan prepared by Birch Surveyors shows 184 residential lots which range in size from 400m^2 to 700m^2+. The lots shown are significantly larger than what could occur under the Mixed Housing Urban zone sought by the plan change (which provides for lots down to 300m^2 or smaller if the subdivision is occurring around an approved house design) and does not accord with Table E38.8.3.1.1 which requires a maximum average net site area of 360m^2.

I consider this to be misleading and the applicant should either seek a less intensive zone which better aligns with the Pukekohe – Paerata Structure Plan or alternatively update the assessment to take full account of the level of development that is required by the Mixed Housing Urban zone.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Jamie Brear
Date: Friday, 23 May 2025 8:46:32 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Jamie Brear

Organisation name:

Agent's full name: Jamie Brear

Email address: jamie.brear@nw.co.nz

Contact phone number:

Postal address:
11 WIlliam Andrew Road
Pukekohe
Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
PC112 Plan Change

Property address: Lisle Farm 70,70A,70B Lisle Farm Drive

Map or maps: Lisle Farm Precinct Plans

Other provisions:
Transport and safety concerns for current surround road network
The proposed development is not near a transport hub or a town center that is easily accessible. Topography would make it difficult, near impossible to walk to a transport hub and there is no public transport likely to service the proposed development of this subdivision due to AT budget, street width and the configuration in unlikely to be able to support buses in the future. Reverse sensitivity needs to be considered as it borders existing farmland and existing residents and surrounding development area has not been put at front of mind.

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:
The proposed urban housing allows for 3 story dwellings including detached, terrace housing low rise apartments that have good access to public transport. The locations of the proposed development does not have good access to public transport and is not near a transport hub or city center. The topography is such that most people would not be able to walk to public transport. The density of housing would have a negative impact as a result of this as households would require multiple vehicles and the design and layout does not provide suitable off-street parking, with the

street design being too narrow to support vehicle parking, whilst still providing safety for commuters.

The proposed access points to the development pose concerns for safety as the two access points, proposed intersections and existing road network has not been designed to support additional traffic flow that would result from a mixed housing development. The roads of concern are; William Andrew Road and proposed intersection, Grace James Road, Lisle Farm Road and the proposed intersection and visibility issues. All of these roads are quite narrow and with current on street parking seen on these barely allows vehicles to safely pass in each direction. Grace James Road properties are already zoned future urban so may well be subdivided in the future, has consideration been given to that and the demands that would put on the current road infrastructure and safety at intersections?
I also note that the development maps provided would indicate that these sites would have direct access to the future proposed Eastern arterial route but I understood the design of this was to act as a ring road and move traffic safely away from the town centre but this proposed road appears to bisect this development.

Given the development borders farmland has consideration been given to reverse sensitivity and have the current residents and existing developments been kept front of mind? Reverse sensitivity needs to be considered given what this development borders.

Whilst we are not opposed to future development of this land, but we don't consider it is necessary that it become mixed housing. It would be more conducive to single occupancy, single house sections more in keeping with the surroundings such as Anselmi Ridge, Newsham Park and the current development of Reynolds Green. This would be more sympathetic to the current area and more likely meet the requirements of reverse sensitivity.

Pukekohe currently has a number of mixed housing developments with the most resent one under development being Kohe which is also located in the East, but differs greatly as it is close to a transport hub and does not pose the other issues as identified above.

I or we seek the following decision by council: Approve the plan change with the amendments I requested 51.1

Details of amendments: Approve change from Future Urban to Single House Zone.

Submission date: 23 May 2025

Attend a hearing

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

Declaration

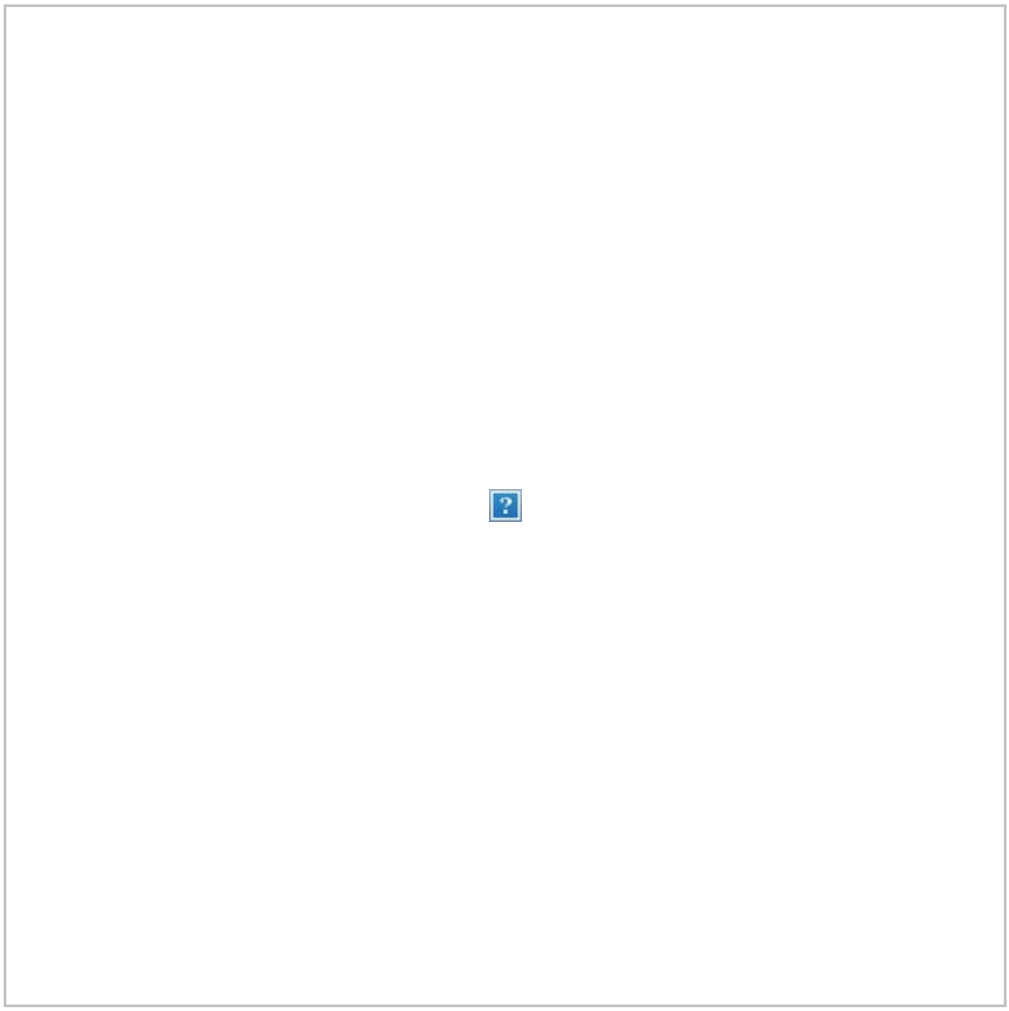
Could you gain an advantage in trade competition through this submission? No

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:	Bruce Gay
To:	Unitary Plan
Subject:	Submission on Private Plan Change 112 (Lisle Farm, Pukekohe)
Date:	Friday, 23 May 2025 8:51:00 am
Attachments:	pc-112-form-5.pdf Submission attachment.docx
Importance:	High

Have submitted this online and sent an email but just fond the PDF that I have completed also as this is too important to miss for any reason.

Submission attached.

Regards
Bruce Gay
021 779666

Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least one of the following applies to the submission (or part of the submission):

- It is frivolous or vexatious.
- It discloses no reasonable or relevant case.
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further.
- It contains offensive language.
- It is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

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

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

Auckland Council
Te Kaunihera o Tāmaki Makaurau

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Bruce Gay

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

Address for service of Submitter

45 William Andrew Road, Pukekohe, Auckland 2120

Telephone: 21779666 Email: bruce@netflow.co.nz

Contact Person: (Name and designation, if applicable)

Scope of submission

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

Plan Change/Variation Number: PC 112 (Private)

Plan Change/Variation Name: Lisle Farm

The specific provisions that my submission relates to are:
(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

Or

Property Address: 70, 70A and 70B Lisle Farm Drive, Pukekohe

Or

Map

Or

Other *(specify)*

Submission

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

I **support** the specific provisions identified above ☐

I **oppose** the specific provisions identified above ☒

I wish to have the provisions identified above amended Yes ☒ No ☐

The reasons for my views are:

On attached document

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation ☐

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

Decline the proposed plan change / variation ☐

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

On attached document

I wish to be heard in support of my submission ☒

I do not wish to be heard in support of my submission ☐

If others make a similar submission, I will consider presenting a joint case with them at a hearing ☒

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

05/23/2025
Date

Notes to person making submission:

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

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

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

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

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

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

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition.

I'm writing to object to Private Plan Change 112 (PC112), which proposes to rezone around 18 hectares at 70A and 70B Lisle Farm Drive in Pukekohe from Future Urban Zone (FUZ) to Mixed Housing Urban (MHU). Our property borders this site, and while we moved into the area knowing that it was zoned for future development, we were comfortable with the expectation that this would mean **larger, single-house style dwellings** in keeping with the area's character—not high-density urban housing as proposed in this plan change.

This proposal raises serious concerns around safety, infrastructure, environmental impacts, and compatibility with the surrounding community that we believe haven't been properly addressed.

Key Concerns

1. Roads and Traffic Are Already Under Pressure
The roads around here—particularly Lisle Farm Drive and William Andrew Road—are narrow and not designed for the traffic load that over 200 new homes would create. That's likely 400 or more extra car movements every day. Nearby developments like Stockman Living already have issues with limited parking, and cars often park on the verges or street, blocking emergency services and creating safety issues.

In particular, the intersection of Grace James Road and Valley Road is already unsafe. Cars come over the brow of the hill at speed, and visibility is poor. I've personally seen many near misses at that spot. Adding even more vehicles to this area without addressing these dangers is a major concern.

2. Public Transport Is Inaccessible
The road network around these developments can't safely accommodate buses. We've seen this with Reynolds Green, where bus access simply isn't possible due to street layout and width. Plus, the park-and-ride at Pukekohe train station is already full most of the time. Adding more residents without any transport improvements will just lead to more congestion.

3. Section Sizes Don't Fit the Area or the Market
While development is expected, the proposed section sizes are too small and don't suit the character of the area, which is made up of lifestyle blocks and larger lots. **Recent high-density subdivisions like Stockman Living are not selling well**, while larger properties remain more in demand.

People choose to live in Pukekohe for the space, the open feel, and the semi-rural lifestyle—not to be boxed into small sections. If development is going to happen, it should reflect the local context. I believe **sections along the boundary with existing lifestyle blocks should be at least 1,000 to 4,000 square metres** to maintain character and community value.

4. Environmental Risks – Especially to Native Wildlife
Our property includes a stream and pond that act as a **nursery for native eels** and support other local species. Increased construction, runoff, and sediment could do lasting harm to this sensitive ecosystem. Dust from earlier developments like Ryman and Stockman Living has already impacted our roof catchments and water tanks—without any support to fix the issue.

On top of that, hard surfaces from new developments increase stormwater runoff. We've already noticed more flooding in local streams since the last subdivisions went in. Without proper stormwater management, this development could make it worse and damage protected natural features.

5. Access and Pedestrian Safety
If access to this development is only through Lisle Farm Drive and William Andrew Road, we're likely to see even more traffic congestion and safety issues. These roads aren't designed for this level of use, and the risk to pedestrians—especially kids and elderly residents—is very real. Major road upgrades and pedestrian safety measures will be essential.

6. Light and Noise Pollution
This area is still relatively quiet and dark at night, and that's important for the wildlife that lives here. Increasing housing density with added street lighting and nighttime activity will permanently change the feel of the area and disrupt the environment.

7. Community Fit and Long-Term Planning
We understand and accept that growth is coming to Pukekohe, and that development was always planned for this land. However, what's being proposed now under the Mixed Housing Urban zone is not the kind of growth this area is suited for. It leans heavily toward high-density development that lacks the supporting infrastructure and ignores the local context. Instead of more small sections that aren't selling, development should focus on section sizes and housing that better reflect the area's established identity and actual demand.

What I'm Asking For

1. **Decline PC112 in its current form**, due to its potential impact on traffic safety, environmental quality, and the character of the area.
2. If it does go ahead, please require significant changes, including:

- Larger section sizes (1,000–4,000 m²), particularly near existing lifestyle blocks. 52.1
- A full stormwater management plan that prevents flooding and protects habitats like the native eel nursery. 52.2
- Dust and water tank protection measures for existing homes. 52.3
- Road upgrades and transport solutions, including improvements to dangerous intersections like Grace James Road and Valley Road. 52.4
- Light and noise controls to limit disruption to wildlife and preserve the rural feel of the neighbourhood. 52.5

From: Bruce Gay
To: Unitary Plan
Subject: PC112 Lisle Farm Submission
Date: Friday, 23 May 2025 8:52:23 am
Importance: High

Hi, I have tried a couple of times to submit regards to the above Zone change. The online form says I will get an email conformation within 30 minutes but have not received anything.

Please confirm the below has been received from me as I wish to be heard on this issue.

Regards
Bruce Gay
021 779666

45 William Andrew Road
Pukekohe
Auckland 2120

I'm writing to object to Private Plan Change 112 (PC112), which proposes to rezone around 18 hectares at 70A and 70B Lisle Farm Drive in Pukekohe from Future Urban Zone (FUZ) to Mixed Housing Urban (MHU). Our property borders this site, and while we moved into the area knowing that it was zoned for future development, we were comfortable with the expectation that this would mean **larger, single-house style dwellings** in keeping with the area's character—not high-density urban housing as proposed in this plan change.
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    - A full stormwater management plan that prevents flooding and protects habitats like the native eel nursery.
    - Dust and water tank protection measures for existing homes.
    - Road upgrades and transport solutions, including improvements to dangerous intersections like Grace James Road and Valley Road.
    - Light and noise controls to limit disruption to wildlife and preserve the rural feel of the neighbourhood.

From:	SpatialPlanning
To:	Unitary Plan
Cc:	Robert Scott
Subject:	Auckland Transport Submission - Private Plan Change 112: Lisle Farm
Date:	Friday, 23 May 2025 9:20:12 am
Attachments:	image001.png PC112 - Auckland Transport Submission.pdf

Hi there,

Please find enclosed Auckland Transport's submission regarding Private Plan change 112: Lisle Farm.

Any queries in relation to this submission, please feel free to get in touch via my contact details below.

Thanks,
Robbie

Robbie Lee | Planner
Spatial Planning Policy Advice | Strategy and Governance
Auckland Transport
20 Viaduct Harbour Avenue, Auckland 1010
+6499305001 EXT 2438 | robbie.lee@at.govt.nz | www.at.govt.nz

Important notice: The contents of this email and any attachments may be confidential and subject to legal privilege. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments; any use, disclosure or copying of this message or attachments is prohibited. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Auckland Transport.

#53

20 Viaduct Harbour Avenue, Auckland 1010
Private Bag 92250, Auckland 1142, New Zealand
+64 9 355 3553 | at.govt.nz

23 May 2025

Planning and Resource Consents
Auckland Council
Private Bag 92300
Auckland 1142

Attn: Planning Technician

Email: unitaryplan@aucklandcouncil.govt.nz

Proposed Private Plan Change 112 – Lisle Farm Precinct – 70A and 70B Lisle Farm Drive, Pukekohe

Please find attached Auckland Transport's submission on Proposed Private Plan Change 112 – Lisle Farm. The applicant is SR and DS Smith.

If you have any queries in relation to this submission, please contact me at spatialplanning@at.govt.nz or on 021 204 9623

Yours sincerely

Robbie Lee

Robbie Lee

Planner, Spatial Planning Policy Advice

cc:

Robert Scott, Scott Wilkinson Planning

By email robert@scottwilkinson.co.nz

Submission by Auckland Transport on Private Plan Change 112: Lisle Farm

To:	Auckland Council Private Bag 92300 Auckland 1142
Submission on:	Proposed Private Plan Change 112 from SR and DS Smith for land located at 70A and 70B Lisle Farm Drive, Pukekohe
From:	Auckland Transport Private Bag 92250 Auckland 1142

1. Introduction

1.1 SR and DS Smith (**the Applicants**) are seeking a private plan change (**PC112** or **the Plan Change**) to the Auckland Unitary Plan - Operative in Part (**AUP(OP**)) to rezone approximately 18ha of land (**the site**) in Pukekohe East from Future Urban Zone to Residential – Mixed Housing Urban. The plan change also proposes to apply a "Lisle Farm Precinct" over the site.

1.2 Auckland Transport is a Council-Controlled Organisation 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'.[1] In fulfilling this role, Auckland Transport is responsible for the following:

a. The planning and funding of most public transport, including bus, train and ferry services
b. Promoting alternative modes of transport (i.e., alternatives to the private motor vehicle)
c. Operating the roading network
d. Developing and enhancing the local road, public transport, walking and cycling networks.

1.3 Urban development on greenfield land not previously developed for urban purposes generates transport effects and needs transport infrastructure and services to support construction, land use activities and the communities that will live and work in these areas. Auckland Transport's submission seeks to ensure that the transport-related matters raised by PC112 are appropriately considered and addressed as the wider surrounding area develops.

1.4 Auckland Transport is part of the Te Tupu Ngātahi Supporting Growth Alliance **(Te Tupu Ngātahi)** which is a collaboration between Auckland Transport and The New Zealand Transport Agency to plan and route protect, where appropriate, the preferred transport network in future growth areas such as Pukekohe. Auckland Transport and The New Zealand

[1] Local Government (Auckland Council) Act 2009, section 39

Transport Agency have lodged notices of requirement (**NOR**) to protect the strategic transport network identified by Te Tupu Ngātahi to support growth in Pukekohe. Some of these NORs are now operative designations in the AUP. The NORs[2] and designations[3] of direct relevance to this site are:

- Designation 1846 (Pukekohe North East Arterial): Designation for a new transport corridor including Pukekohe East Road
- NOR 5 (Pukekohe South-East Arterial): NOR to upgrade part of Pukekohe East Road and Golding Road, and a new connection from Golding Road to Svendsen Road.
- Designation 6780 (Drury to Pukekohe Link): Designation for the construction, operation and maintenance and improvement of a state highway, cycleway and / or shared path

1.5 Auckland Transport is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

2. Strategic context

2.1 The key overarching considerations and concerns for Auckland Transport are described below.

Auckland Plan 2050

2.2 The Auckland Plan 2050 (**Auckland Plan**) is a 30-year plan outlining the long-term strategy for Auckland's growth and development, including social, economic, environmental and cultural goals.[4] The transport outcomes identified in the Auckland Plan include providing better connections, increasing travel choices and maximising safety. To achieve these outcomes, focus areas outlined in the Auckland Plan include targeting new transport investment to the most significant challenges; making walking, cycling and public transport preferred choices for many more Aucklanders; and better integrating land use and transport. The high-level direction contained in the Auckland Plan informs the strategic transport priorities to support growth and manage the effects associated with this plan change.

Sequencing growth and aligning with the provision of transport infrastructure and services

2.3 The Auckland Plan 2050 and the Future Development Strategy 2023 (**FDS**) work together to set the high-level direction for Auckland over the long-term. The FDS sets out the timing of when future urban areas will be ready for development to commence.

2.4 The site is zoned Future Urban and is therefore identified for growth. Following a structure plan[5], a plan change is required to rezone future urban land to an appropriate live urban zoning. Residential or business occupation should not occur until the bulk infrastructure / networks are in place. The FDS identifies the future urban land included within the plan change as being within Pukekohe Northeast. The plan change is out of

[2] NOR 5 – Auckland Transport
[3] Designation 1846 – Auckland Transport 6780 – New Zealand Transport Agency
[4] The Auckland Plan is a statutory spatial plan required under section 79 of the Local Government (Auckland Council) Act 2009.
[5] Pukekohe Paerata Structure Plan 2019

sequence with the expected timing for development of the Pukekohe East Future Urban Area, which is set out as not before 2040+ in the FDS.

2.5 Appendix 6 of the FDS includes infrastructure prerequisites, linked to the development readiness of areas. Transport prerequisites relevant to the plan change area include Pukekohe North East Arterial and Paerata Arterial.

2.6 The FDS notes that there may be cases where the timing and development of areas could be brought forward. However, this will be considered on a case-by-case basis, and the application will need to ensure that there is not a significant impact on the Council's financial position and broader well-functioning urban environment outcomes can be met.

2.7 The growth in transport demands across Auckland comes from development in greenfield areas as well as from the smaller scale incremental intensification enabled through the AUP(OP). There is a need to support the movement of the additional people, goods and services resulting from the widespread growth. This increases pressure on the available and limited transport resources. A high level of certainty is needed about the funding, financing and delivery of transport infrastructure and services if the growth enabled by the AUP(OP) and plan changes is to be aligned with the required transport infrastructure and services. Otherwise, there will continue to be a significant deficiency in the ability of the transport network to provide and co- ordinate transport responses to dispersed growth across the region. This results in poor transport outcomes including lack of travel choice and car dependency.

2.8 Plan changes which allow future urban land to be urbanised need to be carefully considered in the context of the wider staging and delivery of planned transport infrastructure and services. Any misalignment in timing between urbanising greenfield areas and providing infrastructure and services brings into question whether the proposed development area is 'development ready'. The matters that need to be carefully considered include:

- Whether the plan change includes mechanisms requiring applicants to mitigate the transport effects associated with their development and to provide the transport infrastructure needed to service or meet the demands from their development.
- Whether the development means that any strategic transport infrastructure being planned to service the wider growth area identified in the FDS needs to be provided earlier.
- Whether the development impacts the ability to provide any strategic transport infrastructure identified to service the wider growth area e.g. will it foreclose route options or hinder future upgrades of existing strategic transport infrastructure.

2.9 The need to coordinate urban development with infrastructure planning and funding decisions is highlighted in the objectives of the National Policy Statement on Urban Development 2020 (**NPS-UD**). Those objectives are quoted below (with emphasis in bold):

> 'Objective 3: Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:
>
> (a) the area is in or near a centre zone or other area with many employment opportunities

(b) **the area is well-serviced by existing or planned public transport**
(c) there is high demand for housing or for business land in the area, relative to other areas within the urban environment.'

'Objective 6: Local authority decisions on urban development that affect urban environments are:
(d) **integrated with infrastructure planning and funding decisions**; and
(e) strategic over the medium term and long term; and
(f) responsive, particularly in relation to proposals that would supply significant development capacity.'

2.10 The Regional Policy Statement (**RPS**) objectives and policies in the AUP(OP) place similar clear emphasis on the efficient provision of infrastructure and on the integration of land use and development with infrastructure, including transport infrastructure. Refer, for instance, to Objectives B2.2.1(1)(c) and (5) and B3.3.1(1)(b), and Policies B2.2.2(7)(c) and B3.3.2(5)(a). For example, Policy B3.3.2(5)(a) is to: '*Improve the integration of land use and transport by… ensuring transport infrastructure is planned, funded and staged to integrate with urban growth'*. The alignment of infrastructure to support growth is essential to achieving a well-functioning urban environment.

2.11 The Regional Land Transport Plan (**RLTP**) sets out the 10-year programme of transport infrastructure investment required to support the transport network including planned and enabled growth in the Auckland region. The RLTP is aligned with the Council's priority areas and the spend proposed within the Council's 10 Year Budget 2021-2031. There is no current identified funding for any of the Pukekohe related transport elements which PC112 will directly benefit from. However, the upgrading of Pukekohe Station will help support travel demand to and from this location.

Mitigation of adverse transport effects

2.12 A critical issue is whether the Plan Change includes appropriate provisions to require development and subdivision proposals to mitigate adverse transport effects and to provide the transport infrastructure and services needed to serve it. This is addressed further in **Attachment 1**.

2.13 As mentioned above, adverse transport effects can arise when development proceeds without the timely provision of required transport infrastructure and services. These effects cannot be effectively addressed without funding to support the planning, design, consenting, and construction of the necessary infrastructure and services. There is a need to assess and clearly define responsibilities relating to the required infrastructure and the potential range of funding and delivery mechanisms. This includes a consideration of what infrastructure is required at various stages of development.

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 transport assets, including integration between transport and land use.

3.2 Auckland Transport **does not oppose** the plan change, subject to the matters raised in **Attachment 1** being satisfactorily addressed by the Applicants.

3.3 Auckland Transport is available and willing to work through the matters raised in this submission with the Applicants.

4. Decisions sought

4.1 The decisions which Auckland Transport seeks from the Council are set out in **Attachment 1.**

4.2 In all cases where amendments to the plan change are proposed, Auckland Transport would consider alternative wording or amendments which address the reason for Auckland Transport's submission. Auckland Transport also seeks any consequential amendments required to give effect to the decisions requested.

5. Appearance at the hearing

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

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:



Patrick Buckley
Manager - Spatial Planning Policy Advice

Date: 23 May 2025

Contact person: Robbie Lee
Planner - Spatial Planning Policy Advice

Address for service: Auckland Transport Private Bag
92250
Auckland 1142

Telephone: 021 204 9623

Email: spatialplanning@at.govt.nz

20 Viaduct Harbour Avenue, Auckland 1010
Private Bag 92250, Auckland 1142, New Zealand
+64 9 355 3553 | at.govt.nz

Attachment 1

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
Overall	Oppose in part	Auckland Transport does not oppose the plan change to rezone 18.6 hectares of land to a Mixed Housing Urban Zone and apply a new Lisle Farm Precinct. However, amendments are needed to address a range of outstanding points regarding transport-related matters. These matters must be addressed before Auckland Transport can be satisfied that appropriate provision has been made to ensure the transport needs of the precinct can be met, and that future strategic transport infrastructure is provided for and protected. It is essential that the plan change addresses how transport infrastructure and services will be provided for to support the planned growth, mitigate adverse transport effects, and achieve a well-functioning urban environment.	Accept the plan change, provided that the matters outlined in the main body of this submission and the issues identified in this table are addressed and resolved to Auckland Transport's satisfaction. 53.1
Acoustic mitigation	Oppose	The proposal will enable activities sensitive to noise (such as residential development), adjacent to a future arterial road (Pukekohe North East Arterial). Literature relating to the health and amenity effects of noise indicates that there is evidence of a casual relationship between environmental noise and sleep disturbance. Development for activities sensitive to noise should be designed to protect people's health and residential	Amend the plan change by including precinct provisions (an objective, policy, a standard, matter(s) of discretion, and assessment criteria) to require that future developments and alterations to existing buildings mitigate potential road traffic noise effects on activities sensitive to noise from the existing arterial being Pukekohe North East Arterial. 53.2

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
		amenity while they are indoors. This is not adequately addressed by existing AUP(OP) provisions but has been addressed in a number of recent operative plan changes (e.g. PC49 Drury East, PC50 Waihoehoe, PC61 Waipupuke and PC76 Pukekohe East-Central). Relevant provisions should be included in this precinct, if PC112 is approved. Such provisions will give effect to higher order provisions in the AUP(OP) (e.g. Policy B3.3.2(6)).	
Lisle Farm Precinct			
IXXX.1 Precinct Description	Oppose in part	The precinct description requires an additional paragraph to explain that the precinct includes provisions to ensure that subdivision / development is coordinated with the provision of transport upgrades, similar to the third paragraph in the precinct description for Pukekohe East-Central Precinct.	Amend the precinct description to include the following paragraph, or similar: *The transport network in the wider area will be progressively upgraded over time to support planned urban growth in this part of Pukekohe. The Precinct includes provisions to ensure that subdivision and development of land for housing and related activities is coordinated with the construction of transport infrastructure upgrades necessary to mitigate adverse effects on the local and wider transport network.* Otherwise retain the precinct description. [redacted] 53.3
IXXX.2 Objective 4	Oppose	Objective 4 is consistent with ensuring that the precinct supports a range of travel modes. However, to enhance its intent, a new objective should be introduced in its place to emphasise a mode shift	Replace Objective 4 with the following: <u>*Lisle Farm develops and functions in a way that:*</u> [redacted]

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
		towards public transport and active modes, while also providing a well-connected and safe network within the precinct.	*a) Results in mode shift to public and active modes of transport; and* *b) Provides a well connected and safe road network between housing and open spaces.* Otherwise retain Objective 4. 53.4
IXXX.2 Objective 5	Oppose	There is some overlap between Objective 5 and 6. An amendment to Objective 5 is required to separate transport from other types of infrastructure. This will ensure that subdivision and development does not occur in advance of the availability of operational transport infrastructure. This includes both regional and local transport infrastructure, as the proposal requires the construction of the Pukekohe North East Arterial for any development that takes place to the west of it. The key distinction lies in the terms "coordinated with" versus "operational." The term "coordinated with" suggests alignment in planning and timing but does not necessarily require infrastructure to be fully constructed, functional, and available before development proceeds. "Operational" establishes a clear sequential requirement that infrastructure must be built and functioning before development occurs.	Amend Objective 5 as follows: *~~Transport infrastructure within the Precinct is integrated and coordinated with~~ subdivision and development does not occur in advance of the availability of operational transport infrastructure (including regional and local transport infrastructure). ~~and provides connections to the wider transport network and upgrades to the road network adjoining the Precinct including access to the Pukekohe Northeast Arterial road.~~* Otherwise retain Objective 5. 53.5
IXXX.2, New	Oppose	A new objective is required to demonstrate how the	Insert a new objective as follows or similar:

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
objective		proposal will manage access to and from the precinct in a safe manner.	*'(x) Access to and from the precinct occurs in an effective, efficient and safe manner that mitigates adverse effects of traffic generation on the surrounding road network.'* 53.6
IXXX.2, New objective	Oppose	A new objective is required to depict the transport network outcomes that the proposal aims to achieve within the precinct. This will enable subdivision and development that is integrated with effective, efficient, and safe transport.	Insert a new objective as follows or similar: *A safe, efficient and integrated transport network provides strategic connections and improvements, encourages walking and cycling and the use of public transport, and provides strong legible connections through the precinct.* 53.7
IXXX.3, New policy	Oppose	A new policy is required to demonstrate how the precinct will deliver a local network that integrates with necessary transport infrastructure and provides connections to the surrounding transport network.	Insert a new policy as follows or similar: *Ensure that development provides a local road network that achieves a highly connected street layout and integrates with the Pukekohe North East Arterial within the precinct and the surrounding transport network, and supports the safety and amenity of the open space.* 53.8
IXXX.3 Policy 8	Oppose in part	The items proposed under Policy 8 are generally supported as sufficient to mitigate the adverse effects of traffic generation and achieve the integration of land use and transport.	Amend Policy 8 as follows: *Require subdivision and development to achieve:* *a) ~~to provide~~ Key intersections generally in the locations shown*

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
		However, for clarity, the policy requires various corrections: • A stronger directive to achieve the matters set out rather than only provide for them. • Including provision to construct an internal collector road and key intersections in the indicative locations shown in Precinct Plan 4. • Removal of the reference to providing one connection to the Pukekohe Northeast Arterial. It is not necessary to specify a minimum amount, only that provision is made for future connections. • A reference to providing a safe and interconnected local road network.	*in Precinct Plan 2;* *b) ~~to provide~~ A future road connection ~~at least one connection~~ to the Pukekohe North East Arterial road;* *c) A collector road and key intersections generally in the locations shown in Precinct Plan 4;* *d) Safe local road intersections onto collector and arterial roads;* *e) ~~to provide~~ A safe and ~~an~~ interconnected urban local road network that establishes a connected street layout and integrates with the adjoining local and collector road network;* *f) ~~to provide~~ A high standard of amenity and safety for pedestrians particularly in areas where higher volumes of pedestrians are expected;* *g) ~~to provide~~ safe and efficient movement of vehicles; and* *h) ~~to include~~ necessary upgrades to existing infrastructure adjoining the Precinct, upgrades and connections to existing and future networks outside the Precinct.* Otherwise retain Policy 7. 53.9
I4XX.6.10 Transport Infrastructure	Support in part	Auckland Transport is generally supportive of the transport infrastructure requirements necessary to support subdivision and development within the	Amend I4XX.6.10 as follows: - amend (1) to correctly reference the standards in Table

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
Requirements		precinct. However, amendments are needed to correct errors and to apply a stronger activity status for any subdivision or development that does not comply with the required upgrades. Specifically, a more onerous Discretionary activity status should be applied to any subdivision and/or development that does not comply with the transport upgrades mandated in Standard 14XX.6.10.	**I4XX.6.1.10.** - Include a new activity to Table IXXX.4.1 that sets out that any subdivision / development not complying with transport infrastructure upgrades under table I4XX.6.10 will be considered under Discretionary activity status. 53.10
14XX.6.11 Road and Intersection Design	Support in part	Auckland Transport support the inclusion of a Road Function and Design Elements table applying to new and upgraded roads. Any activity that does not comply with this Standard automatically defaults to Restricted Discretionary as per C1.9(2). Therefore, without any specific assessment criteria the inclusion of a robust provision to address Designation 1846 would offer some improvement.	Amend I4XX.6.11 to include the following: 53.11 *Purpose:* *To ensure that any activity, development or subdivision complies with Appendix 1: Road Function and Design Elements Table, and that existing rural roads are progressively upgraded to an urban standard.* *1) Any activity, development or subdivision that includes the construction of new roads, or the upgrade of existing roads, must comply with Appendix 1: Road Function and Design Elements Table* *2) Prior to any subdivision or development within the precinct subject to Designation – 1846, Pukekohe North East Arterial, the following needs to occur:* *a) The formation of the designated road to a Collector Road standard (22m width), except that an additional 1m either side shall also be set aside to allow for road widening to an*

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			arterial standard; b) *The road shall be formed from the southern abutment of the proposed bridge and the southern boundary of the precinct.* *Advice note:* *The formation of the road in accordance with Rule I4XX.6.11(2) shall be deemed to have given effect to that part of Designation – 1846, Pukekohe Northeast Arterial within the precinct.*
I4XX.6.13 Site access	Support in part	Auckland Transport supports the requirement to manage access to the site via the future arterial road and control the number of vehicle crossings. However, the provisions do not include any requirements to manage the number of roading connections to the future Pukekohe North East Road or any associated measures to avoid adverse effects on this arterial route.	Amend I4XX.6.13 to include the following: *Purpose:* • *Maintain a safe road frontage and shared space footpath uninterrupted by vehicle crossings and to provide for the safe and efficient operation of the future arterial network:* 1) *Where subdivision and development adjoin an arterial road with an existing or planned shared footpath or protected cycle lane on the site's frontage, rear lanes (access lot) or access from side roads must be provided so that no vehicle access occurs directly from the site's frontage over shared footpath, protected cycle lane or the road frontage.* 2) *Except as provided in (3) no new road intersection (excluding active mode only connections), additional vehicle crossing or additional activities using vehicles*

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			crossings existing as at the date of these precinct provisions being made operative shall be permitted along the Pukekohe North East arterial. 3) *New road connections to the Pukekohe North East arterial are only permissible in the indicative locations shown on Precinct Plan 4.* 53.12
IXXX.8.1 Matters of discretion	Support in part	An amendment is required to address the ongoing viability and maintenance of stormwater infrastructure and devices. It is likely that Auckland Transport will become responsible for maintaining any stormwater devices in the road corridor. Therefore, the purpose of this amendment is to ensure consideration of integration between sites and roads (where relevant), not just to consider stormwater devices in the road.	Amend IXXX.8.1 to include the following or similar: 53.13 3) *Construction of stormwater devices or structures* a) *The capacity and design of the stormwater device or structure;* b) *The location of the stormwater device or structure including where relevant, integration of devices with the road corridor and surrounding environment; and* c) *The ongoing quality, viability and maintenance of the device or structure.*
IXXX.8.2 Assessment criteria	Support in part	Auckland Transport supports the provided assessment criteria. However, amendments are necessary to ensure correct cross-referencing to the precinct plans.	Amend IXXX.8.2 under 3a) to correctly cross-reference the precinct plans. 53.14
I4XX.9.2 – Special information	Support in part	The Special Information Requirement for a Transport Design Report to be provided to support any proposed	Retain Special information requirement I4XX.92

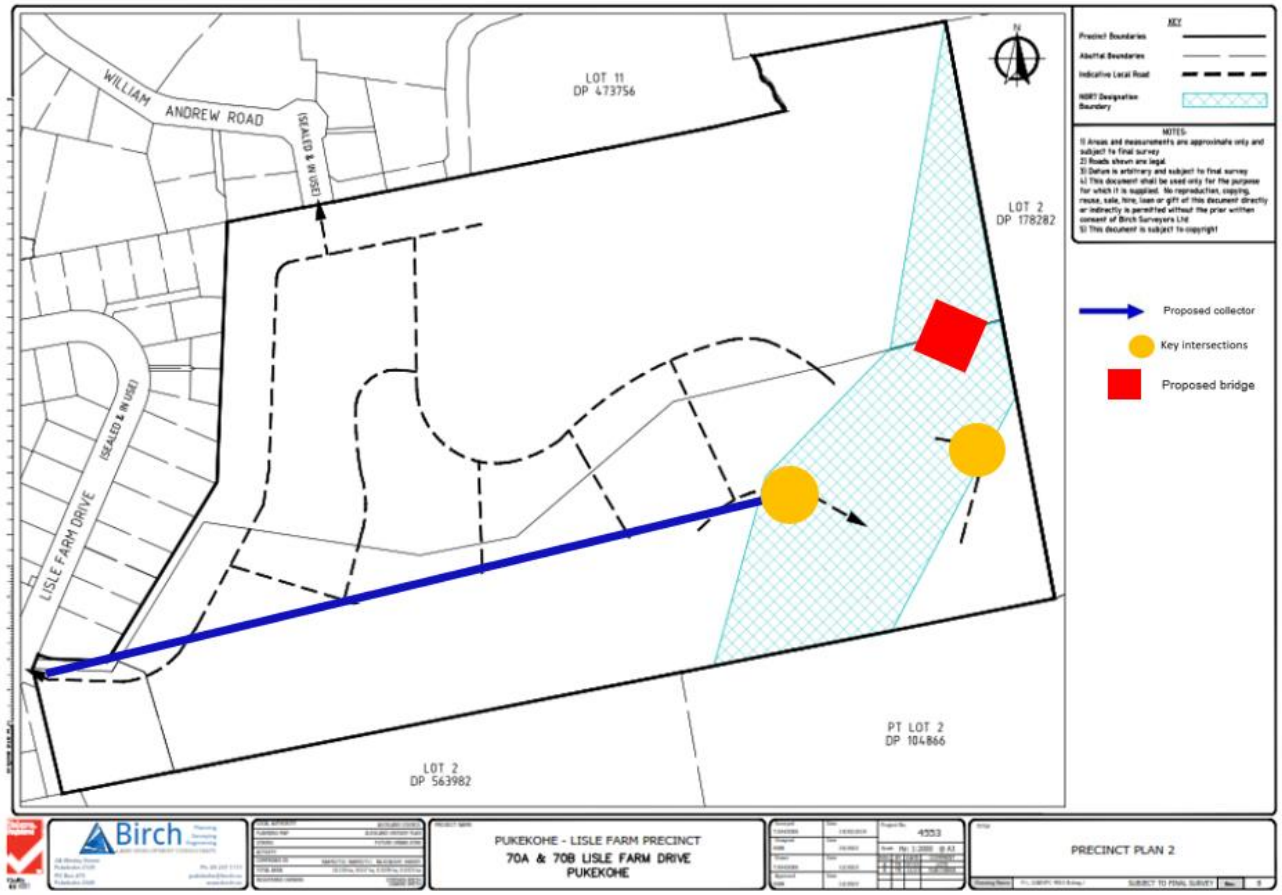
Issue / Provision	Support / oppose	Reasons for submission	Decision requested
requirement – Traffic Assessment		new or upgraded key road intersections is supported. This will ensure that enough material is provided at the subdivision stage to confirm the future required intersection works can be accommodated within the existing or proposed road reserve.	However, amend standard title from “traffic assessment” to “transport design report”. 53.15
IXXX.10 Precinct Plans	Oppose in part	Precinct Plan 2 (which should be numbered as Precinct Plan 4) requires minor amendments to ensure that key information is provided to support the integration of the transport network within the precinct into the surrounding area. The internal road servicing the precinct should be identified as a collector road due to its significant catchment area. The road should have a minimum width of 22 meters, which may be adjusted based on required elements. Additionally, the road should be straightened to provide a more direct route from the future arterial road to Lisle Farm Drive (taking into account topographic constraints). Additionally, as Pukekohe North East is a future arterial road, it is important that intersections with the proposed collector roads are defined as key intersections. Key intersections need to be identified to assist with the application of a Transport Design Report.	Amend IXXX.10 Precinct Plans to: - Renumber the plans as Precinct Plan 1,2,3 and 4 respectively. - Show an indicative internal collector road for the plan change area. - Identify future intersections with the Pukekohe North East Arterial as key intersections. - Identify the proposed bridge to show the portion of the Pukekohe North East arterial that will need to be constructed from to the southern boundary of the precinct. **See attachment 2 for further reference.** 53.16
Appendix 1 –		Appendix 1 is supported to specify overall minimum	Amend Appendix 1 to the updated table provided in **Attachment 3.**

53.17

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
Road Function and Required Design Elements Table		road reserve widths, as well as the functional requirements and key design elements for street design. However, amendments are required to ensure that roading assets to be vested to Auckland Transport are suitable and fit for purpose.	

Attachment 2 – IXXX.10 Precinct plans

Precinct Plan 4



Attachment 3 - IX.11.1 Appendix 1: Road function and design elements table

Road Description	Proposed Role and Function of Road in Precinct area	Minimum Road Reserve (Subject to Note 1)	Total Number of Lanes	Speed Limit (Design) (km/hr)	Access Restrictions	Median	Bus Provision (Subject to note 3)	On Street Parking	Cycle Provision	Pedestrian Provision
William Andrew Road From the southeast boundary of 50 William Andrew Road to the northeast boundary of 52 William Andrew Road	Local	20m	2	50	No	No	No	Optional	No	Yes, On southeast side to connect to existing footpaths
Internal Collector Road	Collector	22m (Note 2)	2	50	Yes	No	Yes	No	Yes	Yes
Local Internal Roads ~~(Residential)~~	Local	16m	2	30	No	No	No	Optional	No	Yes, Both sides

53.10

Local Internal Roads – One-way ~~(Residential)~~	Local	15m	1	30	No	No	No	Optional	No	Yes, Both sides
Pukekohe Northeast Arterial (interim)	Collector/Arterial	22m	2	50	Yes	No	Yes	No	Yes	Yes

Note 1: Typical minimum width which may need to be varied in specific locations where required to accommodate network utilities, batters, structures, stormwater treatment, intersection design, significant constraints, or other localised design requirements.

Note 2: Collector road width may be reduced to 21m if a two-way cycleway is provided on one side of the road.

Note 3: Carriageway and intersection geometry capable of accommodating buses. Bus stop form and locations and bus routes shall be determined with Auckland Transport at resource consent and engineering plan approval stage.

From: Tersia Strachan
To: Unitary Plan
Subject: 70a & 70b Lisle Farm Drive Pukekohe
Date: Friday, 23 May 2025 9:39:27 am
Attachments: pc-112-form-5.pdf

Attached please find completed for for the above proposed development .

Kind regards
Tersia & Lindsay
64 Lisle Farm Drive, Pukekohe 2120, New Zealand

Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least one of the following applies to the submission (or part of the submission):

- It is frivolous or vexatious.
- It discloses no reasonable or relevant case.
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further.
- It contains offensive language.
- It is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

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

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

Auckland Council
Te Kaunihera o Tāmaki Makaurau

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) LINDSAY JULIAN & TERSIA STRACHAN

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

Address for service of Submitter

64 LISLE FARM DRIVE, PUKEKOHE

AUCKLAND, 2120

Telephone: 273044165 Email: TERSIA.STRACHAN@GMAIL.COM

Contact Person: (Name and designation, if applicable)

Scope of submission

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

Plan Change/Variation Number: PC 112 (Private)

Plan Change/Variation Name: Lisle Farm

The specific provisions that my submission relates to are:
(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

Or

Property Address: 70a & 70B Lisle farm Drive, Pukekohe

Or

Map

Or

Other *(specify)*

Submission

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

I **support** the specific provisions identified above ☐

I **oppose** the specific provisions identified above ☒

I wish to have the provisions identified above amended Yes ☐ No ☐

The reasons for my views are:

Many properties are being developed around Anselmi Ridge with a lack of parks, healthcare facilities, as well as primary and high schools. There is 1 high school and a few primary schools. Where are the kids currently n primary school going when they need to go to high school, surely not the only high school in Pukekohe?

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation ☐

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

Decline the proposed plan change / variation ☐

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

54.1

Show the development of more amenities, schools & healtcare facilities to accommodate all the people that will be moving into these newly built houses.

I wish to be heard in support of my submission ☐

I do not wish to be heard in support of my submission ☐

If others make a similar submission, I will consider presenting a joint case with them at a hearing ☒

TERSIA & LINDSAY STRACHAN

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

05/23/2025

Date

Notes to person making submission:

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

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

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

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

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

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

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition.

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Hamish Steadman
Date: Friday, 23 May 2025 10:02:18 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Hamish Steadman

Organisation name:

Agent's full name:

Email address: steadyracing@gmail.com

Contact phone number:

Postal address:
5 Basin Place
Pukekohe
Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
PC112 Plan Change for Lisle Farm

Property address: 70.70a,70b Lisle Farm Drive, Pukekohe

Map or maps: Lisle Farm Various Precinct Maps

Other provisions:

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

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

The reason for my or our views are:
The Mixed Housing Urban Zone allows for development up to three storeys in height, including detached homes, terraced housing, and low-rise apartments, typically in locations with strong access to public transport. However, the site proposed for this development does not meet these requirements. It is not located near a transport hub or the city centre, and the local topography makes walking to public transport impractical for most residents.

As a result, the proposed density is likely to lead to heavy reliance on private vehicles. The current design does not adequately provide for off-street parking, and the narrow street layout would struggle to accommodate an increase in on-street parking while maintaining safe access for everyday traffic and emergency vehicles.

There are also serious safety concerns related to the proposed access points. The two new intersections, along with the existing road network—William Andrew Road, Grace James Road, and

Lisle Farm Road—are not built to handle the level of traffic expected from a high-density development lacking effective public transport links. These roads are already narrow and often congested due to parked cars, which restrict the safe, two-way flow of traffic. Limited visibility at intersections further compounds these safety risks.

In addition, Grace James Road includes properties earmarked for future urban development that may soon be subdivided. Has adequate thought been given to the cumulative impact on road capacity and intersection safety?

The development plans suggest a potential connection to the future Eastern Arterial Route. However, our understanding is that this route is designed to serve as a bypass, redirecting traffic away from the town centre. The current layout appears to have this road running through the middle of the proposed development, which contradicts its intended function.

Given the site's proximity to active farmland, the issue of reverse sensitivity must also be addressed. Have the needs of existing residents and neighbouring rural activities been properly considered? Developments adjacent to productive rural land must be managed carefully to avoid land-use conflicts.

We are not opposed to development on this site, but we do not believe the Mixed Housing Urban zoning is appropriate. A better fit would be single-dwelling residential lots, in keeping with nearby neighbourhoods such as Anselmi Ridge, Newsham Park, and the existing Reynolds Green development. This approach would preserve the area's character and better address concerns around reverse sensitivity.

Finally, while Pukekohe has seen other mixed housing developments—such as the recently launched "Kohe" project in the east—those differ significantly from this proposal. Kohe is located close to a transport hub and does not face the same infrastructure or access challenges.

We respectfully request the following decision from the Council:
Decline the proposed plan change. However, if it is to proceed, we ask that the requested amendments be incorporated.

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

55.1

Details of amendments: Reconsider zoning to Residential Single House Sites

Submission date: 23 May 2025

Attend a hearing

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

Declaration

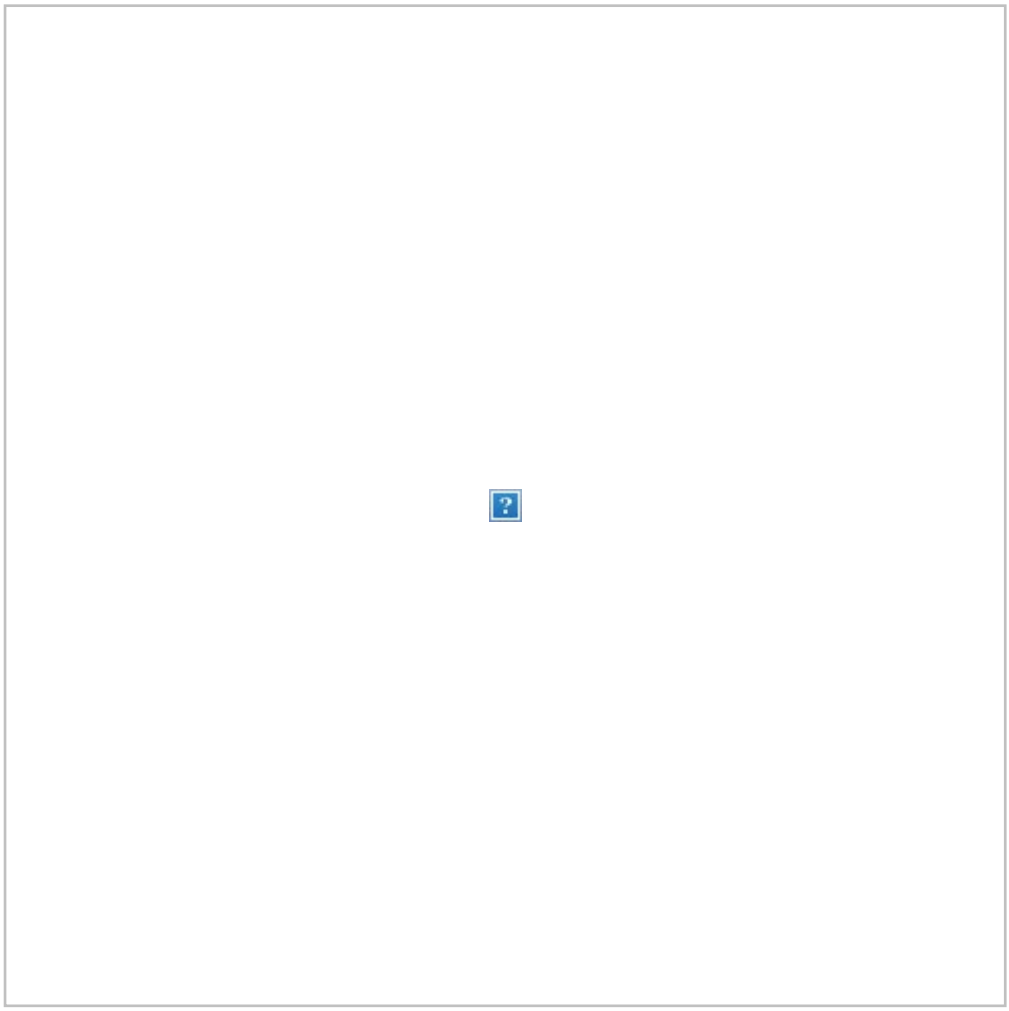
Could you gain an advantage in trade competition through this submission? No

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.



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

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

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

Auckland Council
Te Kaunihera o Tāmaki Makaurau

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) May A Nasir

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

Address for service of Submitter

56 Lisle Farm Dr. Pukekohe,2120

Telephone: 210511529 Email: truesilver_2016@yahoo.com

Contact Person: (Name and designation, if applicable)

Scope of submission

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

Plan Change/Variation Number: PC 112 (Private)

Plan Change/Variation Name: Lisle Farm

The specific provisions that my submission relates to are:
(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s): In summary, I respectfully urge the Council to reject this zoning proposal in its current form. It undermines the planning framework under which residents made long-term investments and introduces critical risks related to traffic, infrastructure, ...

Or

Property Address: 70,70A,70b Lisle Farm Dr.,Pukekohe,2120

Or

Map:

Or

Other *(specify)*

Submission

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

I **support** the specific provisions identified above ☐

I **oppose** the specific provisions identified above ☒

I wish to have the provisions identified above amended Yes ☒ No ☐

The reasons for my views are:

1. Zoning Change and Property Rights When we purchased our property on Lisle Farm Drive, it was under the understanding and assurance that the area was zoned exclusively for single House -family dwellings. This zoning was a fundamental component of our decision to invest in the area, and

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation ☐

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

Decline the proposed plan change / variation ☐

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

56.1

1. Zoning Change and Property Rights When we purchased our property on Lisle Farm Drive, it was under the understanding and assurance that the area was zoned exclusively for single House -family dwellings. This zoning was a fundamental component of our decision to invest in the area, and

I wish to be heard in support of my submission ☒

I do not wish to be heard in support of my submission ☐

If others make a similar submission, I will consider presenting a joint case with them at a hearing ☒

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

23/05/2025
Date

Notes to person making submission:

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

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

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

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

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

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

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition.

Subject: Objection to Proposed Zoning Change on Lisle Farm Drive

Dear [Recipient's Name / Council Planning Department],

I am writing to formally object to the proposed zoning change on Lisle Farm Drive from single-house zoning to medium-to-high-density residential zoning. My objections are outlined below:

1. Zoning Change and Property Rights

When we purchased our property on Lisle Farm Drive, it was under the understanding and assurance that the area was zoned exclusively for single-family dwellings. This zoning was a fundamental component of our decision to invest in the area, and the purchase price reflected the value and exclusivity of such a zoning designation.

The proposed shift to medium- to high-density housing represents a significant deviation from the current land use. This alteration would severely undermine the original character and value of the neighborhood and constitutes, in effect, a breach of the reasonable expectations upon which current homeowners relied. Rezoning in this manner compromises the integrity of prior council commitments and potentially devalues our properties. The legal principle of legitimate expectation supports our position in this regard.

2. Traffic Management and Road Capacity

Lisle Farm Drive was designed to support a low-density traffic flow consistent with single-house zoning — typically accommodating one to two vehicles per household. The proposed development, introducing approximately 187 dwellings, would potentially generate an influx of 350–400 vehicles, a figure well beyond the current infrastructure's intended capacity.

The existing roadway, approximately 6–8 meters in width and allowing on-street parking on both sides, is already constrained. This increase in vehicular traffic would pose significant safety risks, particularly near the retirement village just 50 meters from the proposed site, where elderly residents expect and deserve safe and peaceful living conditions. Current traffic congestion in that area is already problematic.

3. Infrastructure Limitations

The current infrastructure — including stormwater, wastewater, water supply, and electrical systems — was designed to service low-density residential properties. Adding 187 units would place an unsustainable burden on these systems, leading to potential overflows, outages, or degradation in service quality for existing residents.

While the developer may propose infrastructure upgrades, these would still be retrofits rather than integrated planning solutions. The existing street infrastructure was never intended to

#56

accommodate the demands of high-density housing, and retroactive solutions are unlikely to mitigate long-term operational and environmental issues.

4. **Premature Proposal Prior to Arterial Road Development**

I am strongly opposed to any zoning change until the proposed new traffic arterial has been fully implemented and operational. Only after this major infrastructure is in place and its effectiveness assessed should any proposal for zoning changes be reconsidered.

Rezoning decisions must follow infrastructure development — not precede it. Allowing the zoning change now would place undue pressure on an already stressed road system, contrary to sound urban planning principles and public interest.

Conclusion

In summary, I respectfully urge the Council to reject this zoning proposal in its current form. It undermines the planning framework under which residents made long-term investments and introduces critical risks related to traffic, infrastructure, and neighborhood character.

Sincerely,

From: Susan Barnes
To: Unitary Plan
Subject: lisle farm submission
Date: Friday, 23 May 2025 10:40:31 am
Attachments: SubmissionOnRoading 1.docx

Thanks Kenneth and Susan Barnes

Kenneth and Susan Barnes

William Andrew Road
2120]

23-05-2023

The Auckland city council

Dear Sir/Madam,

Re: Objection to the Proposed Connection of Lisle Farm Subdivision to William Andrew Road

I am writing as a resident of William Andrew Road, a peaceful and well-established residential area distinguished by quiet streets, rural views, and a strong sense of community. While I support growth and development in principle, I must strongly object to the proposed connection of the Lisle Farm subdivision to William Andrew Road due to the significant adverse impact this will have on the character and liability of our neighbourhood.

The plan includes over 189 new homes, which will inevitably lead to a sharp increase in vehicle traffic. This will transform William Andrew Road from a quiet cul-de-sac into a busy thoroughfare. The road was never designed to accommodate this volume of traffic and currently experiences only minimal vehicle movements.

Furthermore, there is concern that surrounding neighbourhoods may begin to use William Andrew Road as a shortcut to Pukekohe East Road, effectively turning our street into a bypass route. This potential traffic pattern does not appear to have been adequately considered in the traffic modelling submitted in support of the plan change. We believe that the traffic impacts have been significantly underestimated.

It is also important to note that when William Andrew and Grace James Roads were subdivided, the property titles incorporated single-dwelling restrictions, even for larger lifestyle blocks. This was a deliberate measure intended to preserve the rural character of the area and to prevent increased residential density. Permitting a new subdivision to connect to our street undermines the original planning intent and the values that attracted residents to this community.

Accordingly, I request the following amendments be considered:

- That no vehicle access be permitted from the Lisle Farm subdivision onto William Andrew Road. 57.1
- That any connection to William Andrew Road be restricted to pedestrian and cycle access only. 57.2

- That the Council undertake a comprehensive review of the traffic modelling to accurately assess the potential use of William Andrew Road as a through-route for neighbouring areas. 57.3
- That the Council respects the original planning intentions and land title restrictions designed to protect the rural and low-density character of this street. 57.4

Thank you for your consideration of these concerns. I trust the Council will take the necessary steps to preserve the quality of life in our community.

Yours faithfully,
Kenneth and Susan Barnes

From: Phil & Judy Pacey
To: Unitary Plan
Subject: Plan Change 112 (Private) Lisle Farm
Date: Friday, 23 May 2025 12:42:33 pm
Attachments: img20250523_12283068.pdf

Dear Sir/Madam,

Attached objection to Plan Change 112 Lisle Farm.

I wish to be heard.

Yours faithfully

Philip Pacey
021921280

Re S.R & D.S Smith
70, 70A and 70B Lisle Farm Drive
Proposed Private Plan Change from Future Urban to Mixed Housing Urban Zone

I am writing to oppose the Proposed Plan Change (PC112)
On Lisle Farm Drive
I am not against development on this site, but the current proposal deviates from the intent of the Pukekohe – Paerata Structure Plan and indeed the Auckland Unity Plan.

Section Size
Currently planned housing would be significantly different from adjacent properties from the West and North.
Rather than rezoning to Mixed Housing Urban, medium density residential at 12 households per hectare would seamlessly blend in surrounding homes.

A major concern for local households was there was only one option for the site which is on top of a hill and would lend itself to larger homes. With 400 square metre sections approving the current plan would turn the plan into another Belmont, Stockman Living and the proposed Kohi with tiny sections which Pukekohe certainly does not need more of. Pukekohe is not an inner city suburb.
In fact, families would prefer large sections 1,000 to 1,200 sq metres with room for garden and tramps etc. I am certain there is a demand for such sections.

Transport and Access
The plan shows 3 points of access only one of which is formed and totally unsuitable for trucks. The access to the east on the ring road is unlikely to be available for several years as the road is still unfunded and Transit NZ allowing private access to that road is unlikely. The entrance off William Andrew Road, currently

unformed and not available, was never designed to be a main access to the site from narrow suburban roads such as William Andrew and Grace James Roads which will strain to take the extra traffic.
Main entrance could be better positioned on Lisle Park Drive enabling more direct access to Pukekohe East Road via Belgium Road with the 3 roundabouts in place.

Narrow streets would be problematic for Emergency and Service vehicles not to mention parking which would be a nightmare and would spill out onto neighbouring streets not in the proposed plan. The property is some distance from Pukekohe and on a hill with various steep gradients into town making walking and cycling problematic. Buses currently have difficulty getting around the narrow roads in this area and certainly not fit in this subdivision.

Park and Ride near the Station is at capacity now so transport options from the area will be stretched. The traffic plan needs to take into account the impact on existing streets.

In conclusion I respectfully request Auckland Council decline the requested Plan change 112 in its current form due to section size, transport and access. 58.1
A rethink is required with much better public notification.

Four Oaks Trustee Company Limited
Philip William Pacey (Trustee)
50 William Andrew Road,
Pukekohe 2120
paceyhome@yahoo.com
021921280

NOTE : "I wish to be heard"

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

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

Auckland Council
Te Kaunihera o Tāmaki Makaurau

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No: PC 112.
Receipt Date: 23/05/25

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Ms Heather Frame.

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

Address for service of Submitter

45 William Andrew Drive.

Telephone: 021 227 5046 Email: Heather-frame@icloud.com

Contact Person: (Name and designation, if applicable)

Scope of submission

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

Plan Change/Variation Number	PC 112 (Private)
Plan Change/Variation Name	Lisle Farm

The specific provisions that my submission relates to are:
(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)	✓
Or Property Address	✓
Or Map	✓

Or
Other *(specify)*

Submission

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

I **support** the specific provisions identified above ☐

I **oppose** the specific provisions identified above ☑

I wish to have the provisions identified above amended Yes ☐ No ☐

The reasons for my views are:

see submission letter.

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation ☐

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

Decline the proposed plan change / variation ☐

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

I wish to be heard in support of my submission ☐

I do not wish to be heard in support of my submission ☐

If others make a similar submission, I will consider presenting a joint case with them at a hearing ☑

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

23/05/25
Date

Notes to person making submission:

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

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

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

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

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

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition.

Re: Opposition to PC112 – Proposed Subdivision in Pukekohe

I am writing to formally oppose the proposed Plan Change 112, which suggests a subdivision in the area off **70, 70A, and 70B Lisle Farm Drive** and **William Andrew Road**. I live on the boundary of this area slated for development, and my property directly backs onto the development site. I am deeply concerned about the **road safety issues, traffic congestion**, and the **impact on local infrastructure** that will result from this development.

Key Points of Concern:

1. **Overdevelopment and Market Pressure**
   There are already **three active subdivisions** in the Pukekohe area: **Kohe**, **Reynolds Green**, and **Stockman Living**. This influx of development has already increased pressure on local infrastructure and resources.
   - In particular, **Stockman Living**, which features tiny homes, is not selling as well as anticipated. According to real estate market reports, **single-house sites** are far more desirable to buyers than the high-density, tiny home developments that are being offered in Stockman Living. Despite being priced similarly to single-house sites, tiny homes do not hold the same appeal, suggesting that there is little market demand for such high-density living in this area.
   - The proposed subdivision off Lisle Farm Drive and William Andrew Road will add even more homes to an already saturated area. This could further undermine property values and strain local services and infrastructure, which are already stretched thin due to the ongoing developments.
2. **Traffic Congestion and Road Safety**
   The proposed subdivision will add **200 new homes**, likely generating around **400 new vehicles** on the surrounding streets, particularly **Twomey Drive**, Valley Road, Reynolds Rd and East Street. The traffic flow on these streets is already problematic, and the addition of this new development will significantly worsen congestion.
   - The increase in traffic generated by 200 new homes will exacerbate congestion, especially at key points like **Reynolds Road**, **Collin Lawrie Sports Fields**, and during **school drop-offs** and **pick-ups** at **Valley Primary School**. The ongoing traffic problems in these areas are already a safety concern, particularly for **drivers**, as traffic moves at **slow speeds** and **bottlenecks** frequently occur.
   - With the added **200-400 vehicles** from the subdivision, the roads will become even more congested, creating potential hazards for drivers trying to navigate already busy intersections. **Delays** and **accidents** are likely to become more frequent as traffic increases.
3. **Impact on Park-and-Ride and Local Train/Bus Stations**
   The proposed subdivision will also have a **significant impact** on the already **overcrowded park-and-ride facilities** at the local **train and bus stations**. The parking spaces at these facilities are already at **full capacity**, and the increased number of residents from the new development will add further pressure on the limited parking available.
   - The extra traffic generated by the subdivision will also spill over into the **feeder roads** around these transport hubs, making access to the park-and-ride facilities even more difficult for current users.
   - With **increased traffic** on the roads, it will be more difficult for residents to access the park-and-ride facilities, as the already busy roads leading to the train and bus stations will

become more congested. This will make it harder for people to park and then catch public transport to work or other destinations.

- Furthermore, **driveways** in the area will become increasingly difficult to access, as the extra traffic from the new subdivision will block or make it tricky for residents to get in and out of their properties safely. This will not only impact **vehicle access** but will also make it harder for pedestrians to navigate the increasingly congested streets.

4. **Ring Road and Construction Traffic**
   The proposed **ring road intersections** are highly questionable. As I understand it, these intersections cannot be used for the **entering and exiting** of traffic, which will likely push all of the construction trucks and heavy machinery down **Grace James Road**, **William Andrew Road**, and **Twomey Road** and Lisle Farm Road access points.
   - The continuous movement of large construction vehicles along these roads will not only increase the **traffic congestion** but also cause significant **noise**, **rumbling**, and **dust**. These issues will be further compounded by the size and weight of the machinery being used in construction.
   - **Noise pollution** and **dust** generated by construction will have a **direct impact on the local residents**, particularly in relation to the **water intake** from **roof water** systems, which many properties rely on for drinking and other household uses.
   - There is no clear plan in the proposal regarding how **dust** will be mitigated or how **noise pollution** will be managed, especially considering that **Ryman's Living** and **Lisle Farm developments** have been ongoing for **over 8 years**. We've already experienced long-term disruptions and additional burden on local infrastructure and environment.
5. **Road Safety at Key Intersections**
   With the increase in traffic from the proposed development, safety at key intersections such as **Twomey Drive**, **Grace James Road**, and **Reynolds Road** will be a growing concern.
   - The new development will result in more vehicles trying to navigate already congested intersections, making it harder for both **drivers** and **pedestrians** to move safely through the area.
   - There are already issues with **traffic flow** and **visibility** at these intersections, especially during **rush hours** and **school drop-off/pick-up times**. The additional traffic from the subdivision could result in more **traffic accidents**, as the roads become further blocked and maneuvering through tight intersections becomes increasingly difficult.
6. **Flooding Risk and Environmental Hazards**
   In addition to the impacts on the stream and pond, the increased runoff from the new development will significantly increase the risk of **flooding** in our area. This has been an ongoing concern for properties that are near the creek and the pond, and further development will increase the chances of **flooding** in both my property and neighboring areas.
   - The current drainage systems are not sufficient to handle such a large increase in water volume, and further urbanization will exacerbate these issues.
7. **Noise and Dust Pollution from Ongoing Construction**
   The ongoing noise and dust from the construction of both the subdivision and the surrounding developments (including Ryman's Living and Lisle Farm) will not only disturb the peace of the area but also have a detrimental impact on residents' **health and wellbeing**.
   - There is already a heavy **construction presence** in the area, and the continuous activity will lead to heightened **noise pollution**, which has already been an issue for **8+ years**.

- Dust generated by construction will directly impact the quality of **roof water** collection systems, which are heavily relied upon by local residents. The **dust** will settle on rooftops and in **gutters**, potentially contaminating the water supply.
- **No provisions** have been made to **clean roof water** or mitigate **dust**, which is a health hazard for households using tank water systems.

8. **Section Size Adjustments Along Boundaries**
   I would like to propose that the subdivision consider adjusting the **section sizes** to reduce the density of development. Specifically:
   - The sections along the **property boundaries** of existing residents should be **larger** to ensure a **buffer zone** that minimizes the impact on existing homes. This would help to maintain privacy and reduce the potential for noise, dust, and traffic disruptions at the boundaries of the development.
   - The **smaller sections** could then be located further within the subdivision, away from the boundaries, which would allow for greater density without directly impacting existing properties. This approach would help mitigate some of the pressure on local infrastructure, maintain the character of the surrounding area, and reduce the environmental impact.

Request for Action:

Given these concerns, I respectfully request the following from Auckland Council regarding Plan Change 112:

- A **comprehensive traffic safety and management plan**, including measures for **controlling congestion** at key intersections and improving **visibility** and **accessibility** for **both vehicles and pedestrians**. 59.1
- A **traffic strategy** to be implemented around the subdivision, with specific focus on creating safer conditions on **surrounding feeder roads.** A review of the **road design** to ensure that it can accommodate increased traffic without compromising **safety** for all residents in the area. 59.2

Reguards

Heather Frame

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Binil Varghese
Date: Friday, 23 May 2025 3:01:32 pm
Attachments: Plan Change Submission_to_Auckland_Council.pdf
Earthworks Plan.pdf

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Binil Varghese

Organisation name:

Agent's full name: Binil Varghese

Email address: binil116@gmail.com

Contact phone number: 0222762574

Postal address:
112b Lisle Farm Drive
Pukekohe East
Pukekohe East 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
Precinct Provisions –
Building heights
Setbacks from boundaries
Landscaping requirements
Infrastructure and transport connections

Stormwater Management – The inclusion of a SMAF1 (Stormwater Management Area – Flow 1)

Property address: 112b & 114b Lisle Farm Drive, Pukekohe East,2120

Map or maps:

Other provisions:

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:
Please refer to the attached letter.

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

Details of amendments: Please refer to the attached letter.

Submission date: 23 May 2025

Supporting documents
Plan Change Submission_to_Auckland_Council.pdf
Earthworks Plan.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

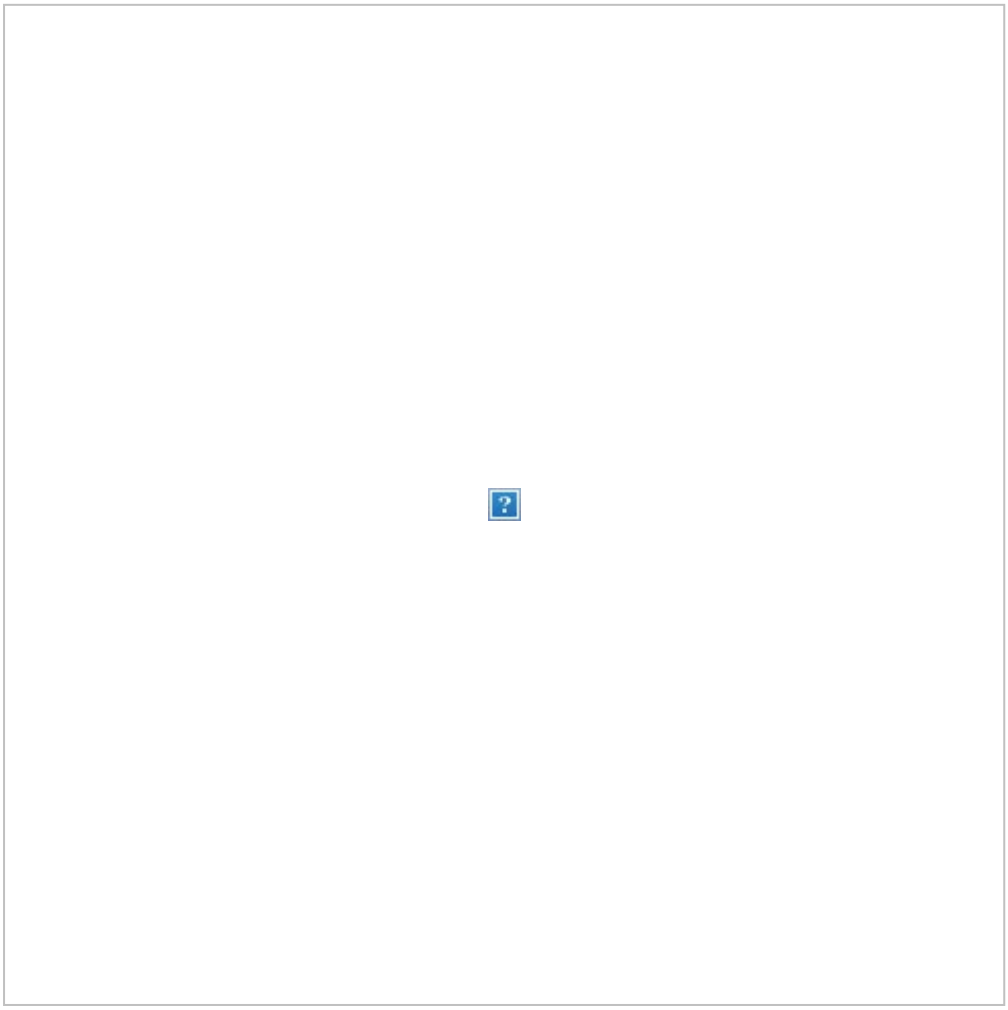
Could you gain an advantage in trade competition through this submission? No

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.



CAUTION: This email message and any attachments contain information that may be confidential and may be LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

Submission on Proposed Plan Change – Concerns Regarding Development Behind 112B & 114B Lisle Farm Drive, Pukekohe East

Date: 23/05/2025

To: Auckland Council – Planning Department

From: Binil Varghese
Address: 112B Lisle Farm Drive, Pukekohe East, Auckland

From: Bristo Paul
Address: 114B Lisle Farm Drive, Pukekohe East, Auckland

Subject: Submission on Proposed Plan Change – Concerns Regarding Development Behind 112B & 114B Lisle Farm Drive.

Dear Sir/Madam,

I am writing to formally submit my concerns regarding the proposed plan change and associated development directly behind our property at 112B Lisle Farm Drive, Auckland. While we understand the need for urban development, we have several concerns that we respectfully request the Council to consider as part of the planning and approval process.

1. Privacy and Shading Concerns

The proposed two-storey buildings will significantly impact our property's privacy and sunlight access. We request that Council consider:

- A review of building height and placement to minimize overshadowing.

- Implementation of privacy screening or planting buffers along the boundary.

- Consider as Recreational and Leisure Areas instead for housing(just behind our houses).

60.1

2. Earthworks and Stormwater Management

The earthworks drawing indicates no cut or fill directly behind our property. We are concerned about how this will affect stormwater flow and drainage. Specifically:

- Will the lack of earthworks in this area lead to water pooling or runoff toward our property?

- What measures are in place to ensure stormwater is effectively managed and does not impact adjacent properties?

60.2

3. Floodwater Management

Given the increasing frequency of heavy rainfall events, we would like to understand:

- How floodwater will be managed on the site.

- Whether any flood mitigation infrastructure (e.g., swales, retention basins) is planned.

60.3

4. Construction Impacts

We request clarification on how construction-related impacts will be managed, including:

- Noise control measures and working hours.

- Dust and debris containment.

- Site access and traffic management to minimize disruption to residents.

60.4

5. Boundary Fencing

We would like to know:

- Whether a boundary fence will be installed prior to the commencement of any earthworks.

- If so, what type of fencing is proposed and whether it will provide adequate privacy and security.

60.5

6. Provision for Recreational and Leisure Areas

We would also like to suggest that the development plan consider the inclusion of community leisure areas, such as:

- Children's playgrounds.

- Green spaces or small parks for families and residents to enjoy.

60.6

We appreciate your attention to these matters and look forward to your response. Please keep us informed of any updates or opportunities to participate further in the consultation process.

Yours sincerely,

Binil Varghese
0222 762 574
binil116@gmail.com

Bristo Paul Varghese
021 0811 9544
bristopaul@gmail.com

NOT FOR CONSTRUCTION
PLAN CHANGE ONLY

WILLIAM ANDREW ROAD (SEALED & IN USE)

LISLE FARM DRIVE (SEALED & IN USE)

12.5m FILL

6.5m CUT

9.5m FILL

5.6m

2.7m CUT

5.2m FILL

4.0m CUT

4.7m FILL

POTENTIAL



DEPTH KEY		
FILL	2.00 <	
	1.50 – 2.00	
	1.00 – 1.50	
	0.50 – 1.00	
	0.00 – 0.50	
	0.00	
CUT	0.00 – 0.50	
	0.50 – 1.00	
	1.00 – 1.50	
	1.50 – 2.00	
	> 2.00	

KEY #60

- Proposed Lot Boundaries
- Abuttal Boundaries
- Edge of Kerb
- Design Major Contour (1.0m) — 20.00
- Design Minor Contour (0.2m)
- Proposed Dwelling
- Extent of Earthwork
- Prop. Retaining Wall (H) — 600mm

CUT/FILL SUMMARY (Approximately)
EARTHWORK DISTURBANCE AREA = 125,000m^2
TOTAL CUT VOLUME = 263,750m^3
CUT VOLUME FOR TOPSOIL = 18,750m^3 (150mm)
CUT VOLUME (excl. Topsoil) = 245,000m^3
FILL VOLUME = 201,600m^3 (incl. 20% RATIO)

MAXIMUM CUT DEPTH: 9,000mm
MAXIMUM FILL DEPTH: 12,500mm

NOTES

C201

Original Scale cm 0 1 2 5 10

Telarc. Registered Quality ISO 9001

Birch Planning Surveying Engineering
LAND DEVELOPMENT CONSULTANTS
2A Wesley Street
Pukekohe 2120
PO Box 475
Pukekohe 2340
Ph: 09 237 1111
pukekohe@bslnz.com
www.birchsurveyors.co.nz

LOCAL AUTHORITY	AUCKLAND COUNCIL
PLANNING MAP	AUCKLAND UNITARY PLAN
ZONING	FUTURE URBAN ZONE
ACTIVITY	-
COMPRISED IN	NA84D/710, NA84D/711 , NA103A/604
TOTAL AREA	10.130 ha, 8.517 ha, 0.5378 ha
REGISTERED OWNERS	STEPHEN SMITH DIANNE SMITH

PROJECT NAME

SMITH

70/70A/70B LISLE FARM DRIVE
PUKEKOHE

Surveyed BSL	Date 04/19	Project No. 4553	
Designed S.HANG	Date 06/23	Scale Hz: 1:2000 @ A3	
Drawn S.HANG	Date 06/23	REV. / BY / DATE / COMMENT	
Approved K.BOSGRA	Date	A / SH / 06/23 / INITIAL ISSUE	
		B / SH / 11/24 / CLAUSE 23	

TITLE

EARTHWORK DRAFT CONCEPT PLAN OF
LOT 1 DP 143272, LOT 2 DP 143272, LOT 1 DP 169148

Drawing Name: EP 4553 PPC G.dwg /EW (2)

SUBJECT TO FINAL SURVEY

Rev. B

NOT FOR CONSTRUCTION
PLAN CHANGE ONLY

WILLIAM ANDREW ROAD (SEALED & IN USE)

LISLE FARM DRIVE (SEALED & IN USE)

12.5m FILL

6.5m CUT

9.5m FILL

5.6m

2.7m CUT

5.2m FILL

4.0m CUT

4.7m FILL

POTENTIAL



DEPTH KEY

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	1.50 – 2.00	
	1.00 – 1.50	
	0.50 – 1.00	
	0.00 – 0.50	
	0.00	
CUT	0.00 – 0.50	
	0.50 – 1.00	
	1.00 – 1.50	
	1.50 – 2.00	
	> 2.00	

KEY #60

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MAXIMUM FILL DEPTH: 12,500mm

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C201

Original Scale cm 0 1 2 5 10

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LOCAL AUTHORITY	AUCKLAND COUNCIL
PLANNING MAP	AUCKLAND UNITARY PLAN
ZONING	FUTURE URBAN ZONE
ACTIVITY	-
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REGISTERED OWNERS	STEPHEN SMITH DIANNE SMITH

PROJECT NAME

SMITH

70/70A/70B LISLE FARM DRIVE
PUKEKOHE

Surveyed BSL	Date 04/19	Project No. 4553	
Designed S.HANG	Date 06/23	Scale Hz: 1:2000 @ A3	
Drawn S.HANG	Date 06/23	REV. / BY / DATE / COMMENT	
Approved K.BOSGRA	Date	A / SH / 06/23 / INITIAL ISSUE	
		B / SH / 11/24 / CLAUSE 23	

TITLE

EARTHWORK DRAFT CONCEPT PLAN OF
LOT 1 DP 143272, LOT 2 DP 143272, LOT 1 DP 169148

Drawing Name: EP 4553 PPC G.dwg /EW (2)

SUBJECT TO FINAL SURVEY

Rev. B

From:	Paul Beckman
To:	Unitary Plan
Subject:	[EXTERNAL] Submission on PPC112 - Lisle Farm
Date:	Friday, 23 May 2025 4:00:33 pm
Attachments:	PPC112 - Form 5 23MAY25.pdf PC112_Submission from P Beckman.pdf

Caution: This is an external email. Please check email address is from a trusted sender before taking action or clicking on links.

Hi!

Please find attached Form 5 and a separate attachment with my detailed submission

Best regards
Paul Beckman

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

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

Auckland Council
Te Kaunihera o Tāmaki Makaurau

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Paul Beckman

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

Address for service of Submitter

33 William Andrew Road, Pukekohe, 2120

Telephone: 210558810 Email: paulbeckman@gmail.com

Contact Person: (Name and designation, if applicable)

Scope of submission

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

Plan Change/Variation Number: PC 112 (Private)

Plan Change/Variation Name: Lisle Farm

The specific provisions that my submission relates to are:
(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s): Too numerous to mention here

Or

Property Address: 70/70A/70B

Or

Map:

Or

Other *(specify)*

Submission

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

I **support** the specific provisions identified above ☐

I **oppose** the specific provisions identified above ☒

I wish to have the provisions identified above amended Yes ☐ No ☐

The reasons for my views are:

Detailed in a document attached to the email containing this form

(continue on a separate sheet if necessary)

I seek the following decision by Council:

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

Please read the submission attached to this email

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

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

23 MAY 2025
Date

Notes to person making submission:

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

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

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

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

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

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

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition.

To: Auckland Council
Attn Planning Technicial
Auckland Council
Level 16, 135 Albert Street
Auckland 1142

From: Paul Beckman, 33 William Andrew Road, Pukekohe, 2120

Subject: Submission on PPC112

Dear Sir/Madam,

Thank you for the opportunity to submit on Proposed Private Plan Change 112 (PPC112), which seeks to rezone land at 70A and 70B Lisle Farm Drive from Future Urban Zone to Residential – Mixed Housing Urban Zone.

Following a review of the applicant's supporting documentation—including transport, urban design, infrastructure, stormwater, and landscape assessments—I have serious concerns regarding the viability of the proposed rezoning, its compatibility with the surrounding area, and the adequacy of its impact mitigation.

1. Increased Traffic Pressure

The proposal includes 183 new dwellings on relatively small lot sizes averaging 461sqm. This intensification is likely to result in heavy reliance on on-street parking, with multiple vehicles per household and insufficient off-street capacity to accommodate residents and visitors.

The subject of peak hour traffic originally estimated at 161 movements was later revised to roughly double that amount as noted in Plan Change 112 Clause 23 Response July 2024. Stepping through the thought process was akin to reading a fairy tale.

And yet this is only 1 metric of traffic. Relying on peak-hour trip generation alone underrepresents the true traffic impact. Over 2,000 daily vehicle movements would be expected for a development of this size. Yet the assessment omits off-peak congestion from school drop-offs, deliveries, and multi-vehicle households. These factors will further stress roads not designed for this volume or density.

61.1

The Transport Assessment relies primarily on modelling a single intersection (Anselmi Ridge Road / Pukekohe East Road) and on speculative future roading upgrades. It projects that wait times at this intersection could double from this development alone—without considering cumulative impacts from other nearby developments. If one development can cause such delays, the combined effect will be substantial.

Public transport is given minimal consideration, with only a Pukekohe bus map included and no analysis of how limited-service levels may affect car dependency or congestion. The assessment lacks a comprehensive evaluation of daily traffic volume, intersection queuing, parking saturation, and pedestrian safety.

Roads likely to bear the brunt of individual car movements—such as Anselmi Ridge Road, Lisle Farm Drive, William Andrew Road, and Grace James Road—are notably absent from the assessment. These roads are already narrow and strained. The intersection with William Andrew Road presents visibility issues, and the roundabout is already difficult for larger vehicles to navigate.

2. Strategic Alignment with Regional Plans

Multiple planning layers—past and present—demonstrate that this site and its surrounding roads were never intended to be early-stage intensification areas. These include:

- Auckland Council District Plan - Operative Franklin Section 2000 - Part 54
- Auckland Council District Plan (Franklin Section) Feb 2012 Update – Part 54
- The Franklin District Plan, which designated much of the area as rural-residential
- Map 105A and related Franklin planning maps (59A, 18), showing Grace James Road and adjacent land as part of a low-density rural interface
- The Pukekohe-Paerata Structure Plan (2019), which outlines the required infrastructure investments and staging principles to support urban growth in a sequenced and viable manner

The **Auckland Council District Plan - Operative Franklin Section 2000 - Part 54** contains a map clearly pointing to this area as being intended for *"Low Density Residential"* described in section 54.6.2 as *"An average density of 3 households per hectare*" or 3,300sqm lots*.* And in other adjoining areas the intended density is cited as *"Medium density Residential"* described as *"An average density of 12 households per hectare" or 830sqm lots*.

The **Pukekohe-Paerata Structure Plan (2019)** mentions this area specifically in section 4.4.7 Area D1 (east) and Area D2 – Pukekohe north-east) saying:

"The areas contain several significant ecological areas scheduled in the Auckland Unitary Plan. There are also several areas of unscheduled indigenous vegetation identified. From a landscape perspective these areas are identified as having very high sensitivity to modification.

These areas are proposed to be zoned Residential – Single House to reflect their peripheral location, topography and environmental characteristics. Furthermore, this area adjoins the Runciman Precinct to the north. This precinct recognises landform, landscape, vegetation and riparian corridor features that warrant protection and enhancement."

The PC112 proposal bypasses that strategic sequencing and would, if approved, set an undesirable precedent for ad hoc rezoning on the urban-rural fringe—contrary to the objectives and statement in earlier planning documents.

3. Incompatibility with Surrounding Zones

The site adjoins Future Urban and Single House zoned land, where the prevailing character is low-density, semi-rural housing. The proposed development introduces tightly packed ~400m² lots, permitting three-storey dwellings, 50% building coverage, and high impervious surface areas—features wholly incompatible with the surrounding environment.

No transitional height or density controls have been proposed to soften the visual and functional impact of this shift. The result would be a stark and jarring contrast in scale, amenity, and privacy.

The development appears to prioritise dwelling yield over liveability, offering no green spaces for recreation or community gathering. This echoes problematic inner-city intensification models that many residents—including myself—moved to Pukekohe to escape. There is no compelling justification for introducing such a development here when more appropriate locations are available.

I disagree with numerous opinions of Mr. Munro expressed in Plan Change 112 Clause 23 Response July 2024. Instead of considered conclusions, these opinions are flippantly based on what "has been applied across Auckland" and what has been permitted in nearby new developments, and making outrageously fantastical comparisons to existing lot sizes in adjoining properties. While extolling the benefits of using a MHZ rather than a SHZ Mr Munro fails to accept that the plan is devoid of any such approach. Existing community members agree that such opinions are not constructive or beneficial to the decisions being made for PPC112 and disagree they represent a singular "best approach". If anything, they represent a vision not to be repeated here. 61.2

4. Impacts of Significant Civil Works and Landscape Modification

Achieving high-density housing as proposed in Plan Change 112—specifically the development of 183 dwellings on ~400m² lots—would require major civil engineering works across the Lisle Farm site. The site's natural topography includes significant slopes, gullies, and hydrologically sensitive features, all of which would need to be re-contoured, stabilised, or infilled to accommodate such density.

These civil works would likely include large-scale earthworks, substantial retaining structures, culvert installations, and extensive regrading. The cumulative effect would be a complete transformation of the existing landscape character—shifting it from semi-rural to heavily urbanised—and an increased risk of slope instability, drainage complications, and long-term infrastructure maintenance burdens. In areas with steep gradients or intermittent wetland systems, the long-term viability of stormwater devices and retaining systems may be compromised by ongoing settlement, water ingress, and erosion.

Moreover, the cost of maintaining engineered structures—especially where development occurs near gullies, wetland margins, or steep banks—will likely fall on individual property owners or future ratepayers, further compounding financial and environmental risks. 61.3

A more sustainable and resilient alternative would be to reduce overall housing density by increasing the average lot size to approximately 1,000m². This would allow for greater preservation of natural contours, reduce the need for large-scale landform modification, and retain green corridors or buffer zones. It would also facilitate the integration of on-site stormwater management features that work with, rather than against, the existing terrain. Such an approach would also align more closely with the surrounding low-density development pattern and the Pukekohe-Paerata Structure Plan's intention for staged, infrastructure-aligned growth.

5. Stormwater Management Concerns

The proposed stormwater management system raises significant red flags, especially given the Mixed Housing Urban zoning's 70% impervious surface allowance and the site's steep slopes and sensitive gullies.

Although the applicant outlines a combination of on-site tanks and communal bioretention devices, the system's effectiveness depends on assumptions not yet secured through consents or enforceable design controls. Critical components rely on future compliance by individual property owners, which introduces implementation risk.

There are also internal inconsistencies across the stormwater reports—regarding device types, locations, and function—that hinder proper evaluation. Auckland Council has already raised concerns about unjustified attenuation targets, incomplete modelling under maximum development scenarios, and a lack of detail around long-term maintenance responsibilities. 61.4

The site contains several natural wetlands and steep gullies highly vulnerable to hydrological disruption. The applicant's conclusion that effects will be negligible is based on ideal system performance—an unrealistic expectation given the scale and complexity of the development. Should the system underperform, the result could be flooding, stream degradation, and costly remediation that burdens ratepayers and residents alike.

6. Public Transport and Accessibility Limitations

The proposed development site is not within a walkable catchment of the Pukekohe town centre, train station, or primary bus routes. This is due not only to excessive distance but also to challenging topography, including steep gradients that discourage pedestrian movement—especially for older adults, families with young children, and those with limited mobility.

There are no existing public transport services to this area, and more critically, no planned services. Under current Government policy, there is no funding pathway for establishing new public transport routes to service areas like Lisle Farm. Auckland Transport's reliance on NZTA for 51% of funding renders new service deployment infeasible in the foreseeable future. 61.5

This means all future residents of the proposed subdivision would be wholly car-dependent, compounding existing network congestion and undermining Auckland Council's integrated transport and climate mitigation strategies.

It's interesting to note numerous comments on distances to bus stops expressed in Plan Change 112 Clause 23 Response July 2024. While the distance to the nearest bus stop is undisputably 280m anyone with Google maps can see that most residents will add up to 600m to this journey. And, no projection of bus ridership is made – leading readers to believe this will be negligible.

7. Community Traffic Access Concerns – Grace James and William Andrew Roads

Community members have raised significant concern that if William Andrew Road becomes the main entry/exit for the proposed subdivision, it will substantially increase traffic along Grace James Road, which currently serves a low-density rural-residential area.

Grace James Road is the route of least resistance between the subdivision site and major transport routes, meaning any increase in traffic along William Andrew Road would inevitably push additional load onto Grace James Road as well.

Importantly, many properties along William Andrew and Grace James Roads are also zoned Future Urban, and in time, may also be subject to plan changes or subdivision. Allowing PC112 to rely on this corridor for primary access pre-loads these roads with traffic, reducing their future development potential and prejudicing the ability of existing landowners to later subdivide and make use of their road frontage for access.

These roads are currently classified as local streets, not arterials, and are not designed to handle significant volumes or multi-modal traffic. To protect the long-term integrity of the local transport network and allow orderly development over time:

All traffic from the proposed Lisle Farm subdivision (PC112) should be required to utilise Lisle Farm Drive as its sole entry/exit point, and not William Andrew Road or Grace James Road. 61.6

8. Unsupported Conclusions and Long-Term Disruption

The applicant's supporting reports contain numerous contradictions and unsupported claims. I have detailed the ones I've encountered on the following pages, but there is no certainty that more don't exist.

Taken together, these inconsistencies undermine confidence in the proposal's integrity and feasibility. If approved in its current form, PPC112 will lead to years of piecemeal fixes, service delays, infrastructure retrofits, and community disruption.

Conclusion and Request

This rezoning proposal is poorly substantiated, and incompatible with the character and capacity of the surrounding area. It risks increasing congestion and placing undue pressure on sensitive ecosystems and essential infrastructure. It purports to transfer risks to the collective future homeowners who become potential failure points that can contribute to considerable repercussions.

For these reasons and more, I respectfully oppose PPC112 in its current form.

Auckland residents are increasingly frustrated by housing intensification decisions made without first securing the infrastructure needed to support them. This proposal follows that same flawed pattern. I concur with others in the community who point to the "Stockman Living" subdivision in Anselmi Ridge as a stark vision of what should not be repeated at 70A and 70B Lisle Farm Drive. I urge and support Council to avoid this short-sighted approach to be repeated.

I reserve the right to legal or other representation.

Thank you for considering my submission.
Yours sincerely,

Paul Beckman
33 William Andrew Road, Pukekohe 2120

Transport and Traffic Impact Findings

Summary

This review of the transportation-related components of Plan Change 112 identified several high and medium severity concerns. The Integrated Transport Assessment (July 2023) relied heavily on assumptions unsupported by updated traffic counts, lacked intersection modelling, and omitted cumulative impact assessments. Key claims regarding minimal traffic impact, walking/cycling infrastructure, and public transport accessibility are not substantiated by evidence, and contradict Auckland Transport's guidelines and planning objectives for growth in Pukekohe. Overall, the evidence base presented is insufficient to justify the plan change from a transport sustainability and network capacity perspective.

No.	Document & Page	Unsupported Claim or Conflict	Missing Evidence or Issue	Relevant Policy/Standard	Severity
1	Integrated Transport Assessment, p. 12	The development will have negligible impact on the surrounding road network.	• No traffic modelling provided for AM/PM peak volumes • Excludes cumulative developments post-2023. • Roads likely to bear the brunt of traffic—such as Lisle Farm Drive, William Andrew Road, and Grace James Road—are notably absent from the assessment. • The intersection with William Andrew Road presents visibility concerns • The William Andrew roundabout is already difficult for large vehicles to navigate. • The existing habit of drivers travelling through the roundabout in a right-hand direction will likely increase, compromising road and pedestrian safety. • The assessment stresses a future arterial road (North East Arterial) to justify accessibility, yet that project is not built, confirmed, or funded.	AUP E27.6.1; AT Transport Design Manual	High
2	Section 32 Evaluation, p. 23	The transport effects are less than minor.	• Claim lacks supporting traffic count data, intersection analysis, or AT peer review. • Only one intersection was modelled. • Modelling relies on data from May 2023 and March 2020. • No updated counts or network-wide cumulative traffic impacts were assessed.	AUP B2.7.2; TDM Vol 1	High

			• The assessment omits the downstream effect on the SH1 interchange, despite stated assumptions 70% of outbound traffic will use it.		
3	Integrated Transport Assessment, p. 18	Intersection performance expected to remain acceptable.	The assessment lacks a comprehensive evaluation of daily traffic volume, intersection modelling (e.g. SIDRA or capacity analysis), parking saturation, and pedestrian safety.	AUP E27.6.2(1); NZTA/AT standards	High
4	Integrated Transport Assessment, Section 7.2	"A predicted peak hour traffic generation… of 161 vehicles can be accommodated by the surrounding network…"	• Assumes a trip generation rate of 0.85 vph/dwelling with no calibration against local development. • Conflicts with another document estimate nearly double that traffic. • No verification provided using observed data from nearby housing zones. • Relying on peak-hour trip generation alone underrepresents the true traffic impact. **Over 2,000 daily vehicle movements** are expected, yet the assessment omits off-peak congestion from school drop-offs, deliveries, and multi-vehicle households. These factors will stress surrounding roads not designed for this volume or density.		High
5	Integrated Transport Assessment, p. 9	Traffic volumes used for analysis are based on 2021 data.	Does not account for development growth in Pukekohe since 2023.	AUP E27.2; Future Urban Land Supply Strategy	High
6	AEE, p. 17	The site is well-serviced by public transport.	• No PT route mapping or schedule integration provided • References general pre-existing bus services only. • No analysis of how limited-service levels may impact car dependency or congestion. • No analysis of min/max/avg walk times to bus services to support PT patronage • No analysis of contrasting PT options Bus vs. Rail and resulting impact on car dependency.	AT Integrated Network Plan; AUP I410.2	High
7	Integrated Transport Assessment, p. 21	Walking and cycling connections are adequate.	• No infrastructure map or connectivity audit included • No safety discussion.	AT Walking & Cycling Code of Practice	Med

			• Claims of 30km/h local roads lack any speed modelling or commitment to traffic calming measures to either the roads within the development roads connecting to this development.		
8	AEE, p. 19	Trip generation rates based on generic suburban developments.	No local calibration or validation with existing Pukekohe trip generation patterns.	AT Planning & Development Guidelines	Med

Stormwater and Flood Management Findings

Summary

This review of the stormwater-related aspects of Plan Change 112 found multiple high and medium-severity concerns regarding the adequacy of supporting evidence, assumptions around flow control, and alignment with Auckland Council stormwater policies. Key documents lacked hydraulic modelling, and catchment-scale implications were not addressed. The proposal relies heavily on conceptual at-source mitigation without substantiating its effectiveness, and the absence of SMAF flow volume calculations undermines claims of compliance with AUP stormwater provisions. The Infrastructure Report also presents conflicting assumptions on discharge routes and device maintenance. Overall, the stormwater evidence does not meet the threshold needed to support the rezoning.

No.	Document & Page	Unsupported Claim or Conflict	Missing Evidence or Issue	Relevant Policy/Standard	Severity
1	Stormwater Management Plan, p. 4	The plan will achieve compliance with SMAF-1 requirements.	• No volume or flow calculations provided to demonstrate SMAF-1 compliance.	AUP E10.6.1.1, E10.6.1.3	High
2	Stormwater Management Plan, p. 5	At-source devices will reduce runoff impacts to acceptable levels.	• No modelling or sizing analysis presented for tanks or soakage areas.	Stormwater Management Guidelines (2015)	High
3	Infrastructure Report, p. 11	Stormwater from impervious areas will be directed to grassed swales and soakage.	• No infiltration testing results provided; no proof of ground permeability.	GD01/2015; AUP E10.8.1	Medium
4	AEE, p. 18	The proposed stormwater strategy avoids downstream flooding.	• No catchment-wide modelling or downstream flow path analysis included.	AUP E12.6.1.2; SMAF mapping	High
5	Infrastructure Report, p. 12	Long-term maintenance of stormwater infrastructure will be undertaken by owners.	• No mechanism proposed for enforceable private maintenance agreements.	AUP E10.6.1.3(b); Stormwater Guidelines	Medium
6	Section 32 Evaluation, p. 25	Stormwater effects are less than minor.	• Lacks evidence from technical reports; no peer-reviewed basis.	AUP B2.3.2; E10 Objectives	Medium
7	Stormwater Management Plan, p. 6	Green infrastructure contributes to stormwater quality targets.	• No quantification of quality improvements or performance benchmarks cited.	GD01/2015; AUP E10.3	Medium

Infrastructure Capacity Findings

Summary

This review of the infrastructure capacity components of Plan Change 112 revealed several critical deficiencies in the supporting evidence related to water supply, wastewater services, and utility infrastructure. Claims that existing infrastructure or nearby upgrades can accommodate the proposed urban zoning are largely unsubstantiated. There is a notable absence of confirmation from servicing agencies (e.g., Watercare) or evidence of infrastructure integration with current and planned network capacities. Key risks include underestimating peak demand, ignoring network capacity constraints, and lacking feasible staging plans for infrastructure rollout. These limitations weaken the proposal's alignment with the Auckland Unitary Plan and Future Urban Land Supply Strategy.

No.	Document & Page	Unsupported Claim or Conflict	Missing Evidence or Issue	Relevant Policy/Standard	Severity
1	Infrastructure Report, p. 6	Existing water and wastewater infrastructure can support the proposed development.	• No written confirmation or modelling from Watercare included.	AUP B2.3.2; Watercare Network Strategy	High
2	Infrastructure Report, p. 8	Minor upgrades to wastewater pipes are assumed to be feasible.	• No hydraulic modelling or downstream capacity analysis provided.	AUP E1.6.2; Watercare Engineering Requirements	High
3	AEE, p. 19	There is adequate three-waters infrastructure to support urban development.	• No staging plans or coordination evidence with Auckland Council's infrastructure programme.	Future Urban Land Supply Strategy; AUP I410.2	Medium
4	Section 32 Evaluation, p. 26	Infrastructure effects are less than minor.	• Lacks quantified demand projections or supporting agency input.	AUP B2.3.2; Unitary Plan Infrastructure Strategy	Medium
5	Infrastructure Report, p. 10	Power and telecommunications will be extended into the site as development proceeds.	• No letters of service availability or agreement from providers submitted.	AUP B2.3.2(1); Infrastructure Code of Practice	Medium

Land Use and Zoning Consistency Findings

Summary

The land use and zoning consistency review of Plan Change 112 identified key issues with the alignment of the proposal with the Auckland Unitary Plan, the Pukekohe-Paerata Structure Plan (2019), and broader planning objectives for Future Urban Zones. Several claims assume that rezoning is a natural progression despite unresolved infrastructure and transport constraints. The proposed density and pattern of development appear inconsistent with the structure plan's staging, open space strategy, and integration with key nodes. The absence of a comprehensive land use framework or neighbourhood planning layer weakens the justification for rezoning at this time.

No.	Document & Page	Unsupported Claim or Conflict	Missing Evidence or Issue	Relevant Policy/Standard	Severity
1	Section 32 Evaluation, p. 12	Rezoning aligns with the Pukekohe-Paerata Structure Plan.	• No reference to timing, staging, or infrastructure sequencing policies in the structure plan.	Pukekohe-Paerata Structure Plan (2019); AUP B2.2	High
2	AEE, p. 10	The Mixed Housing Urban zone is appropriate given surrounding urban context.	• Fails to acknowledge that adjacent land is currently Future Urban and lacks services.	AUP I410; Structure Plan Map	Medium
3	Section 32 Evaluation, p. 15	There is an identified housing need this proposal helps meet.	• No specific demand analysis or comparison with Council's development capacity model.	Housing and Business Development Capacity Assessment (HBCA)	Medium
4	AEE, p. 8	The site represents logical infill of existing development.	• The area is largely undeveloped and separated by non-residential zones.	AUP B2.3.2(3); Future Urban Land Supply Strategy	Medium
5	Structure Plan Reference, p. 23	The proposal is consistent with the Structure Plan land use intent.	• Does not provide evidence of how neighbourhood centres or transport corridors are supported.	Pukekohe-Paerata Structure Plan; AUP B2.2.1	Medium

Urban Design and Residential Amenity Findings

Summary

The review of urban design and residential amenity elements in Plan Change 112 identified several areas where the proposal does not sufficiently demonstrate alignment with Auckland Unitary Plan objectives. The proposal lacks detailed urban design assessments, including visual impact analysis, public realm integration, and treatment of key frontages and streetscapes. There is no substantiation for claims of walkability or integration with neighbourhood centres. The structure and form of proposed lots are not illustrated or analysed in a way that provides confidence that residential amenity and good urban design outcomes will be achieved. Overall, the plan change is not supported by a credible or detailed urban design framework.

No.	Document & Page	Unsupported Claim or Conflict	Missing Evidence or Issue	Relevant Policy/Standard	Severity
1	AEE, p. 15	The development promotes high-quality urban design.	• No urban design report or illustrative layout plans included.	AUP B2.3.1(3); H4.8	High
2	Section 32 Evaluation, p. 18	Walkability and access are enhanced.	• No analysis or map showing pedestrian networks, paths, or distances to services.	AT Design Manual; AUP B2.3.2(5)	Medium
3	AEE, p. 16	The proposed layout is consistent with surrounding neighbourhood character.	• No character assessment or contextual design analysis provided. • High-density housing adjoins Future Urban and Single House zoned land with no transition or buffers in-between.	AUP H4.3; B2.3.1(1)	Medium
4	Structure Plan Reference, p. 19	The proposal aligns with the Structure Plan's open space and centre hierarchy.	• No integration shown with centre zoning, open space, or walking catchments.	Pukekohe-Paerata Structure Plan (2019)	Medium
5	Section 32 Evaluation, p. 21	Adverse visual effects will be minimal.	• No assessment of views, interface with rural land, or massing/shadow effects.	AUP B2.3.1(5); H4.6	Medium

Cumulative Effects and Precedent Risks Findings

Summary

The cumulative effects and precedent risks review of Plan Change 112 identified several concerns where the proposal fails to acknowledge or address broader implications of early rezoning. No assessment is made of cumulative transport, stormwater, or infrastructure demands arising from other developments in the Pukekohe area since 2023. The proposal does not consider potential downstream effects of similar plan changes, nor does it reference the implications for the staging and sequencing objectives of the Pukekohe-Paerata Structure Plan. A significant risk exists that approval of this change could undermine the integrity of Auckland Council's spatial planning and infrastructure rollout strategies.

No.	Document & Page	Unsupported Claim or Conflict	Missing Evidence or Issue	Relevant Policy/Standard	Severity
1	Section 32 Evaluation, p. 6	The proposed rezoning is consistent with broader urban growth objectives.	• No analysis of cumulative effects from other post-2023 rezonings in the Pukekohe area.	AUP B2.2.1(3); Future Urban Land Supply Strategy	High
2	AEE, p. 12	This development does not preclude or hinder future land use planning.	• Fails to consider how rezoning may undermine sequencing principles in the Structure Plan.	Pukekohe-Paerata Structure Plan (2019); AUP I410.2	High
3	Section 32 Evaluation, p. 10	Approving this rezoning will not set an adverse precedent.	• No assessment of precedent effects or how the same logic could apply to adjoining Future Urban land.	AUP B2.3.2(5); RMA s32(4)	High
4	AEE, p. 5	The site is a logical extension of the existing urban area.	• No context provided for other surrounding Future Urban land still awaiting infrastructure or staging.	Future Urban Land Supply Strategy; AUP Map I410	Medium
5	Infrastructure Report, p. 9	The existing network is expected to accommodate demand.	• No cumulative infrastructure capacity testing or Watercare strategy integration presented.	AUP B2.3.1; Watercare Planning Guidelines	Medium

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Simon John Burgoyne
Date: Friday, 23 May 2025 4:01:27 pm
Attachments: Submission - Simon Burgoyne 23-5-2025_20250523154818.470.pdf

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Simon John Burgoyne

Organisation name:

Agent's full name:

Email address: simon.burgoyne@gmail.com

Contact phone number:

Postal address:
148 Cape Hill Road
Pukekohe
Pukekohe 2676

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:

Property address:

Map or maps:

Other provisions:
Proposed Subdivision Density
Transition to Rural Urban Boundary
Pukekohe Variety of Housing Options
Roading - Access to Subdivision
Pukekohe Arterial - Access to Subdivision

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:
Based on being an existing resident of Pukekohe in close proximity to the subdivision and having been involved in the recent processes re the Pukekohe Arterial as part of the Grace James Residents Group as a Committee member. The views in this submission are my own and I am submitting on my own behalf.

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

Details of amendments: Please refer the attached PDF containing the submission details and proposed amendments.

Submission date: 23 May 2025

Supporting documents
Submission - Simon Burgoyne 23-5-2025_20250523154818.470.pdf

Attend a hearing

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

Declaration

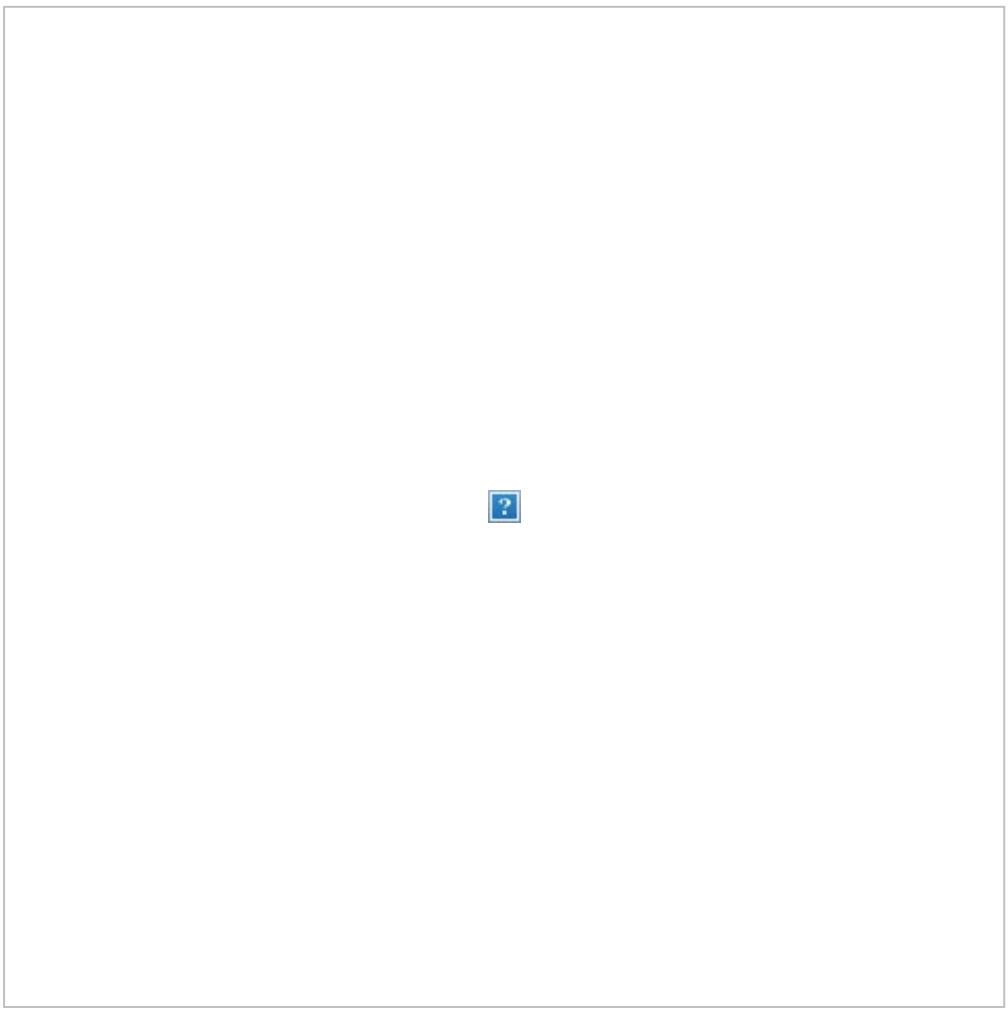
Could you gain an advantage in trade competition through this submission? No

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.

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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Submission points

Please find below the following submission and points in relation to the proposed Private Plan Change (PPC) 112 - Subdivision at 70, 70a and 70b Lisle Farm Drive, Pukekohe.

Proposed Subdivision Density:

This is currently proposed to be zone "Mixed Housing Suburban"

I submit to amend this to "Residential Large Lot", adjoining the Rural Urban Boundary (RUB) & adjoining the designated Pukekohe Arterial Road, and "Single House" for the remaining land. 62.1

With a gradual transition from Single House, from the boundary of existing/adjoining properties near Lisle Farm Drive, to Residential Large Lot adjoining the RUB as the topology and contours allow. This is providing a transition zone/buffer with the RUB.

Additionally:

- The proposed Mixed Housing Suburban is **not** in keeping with other properties in the surrounding/adjoining area that are mostly lifestyle, large lot and single house.
- The PPC does **not** provide a transition zone/buffer with the adjoining rural land or land designated for the Pukekohe Arterial Road.
    - The lack of a transition/buffer to adjoining Rural land will cause sensitivity issues as experienced at many other locations including within Pukekohe
    - *We note from the unitary plan - "The Residential – Large Lot Zone provides for large lot residential development on the periphery of urban areas."*
        - *"Development maintains and is in keeping with the area's spacious landscape character, landscape qualities and natural features."*
        - *"Development maintains the amenity of adjoining sites."*
- Large lots can also have 1/ septic tanks or bio cycle type facilities for wastewater, 2/ Water tanks for drinking water and thus not be reliant on public infrastructure, which is **not** currently available or likely to be for some time.
- Larger overall lot sizes would also better manage stormwater & runoff –given the land contour and topology. In addition, it would better accommodate increased sudden weather events given climate change.
- Larger lots would also allow ample space for parking vehicles, garden space & family enjoyment and an overall better quality of life for residents in keeping with other nearby residences in this area.
- No public transport is available in this area and with no current plans (according to the Council) to service this area. Thus, it would result in households having at

least one car and likely two or more with little/no space to accommodate these (other than street parking) given the original proposed density.

Pukekohe Housing Options – There is need for a balance and a mixture of land/section & housing packages to provide a variety of accommodation options within Pukekohe.

We already have a large number of sections (Circa 400m^2 and smaller) available at Stockman Living/Anselmi Ridge (384 sections) plus recently Kohe by Aedifice Properties (700 sections) which cater for a variety of accommodation types

In addition, another recent Private Plan Change 98 has rezoned 27 hectares with 12.7 hectares being zoned Mixed Housing Urban near the Kohe development.

Thus, we need to have some more variety including some larger lot sizes. 62.2

Given the proposed subdivisions surrounding properties and considering the overall amenity it would make more sense for these to be larger lot sizes – thus accommodating larger houses and family group with multiple vehicles etc.

Subdivision Access / Roading

There is limited existing roading access to the proposed subdivision with no established Collector Road access and an existing Local Road servicing the property.

For this PPC there is no ability to create new Collector roads (unlike other recent private plan changes) or upgrade existing Local access roads (i.e. widen the existing Lisle Farm Drive, which is already traffic-constrained and has potential safety hazards near Rymans).

We submit that access should be via Lisle Farm Road and the access would need to be adequately wide enough to support the subdivision traffic flows including daily traffic – residents' vehicles, local good vehicles and construction traffic etc. 62.3

Limiting the number of sections within the subdivision would increase the safety and ease of access for all surrounding neighbors.

Additionally, there should be:

- **No** access to the subdivision via the **Pukekohe Arterial** (please refer below) given the purpose, intent and design of the future road.
    - ***Any access would set a precedent for other future subdivisions and would destroy the intent and purpose of the arterial.***

- **No** through access from **William Andrew Road** to the subdivision and connecting roads. – In the PPC noted as a proposed point of access this is currently a cul de sac supporting adjacent lifestyle blocks
    - William Andrew Road was never designed or intended to be used as either a collector or local through road.

In addition, consideration needs to be given to the future subdivision of already zoned future urban land along the northern side of Grace James Road and the overall impact on available road capacity.

Pukekohe Arterial - No access to the proposed subdivision via the designated Pukekohe arterial road.

> ***This would set a precedent for future subdivision and would destroy the intent and purpose of the arterial*.**

The intent of the arterial is to move large volumes of traffic around Pukekohe, accommodating growth (volume, large loads etc.) and reduce traffic flows through the town center and surrounding suburbs. Thus, increasing safety and making journey times consistent.

There is by design limited access/entry points (collector roads) onto the arterial and it is not intended to have a subdivision or even local roads assessing it in this manner. I am surprised that this was even proposed!

It is also likely that Auckland Transport would want to acquire the land designated for the arterial and adjacent as per designation plan, in the near term thus making this area of land **not** available for subdivision in the first place.

Thus, we also submit that the area of land designated for the Pukekohe Arterial Road should be excluded from the area under consideration for rezoning under the PPC. 62.4

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - Lynley Diane Storr
Date: Friday, 23 May 2025 5:16:06 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Lynley Diane Storr

Organisation name:

Agent's full name: Lynley Diane Storr

Email address: kstorr@xtra.co.nz

Contact phone number: 0273211888

Postal address:
40 William Andrew Road
Pukekohe
Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:
Formal Objection to Proposed Plan Change 112 (PPC112)
To Whom It May Concern,
I am writing as a concerned resident of the Lisle Farm area to formally object to Proposed Plan Change 112 (PPC112), which seeks to rezone land from Future Urban Zone to Residential Mixed Housing Suburban.

This proposed change poses multiple risks to our community's character, safety, and environmental integrity. My objections are as follows:

1. Inappropriate Lot Sizes and Excessive Density
The proposed subdivision includes 189 lots, almost all averaging only 400m². These allow for high-density three-storey homes with 50% site coverage. This is out of step with the existing neighborhood and will place unsustainable pressure on local infrastructure. I propose that lots on elevated terrain be a minimum of 800m², better aligning with the local character and family demand.

2. Lack of Rural Buffer Zone
The absence of a buffer between the subdivision and existing rural land is concerning. Without this, residents and farmers will be forced into conflict over normal agricultural activities like spraying and equipment noise. A buffer zone is essential to maintain both rural productivity and urban livability.

3. Inadequate Roading and Emergency Access
William Andrew Drive is a narrow cul-de-sac unsuited to high volumes of traffic or construction vehicles. Even under normal use, cars parked on the road prevent safe two-way access. Emergency vehicles, including fire trucks, may struggle to access properties, creating a significant safety risk.

4. Misleading Assumptions about Access to Arterial Road
The development assumes use of a new arterial road as a primary exit point. However, during public consultation, councillors confirmed this will be an expressway without local access. This dramatically changes the traffic flow implications, putting increased pressure on already limited internal roadways.

5. Environmental Concerns: Wetlands and Steep Gullies
The proposed site includes natural wetlands and steep gullies—landforms that are particularly vulnerable to hydrological disruption. The applicant's conclusion that effects will be "negligible" is unrealistic. These areas act as natural stormwater regulators and biodiversity reservoirs.
Development in these zones risks:
- Increased runoff and flooding during storm conditions,
- Long-term drainage problems in lower-lying sections,
- And a financial burden on existing ratepayers to fix problems caused by insufficient planning.
These environmental features should be preserved and integrated into green space or ecological corridors, not paved over.

6. Public Transport and Walkability Deficiencies
The site is not within walking distance to schools, shops, or community facilities. Residents will rely heavily on cars, leading to traffic congestion and demanding costly public transport solutions—yet no such plans are in place.

Conclusion
In light of these concerns, I respectfully urge the council to reject PPC112 in its current form.
Instead, consider a plan that:
- Requires larger lot sizes (especially on hill sections), [redacted] 63.1
- Preserves ecological features such as wetlands and gullies, [redacted] 63.2
- Establishes rural buffer zones, [redacted] 63.3
- Addresses roading limitations and emergency access, [redacted] 63.4
- And ensures infrastructure, including public transport, is planned before any rezoning is approved. [redacted] 63.5

Thank you for the opportunity to submit my concerns. I trust they will be given the serious consideration they deserve in the interest of responsible, sustainable development.

Property address: 40 William Andrew Road Pukekohe

Map or maps:

Other provisions:
Formal Objection to Proposed Plan Change 112 (PPC112)
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Thank you for the opportunity to submit my concerns. I trust they will be given the serious consideration they deserve in the interest of responsible, sustainable development.

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:
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Thank you for the opportunity to submit my concerns. I trust they will be given the serious consideration they deserve in the interest of responsible, sustainable development.

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

Details of amendments: Large sections only in proposed subdivision in keeping with area

Submission date: 23 May 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

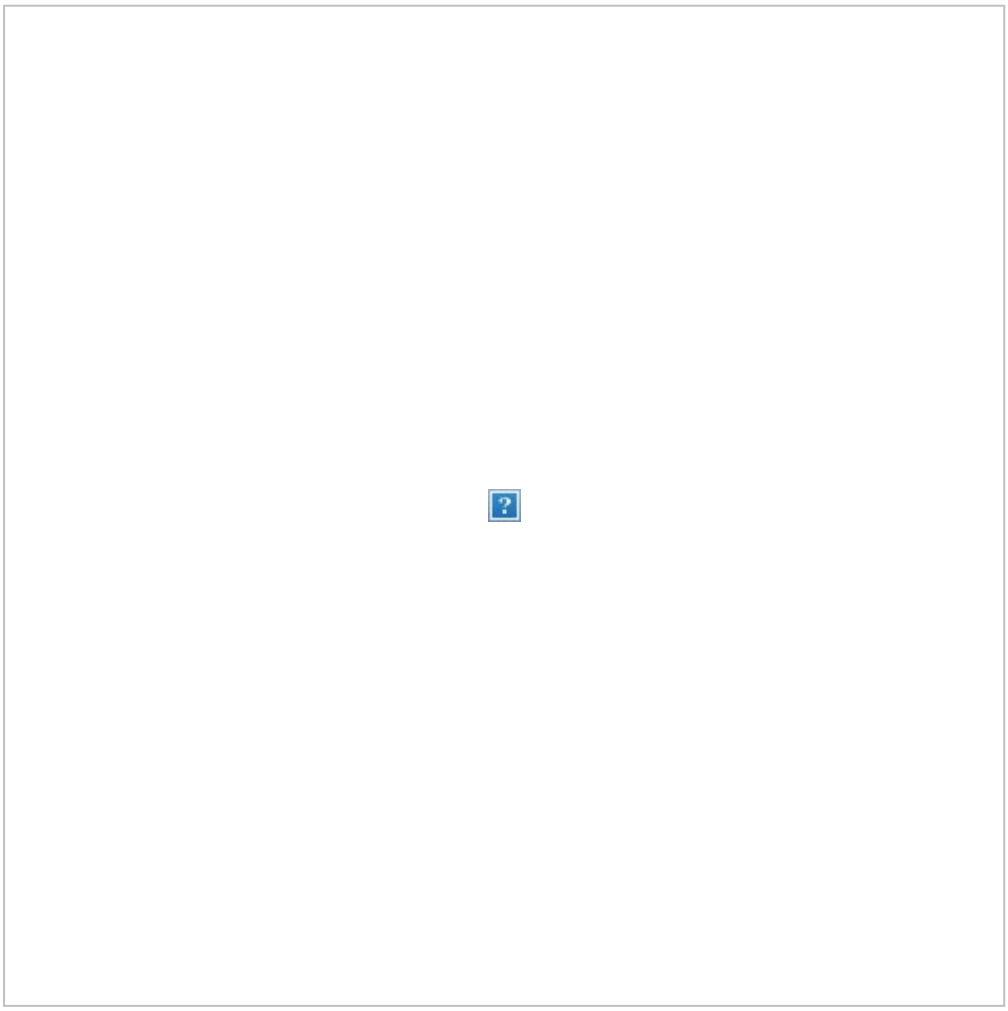
Could you gain an advantage in trade competition through this submission? No

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.



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: Unitary Plan
Subject: Unitary Plan Publicly Notified Submission - Plan Change 112 - S K Robertson
Date: Friday, 23 May 2025 9:17:03 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: S K Robertson

Organisation name:

Agent's full name:

Email address: smcprobertson@gmail.com

Contact phone number: 0274909008

Postal address:

2120

Submission details

This is a submission to:

Plan change number: Plan Change 112

Plan change name: PC 112 (Private): Lisle Farm

My submission relates to

Rule or rules:

Property address:

Map or maps:

Other provisions:
We are residents living on William Andrew Rd. We are concerned that we are having inflicted upon us a significantly increased traffic volume that comes with the proposed plan change to MHU.
We bought our home in a SHZ but now find that our roading that is not built for the high volume of traffic that will be generated by this sub division will become a safety concern.
We would like to see alternate traffic routes provided to ensure everyone's safety.
We feel that this traffic should move through the more recently developed MHZ.

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:
Safety
Reduced valuations to existing properties.

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

Details of amendments: We wish to see alternate access and egress to this MHZ sub division.

64.1

Submission date: 23 May 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

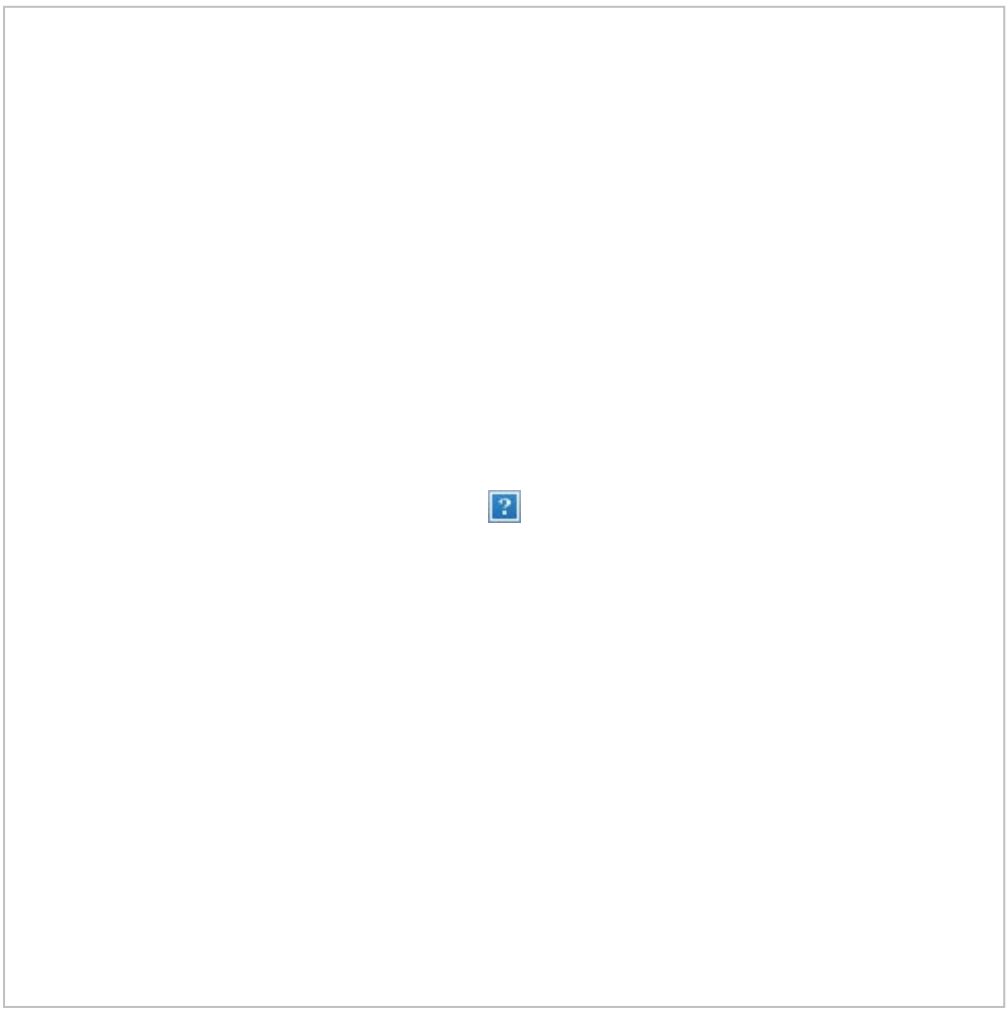
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email may be those of the individual sender and may not necessarily reflect the views of Council.