

I hereby give notice that a hearing by commissioners will be held on:

Date: Monday 20 - Wednesday 22 September 2021
Time: 9.30am
Meeting room: Manukau Room
Venue: Ground Floor, Civic Annex,
Manukau Service Centre
31-33 Manukau Station Road, Manukau

PRIVATE PLAN CHANGE 58
HEARING REPORT
GATLAND ROAD, PAPAURA
GREG AND NICKY HAYHOW

COMMISSIONERS

Chairperson Greg Hill
Commissioners Karyn Kurzeja
Mark Farnsworth

Sam Otter
MĀTANGA MATAAMUA WHAKAWĀ /
SENIOR HEARINGS ADVISOR

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Note: The reports contained within this document are for consideration and should not be construed as a decision of Council. Should commissioners require further information relating to any reports, please contact the hearings advisor.

WHAT HAPPENS AT A HEARING

Te Reo Māori and Sign Language Interpretation

Any party intending to give evidence in Māori or NZ sign language should advise the hearings advisor at least ten working days before the hearing so a qualified interpreter can be arranged.

Hearing Schedule

If you would like to appear at the hearing please return the appearance form to the hearings advisor by the date requested. A schedule will be prepared approximately one week before the hearing with speaking slots for those who have returned the appearance form. If changes need to be made to the schedule the hearings advisor will advise you of the changes.

Please note: during the course of the hearing changing circumstances may mean the proposed schedule may run ahead or behind time.

Cross Examination

No cross examination by the applicant or submitters is allowed at the hearing. Only the hearing commissioners are able to ask questions of the applicant or submitters. Attendees may suggest questions to the commissioners and they will decide whether or not to ask them.

The Hearing Procedure

The usual hearing procedure is:

- **the chairperson** will introduce the commissioners and will briefly outline the hearing procedure. The Chairperson may then call upon the parties present to introduce themselves. The Chairperson is addressed as Madam Chair or Mr Chairman.
- **The applicant** will be called upon to present their case. The applicant may be represented by legal counsel or consultants and may call witnesses in support of the application. After the applicant has presented their case, members of the hearing panel may ask questions to clarify the information presented.
- **Submitters** (for and against the application) are then called upon to speak. Submitters' active participation in the hearing process is completed after the presentation of their evidence so ensure you tell the hearing panel everything you want them to know during your presentation time. Submitters may be represented by legal counsel or consultants and may call witnesses on their behalf. The hearing panel may then question each speaker.
 - Late submissions: The council officer's report will identify submissions received outside of the submission period. At the hearing, late submitters may be asked to address the panel on why their submission should be accepted. Late submitters can speak only if the hearing panel accepts the late submission.
 - Should you wish to present written evidence in support of your submission please ensure you provide the number of copies indicated in the notification letter.
- **Council Officers** will then have the opportunity to clarify their position and provide any comments based on what they have heard at the hearing.
- The applicant or their representative has the right to summarise the application and reply to matters raised by submitters. Hearing panel members may further question the applicant at this stage. The applicants reply may be provided in writing after the hearing has adjourned.
- **The chair** will outline the next steps in the process and adjourn or close the hearing.
- If adjourned the hearing panel will decide when they have enough information to make a decision and close the hearing. The hearings advisor will contact you once the hearing is closed.

Please note

- that the hearing will be audio recorded and this will be publicly available after the hearing
- catering is not provided at the hearing.

A NOTIFIED PRIVATE PLAN CHANGE TO THE AUCKLAND UNITARY PLAN BY GREG AND NICKY HAYHOW

	TABLE OF CONTENTS	PAGE NO.
	Reporting officer's report	5 - 104
Appendix 1	Proposed Plan Change 58 (Private) 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura, as Notified This information is not being reproduced here and is available online using this link https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/unitary-plan/auckland-unitary-plan-modifications/Pages/details.aspx?UnitaryPlanId=93	
Appendix 2	Summary of Submissions and Submissions	105 – 216
Appendix 3	Local Board Views	217 – 224
Appendix 4	Clause 23 Request and Responses	225 – 416
Appendix 5	Specialist Assessments	417 – 448
Appendix 6	National Policy Statement – Urban Development 2020	449 – 454
Appendix 7	Eden Epsom Residential Society Incorporated vs Auckland Council [2021] NZEnvC 082	455 – 464
Appendix 8	Council Decision to accept PPC58 under Clause 25 to First Schedule RMA	465 – 490
Appendix 9	Proposed Modifications to PPC58	491 - 504

Reporting officer, Lee-Ann Lucas, Planner

Reporting on proposed Private Plan Change 58 - Gatland Road, Papakura to live zone approx. 6.1ha of land at 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura from Future Urban zone to Residential Mixed Housing Suburban with a block of Business Neighbourhood Centre zone.

APPLICANT: GREG AND NICKY HAY

SUBMITTERS:	
Page 111	Stuart Hope
Page 117	Dominique Lowry
Page 119	Ngati Te Ata Waiohua
Page 122	Veolia Water Services (ANZ) Pty Ltd
Page 127	Counties Power
Page 143	Farzana Sakkai
Page 145	Heritage New Zealand Pouhere Taonga
Page 151	Auckland Transport
Page 170	Kāinga Ora
Page 177	Peter Bolam

FURTHER SUBMITTERS:	
Page 182	Auckland Transport
Page 189	Kāinga Ora
Page 197	Malcolm Glasgow
Page 199	Counties Power Ltd
Page 209	Farzana Sakkai
Page 213	Peter Bolam



Hearing Report for Proposed Plan Change 58 (Private): 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura to the Auckland Unitary Plan (Operative in part)

Section 42A Hearing Report under the Resource Management Act 1991

Report to:	Hearing Commissioners
Hearing Dates:	20, 21 and 22 September 2021
File No:	Hearing Report – Plan Change 58 (PPC58)
Report Author	Lee-Ann Lucas, Senior Policy Planner, Central and South Planning, Plans and Places
Report Approvers	Craig Cairncross, Team Leader Central and South Planning, Plans and Places
Report produced	26 August 2021

Summary of Proposed Plan Change 58 (Private) 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura: Rezone 6.1 ha of land at 470 and 476 Great South Road and 2 and 8 Gatland Road, from Future Urban Zone to Residential – Mixed Housing Urban Zone and Business – Neighbourhood Centre Zone.

Plan subject to change	Auckland Unitary Plan (Operative in Part)
Number and name of change	Proposed Plan Change 58 (Private): 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura
Status of Plan	Operative in part
Type of change	Proposed private plan change
Clause 25 decision outcome	Accept for notification (24 November 2020)

Parts of the Auckland Unitary Plan affected by the proposed plan change	AUP Maps
Was Clause 4A completed	Yes (11 December 2020)
Date of notification of the proposed plan change and whether it was publicly notified or limited notified	11 December 2020 Public Notification
Submissions received (excluding withdrawals)	10
Date summary of submissions notified	25 March 2021
Number of further submissions received	6 (including one late)
Legal Effect at Notification	No
Date of site visits	5 July 2021
Main issues or topics emerging from all submissions	<p>Transport matters, including transport infrastructure delivery and staging of plan change and connectivity</p> <p>Stormwater management</p> <p>Residential amenity and land use zoning</p> <p>Cumulative effects and consideration of wider area</p> <p>Heritage / Archaeology</p> <p>Water and wastewater servicing</p> <p>Effects on Mana Whenua</p>

CONTENTS

1.	Executive Summary	5
2.	Background, plan provisions and request	7
2.1	Site and surrounding area	7
2.2	Strategic context.....	9
2.3	Proposed Private Plan Change Request	13
2.4	Clause 23 Requests for Further information	16
3.	Hearings and decision making considerations.....	18
4.	Statutory and policy assessment.....	19
4.1	Resource Management Act 1991	19
4.2	National policy statements.....	21
4.3	National environmental standards or regulations	24
4.4	Auckland Unitary Plan	25
4.5	Any relevant management plans and strategies prepared under any other Act	27
4.6	Non-statutory plans and strategies	31
4.7	Section 32 evaluation	33
5.	Consultation	34
5.1	Mana Whenua	34
5.2	Local Board comments.....	34
6.	Notification and Submissions	39
7.	Assessment of Effects on the Environment.....	41
7.1	Transport effects	41
7.2	Urban design and form	52
7.3	Stormwater management and flooding.....	55
7.4	Water supply and wastewater effects	60
7.5	Geotechnical	63
7.6	Open space and greenway paths	64
7.7	Mana Whenua	69
7.8	Historic Heritage.....	71
8.	Recommendations on submissions.....	72
8.1	Transport matters	73
8.2	Decline the plan change	79
8.3	Decline the plan precinct	80

8.4	Residential amenity and land use zoning.....	81
8.5	Heritage New Zealand Pouhere Taonga - Archaeology.....	81
8.6	Water and wastewater servicing.....	82
8.7	Effects on Mana Whenua	83
8.8	Stormwater management and other submissions	84
9.	Overall Assessment	86
9.1	Precinct description	86
9.2	Objectives	87
9.3	Policies.....	88
9.4	Methods	90
10.	Conclusion.....	98
11.	Recommendations	99
12.	Signatories.....	99

Abbreviations

Abbreviations in this report include:

Abbreviation	Meaning
AEE	Assessment of Environmental Effects
AEP	Annual Exceedance Probability
AUP(OP)	Auckland Unitary Plan (Operative in Part)
CVA	Cultural Values Assessment
FULSS	Future Urban Land Supply Strategy 2017
FUZ	Future Urban Zone
ITA	Integrated Transport Assessment
LTP	Auckland Council Long Term Plan (10 Year Budget)
MHUZ	Residential – Mixed Housing Urban Zone
NDC	Auckland Council Stormwater Network Discharge Consent
NCZ	Business - Neighbourhood Centre Zone
NPS-FM	National Policy Statement on Freshwater Management 2020
NPS-UD	National Policy Statement for Urban Development 2020
NZUP	New Zealand Upgrade Programme
Plan Change Request	<i>Plan Change Request – Assessment of Effects and Statutory Assessment</i> , prepared by Mt Hobson Group dated November 2020.
‘PPC58’ OR ‘Plan Change’	Proposed Plan Change 58
RLTP	Regional Land Transport Plan

RMA	Resource Management Act 1991
SEA	Significant Ecological Area
SGA	Supporting Growth Alliance
SMAF 1	Stormwater Management Area Control – Flow 1
SMP	Stormwater Management Plan
TA	Transport Assessment supporting the plan change request
UDA	Urban Design Assessment supporting the plan change request

Appendices	
Appendix 1	Proposed Plan Change 58 (Private) 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura, as Notified
Appendix 2	Summary of Submissions and Submissions
Appendix 3	Local Board Views
Appendix 4	Clause 23 Request and Responses
Appendix 5	Specialist Assessments
Appendix 6	National Policy Statement – Urban Development 2020
Appendix 7	Environment Court decision -
Appendix 8	Council Decision to accept PPC58 under Clause 25 to First Schedule RMA
Appendix 9	Proposed Modifications to PPC58

1. EXECUTIVE SUMMARY

1. Greg and Nicky Hayhow lodged a private plan change request to the Auckland Unitary Plan (Operative in Part) (**'AUP(OP)'**) on 1 August 2020. On 24 November 2020 the private plan change was accepted by Council under Clause 25 of Schedule 1 to the RMA.
2. Proposed Plan Change 58 (**'PPC58'**) seeks to rezone 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura from Future Urban Zone (**'FUZ'**) to approximately 6ha of Residential – Mixed Housing Urban Zone (**'MHUZ'**) and approximately 1,700m² of Business – Neighbourhood Centre zone (**'NCZ'**).
3. The purpose of PPC58 as stated by the requestor is to 'apply an urban (residential and business) zoning to 6.1 hectares of Future Urban zoned land in line with the indicative land-use pattern of the Drury- Opāheke Structure Plan.'
4. The request also seeks to introduce a new precinct – I4xx - Gatland Road precinct. This provides for comprehensive and integrated development of the site through specifically enabling the proposed road layout and design and through the adoption of a Stormwater Management Plan to avoid adverse effects of stormwater on the sensitive receiving environment.
5. The plan change area subject to the request is identified for urban development in the policy documents on future urban growth in Auckland. The Future Urban Land Supply

Strategy 2017 ('**FULSS**') identifies the land as being development ready by between 2028 – 2032. The Drury-Opāheke Structure Plan 2019 ('**DOSP**') provides an indicative zoning for the plan change area as Residential - Mixed Housing Urban and Business - Neighbourhood Centre once it is urbanised.

6. The preferred transport network to support the southern growth areas, as identified by Supporting Growth Alliance contains a mixture of funded and unfunded projects. Funded projects include a new railway station in Drury Central, improvements to SH1 and upgrades to Mill Road (as altered through the NZUP reset programme – June 2021). Unfunded projects relevant to this plan change include the upgrade of Great South Road to a Frequent Transit Network ('**FTN**').
7. Further information was sought from the applicant by the Council in accordance with Clause 23 of Schedule 1 to the RMA on 9 September 2020. In response to the Clause 23 request the applicant initially provided an amended Integrated Traffic Assessment (17 September 2020) and then provided the remaining information on 16 October 2020 (refer Appendix 4 for specific detail). Specifically, the applicant provided a Stormwater Management Plan (SMP) to support the proposed precinct plan. This was subject to further amendments based on discussions between the applicant and Council. The final version of the SMP was provided 20 November 2020.
8. PPC58 was publicly notified by the council on 11 December 2020. After the closing date of submissions on 2 March 2021, 10 submissions were received. The council's summary of decisions requested was publicly notified on 25 March 2021 with the period for making further submissions closing on 12 April 2021. Six further submissions were received including one late further submission received 18 May 2021.
9. In preparing for hearings on PPC58, this hearing report has been prepared in accordance with section 42A of the RMA.
10. This report addresses the merits of PPC58, with reference to an assessment of effects on the environment and the issues raised by submissions. The discussion and recommendations in this report are intended to assist the Hearing Commissioners, the requestor and those persons or organisations that lodged submissions on PPC58.
11. The recommendations contained within this report are not the decisions of the Hearing Commissioners.
12. This report also forms part of council's ongoing obligations under section 32 of the RMA, to consider the appropriateness of the proposed objectives and provisions in PPC58, as well as the benefits and costs of any policies, rules or other methods, as well as the consideration of issues raised in submissions on PPC58.
13. A report in accordance with section 32 of the RMA was prepared by the applicant as part of the private plan change request as required by clause 22(1) of Schedule 1 of the RMA. In accordance with my evaluation under section 32AA, I consider that the provisions, as proposed to be modified in this report, are the most appropriate to achieve the objectives of the AUP(OP) and the purpose of the RMA.
14. Provided that amendments are made to the Precinct provisions to address the issues outlined in the body of this report (and as more fully detailed in Appendix 9), then it is my recommendation that the private plan change request be approved with modifications under clause 29(4)(a) of Schedule 1 of the RMA. However, should the issues outlined in the body of this report (and more fully detailed in Appendix 9) not be resolved in an appropriate manner, then I would recommend that the plan change request be declined under clause 29(4)(a) of Schedule 1 of the RMA. If the provisions are not appropriately amended, to ensure that they give effect to national policy statements and/or the regional policy statement) then I recommend that the plan change request be declined.

2. BACKGROUND, PLAN PROVISIONS AND REQUEST

2.1 Site and surrounding area

15. The applicant has provided a description of the PPC58 land and surrounds, set out in Section 4.0 of the Plan Change Request. This is depicted in **Figure 1** below. Having viewed the plan change land from the adjoining roads on 5 July 2021, I concur with the applicant's assessment. This is summarised below.
16. The PPC58 land comprises of four properties, being 470 and 476 Great South Road and 2 and 8 Gatland Road (the subject land), which is collectively 6.1ha in area. The applicant is the majority owner of the PPC58 land (approximately 5.99ha), minus 2 Gatland Road in the southwest corner.
17. The PPC58 land contains three dwellings and a number of accessory buildings, with the balance held in pasture. The land has a gently rolling contour, sloping from both the north and south down into a central depression which contains a piped watercourse and enables an overland flow path to cross from the west (Great South Road edge) to the east into a stormwater pond.
18. A range of mature vegetation exists on the land, primarily around the dwellings and the stormwater pond and along the overland flow path.
19. The PPC58 land is zoned Future Urban Zone in the AUP(OP) (refer to **Figure 2**). The Future Urban Zone is a transitional zone applying to greenfield land that has been identified as suitable for urbanisation but cannot yet be used for urban activities. As a holding zone for future development, the FUZ enables a range of rural activities and development to occur until the land is rezoned for urban purposes through a plan change process. In the interim, rural activities that align with those enabled in the Rural Production Zone in the AUP(OP) are provided for.
20. The Regional Policy Statement ('**RPS**') section of the AUP(OP) requires the rezoning of FUZ land to follow the structure planning process and to occur through a plan change process in accordance with Appendix 1 Structure plan guidelines.
21. Great South Road stretches 300m along the boundary of the PPC58 land and is identified as an Arterial Road within the AUP(OP). Under Chapter E27 – Transport of the AUP(OP), new vehicle crossings and replacements of existing crossings to and from Arterial Roads require resource consent in order to maintain the effective and safe operation of arterial roads and to ensure safe and functional access to sites. There are currently three vehicle crossings onto Great South Road (one from each property). Gatland Road stretches 150m along the southern boundary of the PPC58 land. There is one vehicle crossing for each of the two properties along this stretch of road.
22. The PPC58 land is also subject to the Macroinvertebrate Community Index (Rural and Urban) which outlines guidelines for freshwater ecosystem health, derived from the different land uses within a given catchment.
23. The PPC58 land is surrounded on three sides (north, west and south) by existing suburban residential development. The land to the east is zoned Future Urban Zone and is similar in terms of the existing use to the PPC58 land.
24. The PPC58 land is situated approximately 2.5km south of the Papakura town centre and 1.5km north of the Drury town centre. The land is also located within 2km of motorway interchanges at Papakura and Drury, and within 2.5km of the existing Papakura Train Station which features a 230 space park and ride facility. The 376 bus route operates along Great South Road between Drury and Papakura Station, at a frequency of every 30 minutes at peak times.

25. The wider Opāheke area east of the plan change land is subject to flooding constraints, identified by council's flood plains maps and the Coastal Inundation (1 per cent AEP plus 1m sea level rise) control in the AUP(OP). These are shown in **Figure 3** below.

Figure 1: Aerial map of the plan change area and surrounds



Figure 2: Zoning map of the plan change area and surrounds

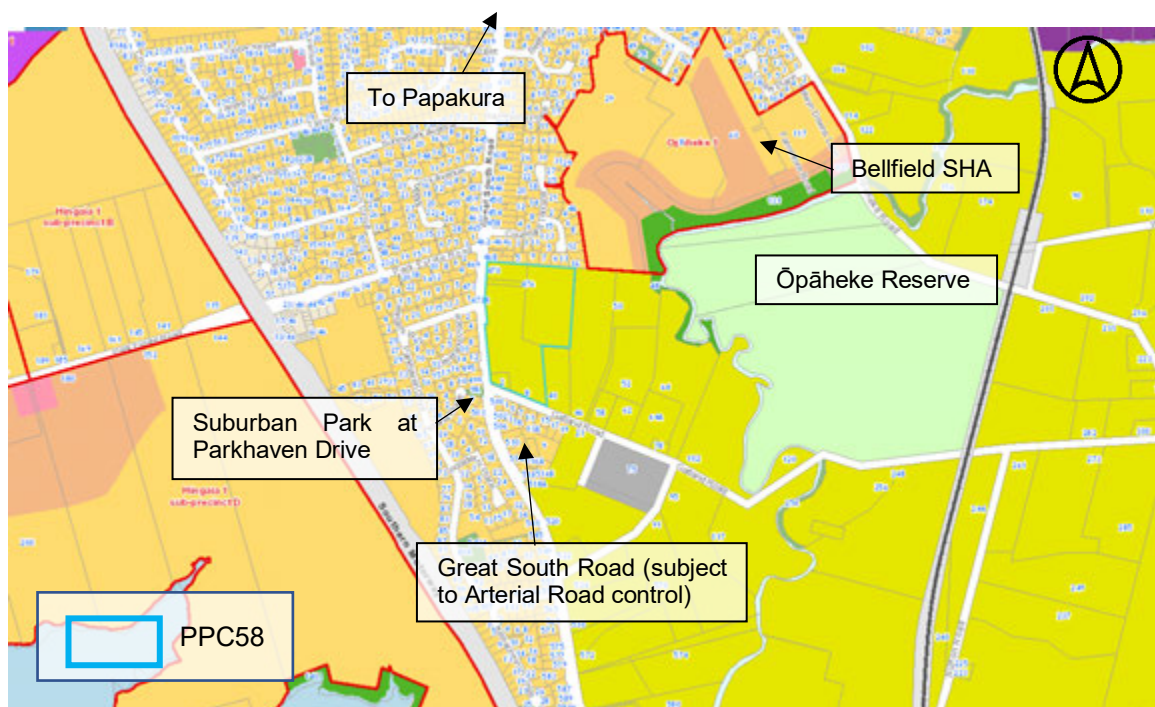
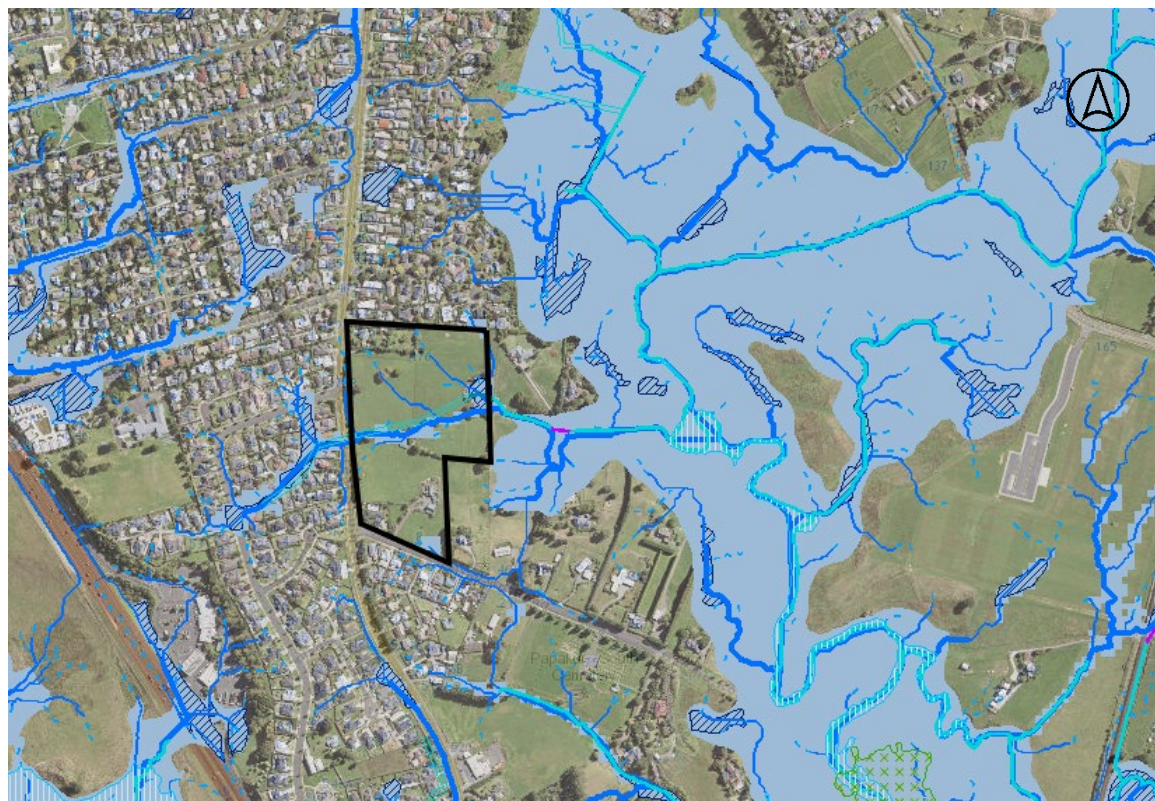


Figure 3: Overland flow paths and flooding within and around PPC58 land



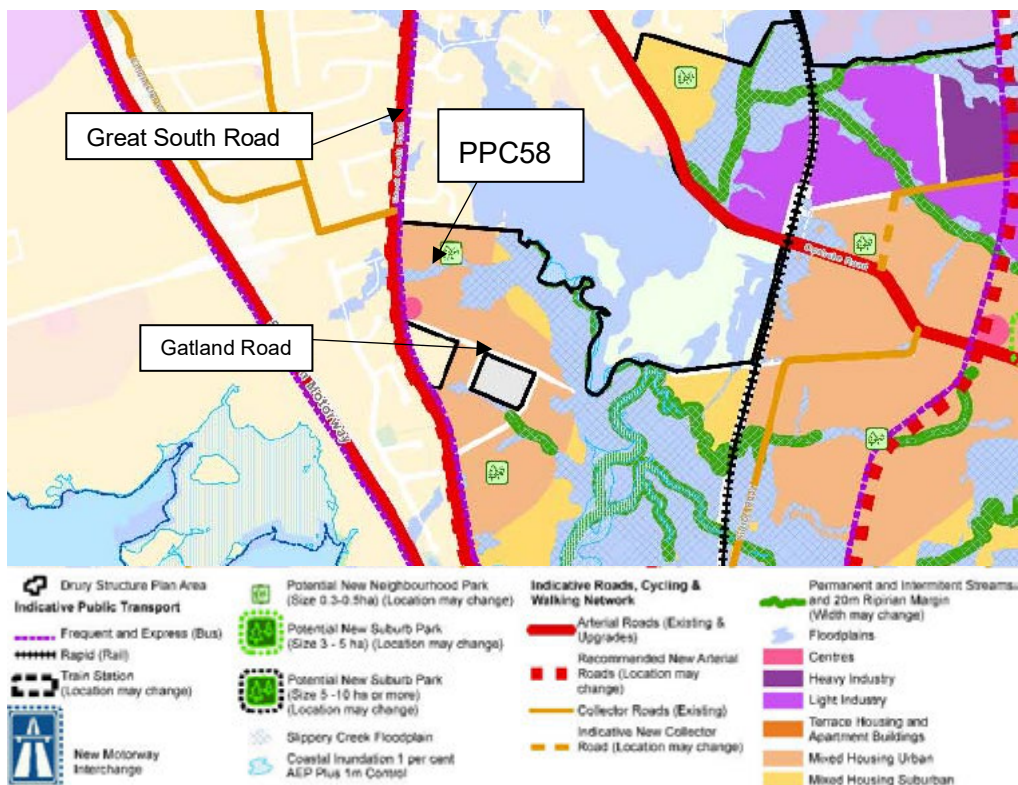
2.2 Strategic context

26. The Auckland Plan 2050 seeks that most of Auckland's anticipated population and dwelling growth over the next 30 years be within the existing urban area. The remaining development is anticipated to occur in future urban areas and in rural areas. The AUP identifies approximately 15,000 hectares of rural land for future urbanisation with the potential to accommodate approximately 137,000 dwellings and 67,000 jobs. Within the south, 6,706ha of land is zoned for future urban growth. The Future Urban Land Supply Strategy 2017 (**FULSS**) expects this to accommodate approximately 50,600 dwellings and 30,300 jobs.
27. Of this, an additional 93,809 residents are anticipated, 60,000 within the Drury-Opāheke structure plan area and 33,809 within the Pukekohe-Paerata structure plan area, whilst 17,000 new jobs are expected to be accommodated within these areas.
28. The FULSS sets out the sequencing of future urban land for development within Auckland. It stages the supply of such land to ensure that new growth is supported by the necessary infrastructure networks, and to help inform infrastructure investment decisions made by the council, central government and the private sector.
29. The FULSS identifies the PPC58 land and surrounding Drury and Opāheke area east of SH1 as being development ready within 2028-2032 – defined as Decade Two 1st Half. In comparison, some other areas within the south are scheduled earlier in Decade One, for instance, Paerata and Drury West from 2018-2022 (Decade One, 1st Half) and Pukekohe from 2023 – 2027 (Decade One, 2nd Half).
30. The principles adopted to determine this sequencing are outlined in Appendix 1 and 2 to the FULSS. Appendix 1 lists the high level principles to assist with understanding which future urban areas will achieve the greatest benefits for Auckland over the short, medium and long term timeframes of the strategy. The general principles are:

1. Optimise the outcomes from investment
 2. Supply land on time
 3. Support uplifting Māori social, environmental, economic and cultural wellbeing
 4. Create good quality places
 5. Work collaboratively in partnership.
31. Appendix 2 provides a brief summary of the key rationale for sequencing and timing of areas within the FULSS. The reasons identified for sequencing of the Hingaia, Opāheke-Drury and Drury West areas are that:
- Bulk infrastructure is required to service the wider area, including augmenting the Southern and Southwestern wastewater interceptors
 - The Opāheke area is subject to complex flooding issues, which need to be resolved through comprehensive catchment-wide and potentially cross-catchment solutions, in combination with development of wastewater infrastructure ¹.
32. The information from the FULSS on sequencing and timing of future urban areas has been incorporated into the Auckland Plan 2050 Development Strategy (adopted June 2018). The addition of this information complements information in the Development Strategy on development areas and nodes in the existing urban areas. Together this information provides a comprehensive list of areas in the existing urban area and the future urban areas where significant development is anticipated over the next 30 years. It is noted that the Auckland Plan 2050, Development Strategy was also adopted by council as its Future Development Strategy under the National Policy Statement on Urban Development.
33. The Drury-Opāheke Structure Plan 2019 (**'DOSP'**) outlines how growth anticipated within this area can be achieved by indicating the location of future land use zonings, infrastructure and constraints within Drury and Opāheke. This includes the location of residential areas, town centres, business areas and critical infrastructure amongst other elements. The key aspects of the DOSP as they relate to PPC58 are:
- The Land Use Map (Figure 1 of the DOSP) identifies PPC58 and immediate surrounds as being appropriate to be zoned Mixed Housing Urban with an area of Business Neighbourhood Centre at the intersection of the two adjoining roads (refer **Figure 4** below):
 - The Blue-Green Network (Figure 8 of the DOSP) identifies a *floodplain* extending across the middle of the plan change area
 - The Blue-Green Network also identifies a '*Potential New Neighbourhood Park (Size 0.3-0.5ha)*' on or in close proximity to the North-eastern boundary of the plan change area (proximate to the location of the existing stormwater pond). The network also identifies a Greenway (local path for walking cycling and ecological connections) connecting from Parkhaven on the western side of Great South Road over to Gatland Road to the south and then connecting to Opāheke Park.

¹ p.32, Appendix 2, Future Urban Land Supply Strategy <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/topic-based-plans-strategies/housing-plans/Documents/future-urban-land-supply-strategy.pdf>

Figure 4: Extract from Land use map of Drury-Opaheke Structure Plan 2019



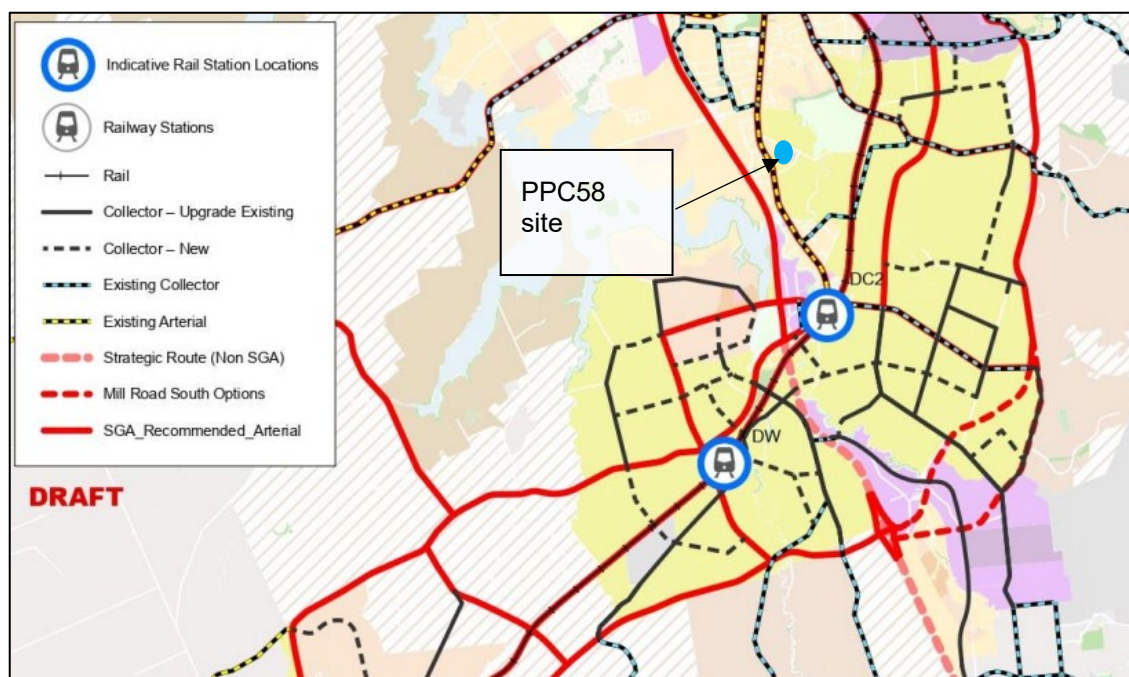
34. Through Te Tupu Ngātahi Supporting Growth Alliance (**'SGA'**), Auckland Transport (**'AT'**) and Waka Kotahi New Zealand Transport Agency have identified the preferred transport network and interventions required to support future urban growth in the southern sector (refer to **Figure 5** overpage). Of particular relevance to this plan change request are the following projects identified by SGA²:
 - a) A new train station (Drury Central) on the eastern side of SH1;
 - b) Electrification of the railway track between Papakura and Pukekohe;
 - c) Great South Road developed as a Frequent Transit Network bus route
35. In January 2021, SGA lodged Notices of Requirement (**'NoRs'**) to route protect five strategic transport corridors identified in the preferred transport network for the south. Of particular relevance to PPC58 are two projects for improvements east of the subject site, being a New Opāheke Road North/South FTN Arterial (Project D4) and upgrades to Ponga Road and Opāheke Road (Project D5 - unfunded). These are anticipated to be completed by 2038.
36. In January 2020, Central Government committed funding to transport infrastructure projects through the New Zealand Upgrade Programme (**'NZUP'**). Since January a number of significant changes have occurred, including increases in construction costs, fiscal constraints following COVID-19 and the Climate Change Commission's draft report recommending transport emissions need to be halved by 2035.
37. Subsequently, on 4 June 2021 Government announced a reset of the NZUP programme which will see an increase in the level of rail investment in the southern Auckland area to allow the construction of three new rail stations in addition to rail electrification and a

² Supporting Growth Programme – Connecting Auckland's future connections – July 2019. Pg.19.

third rail line. The new scope will deliver a two-lane northern section of Mill Road (Flat Bush to Alfriston), SH1 improvements, including a shared path between Papakura and Drury and investment in Drury transport upgrades that support releasing additional housing. The existing proposals (as part of the January announcement) for Mill Road and Papakura to Drury South Stage 2, including Drury South interchange, are deferred.

38. The NZUP allocated funding to the following projects within Drury-Opāheke³:
- a) Fully funding the two new railway stations in Drury Central and Drury West, along with 'park and ride' facilities, with construction of the stations commencing in 2023;
 - b) Fully funding the electrification of the railway track from Papakura to Pukekohe, with construction commencing late 2020; and
 - c) State Highway 1 Papakura to Drury improvements, including three-laning the state highway and upgrading the Drury interchange, to be completed by 2026.

Figure 5: Excerpt from Supporting Growth Draft Integrated Transport Assessment Figure 0-1 – Overall proposed transport network⁴



39. The funding allocation for these projects was incorporated into the Auckland Transport Alignment Project 2021-2031 ('**ATAP**'), an agreed investment programme between Central Government and Auckland Council on transport priorities for Auckland. In relation to PPC58, ATAP outlines investment for the 'Drury & Paerata Growth Area' (\$243m)⁵, for transport infrastructure in the Drury area to support the NZUP investment. The timing and details of the projects are not specified in ATAP.

³ New Zealand Upgrade Programme Transport update June 2021 – South Auckland

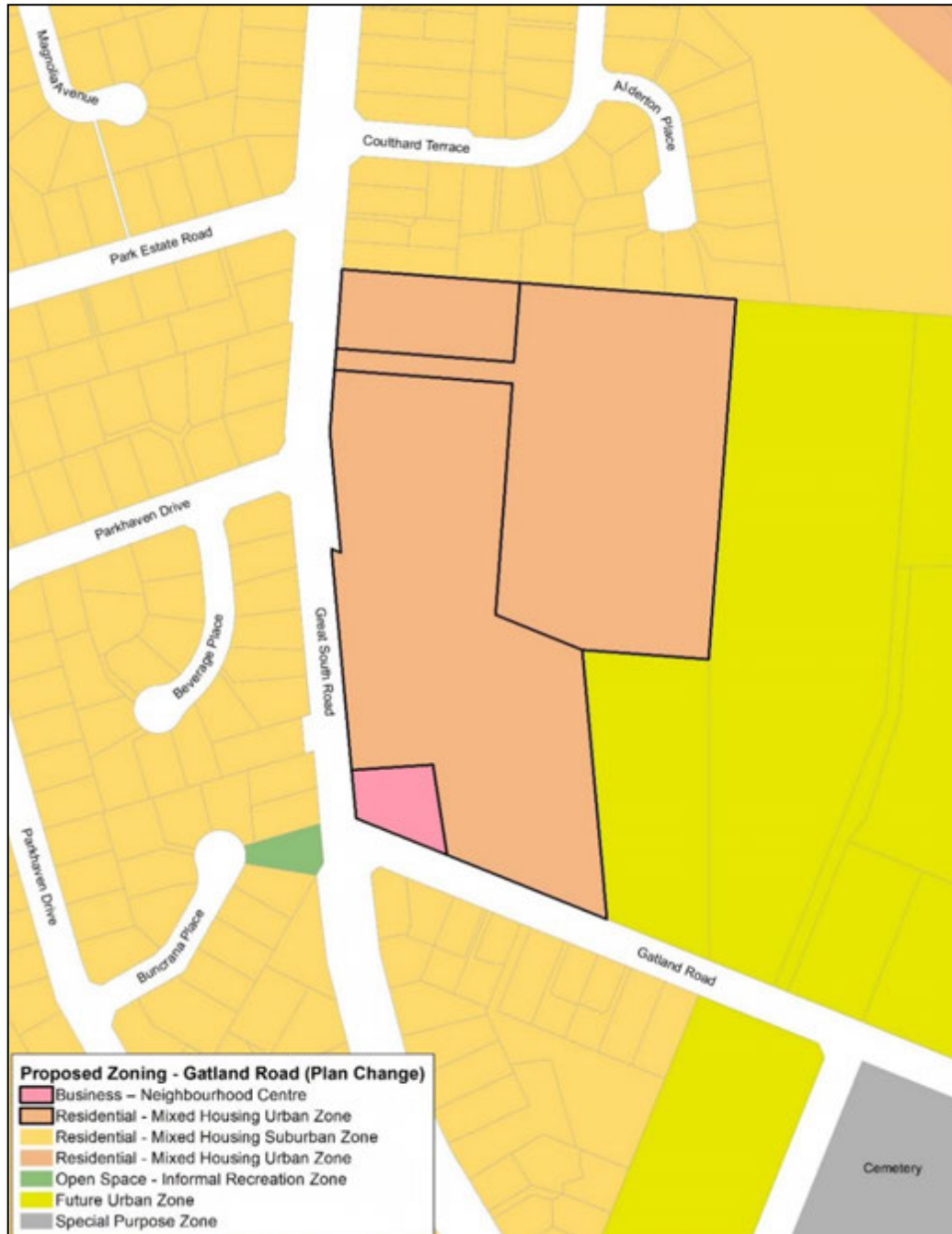
⁴ p. 14, Supporting Growth Draft Integrated Transport Assessment, <https://www.aucklandcouncil.govt.nz/have-your-say/topics-you-can-have-your-say-on/structure-planning-update-for-drury-opaheke-and-pukekohe-paerata-april-2019/docscombined/36-supporting-growth-integrated-transport-assessment.pdf>

⁵ Auckland Transport Alignment Project 2021-2031 - Investment Programme. Pg.11.

2.3 Proposed Private Plan Change Request

40. On 1 August 2020 council received a private plan change request (PPC58) from Greg and Nicky Hayhow. The proposed plan change (outlined in black on **Figure 6** below) seeks to rezone 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura from Future Urban Zone to approximately 6ha of Residential – Mixed Housing Urban Zone and approximately 1,700m² to Business – Neighbourhood Centre Zone as shown in **Figure 6**.

Figure 6: Proposed AUP(OP) zoning of PPC58 site



41. Chapter H5 of the AUP(OP) states that the MHUZ is a reasonably high-intensity zone providing residential development typically up to three storeys in a variety of sizes and forms. Detached dwellings, terrace housing and low-rise apartments are anticipated in the MHUZ.

42. Some of the key aspects of the MHUZ are:

- Dwellings permitted up to three per site, with four or more dwellings requiring resource consent as a RDA to assess a range of matters including: consistency with planned character; achieving attractive and safe streets and open space; managing height, bulk and location of development to maintain sunlight access and privacy, and minimising visual dominance to adjoining sites; quality of outdoor living space; and infrastructure network capacity;
- Maximum building height of 10m;
- Maximum building coverage of 45%, maximum impervious area of 60% and minimum landscaping of 40%;
- Height in relation to boundary standard of 2.5m plus 45 degrees, at the boundaries of sites zoned Residential – Single House, Residential – Mixed Housing Suburban or sites less than 2,000m² with an Open Space zoning;
- Height in relation to boundary standard of 3m + 45 degrees, at the boundaries with residential zoned sites;
- Minimum yards, including a 2.5m front yard, 1m rear and side yards, and 10m riparian yards as applying from the edge of all permanent and intermittent streams;

43. Chapter H12 of the AUP (OP) states that the NCZ usually applies to a single corner store that provides residents and passers-by with frequent retail and commercial service needs.

44. Some key aspects of the NCZ are:

- Commercial activities of a range and scale that meets the local convenience needs of residents and passer-bys:
- All new buildings require Restricted Discretionary resource consent. Residential dwellings are permitted activities but cannot be located on the ground floor
- Certain activities (such as taverns, bars, outdoor eating areas for restaurants) are not permitted with 30m of a residential zone boundary
- Maximum building height is 13m (including 2m for roof form)
- Height in relation to boundary standard of 3m height plus 45 degrees against the residential boundaries
- Yard setbacks apply where the property adjoins a residential zone
- Landscaping buffers are required along the street frontage and between on site parking and the street

45. The purpose of the plan change, as stated by the requestor, is:

“to apply an urban residential and business zoning to 6.1 hectares of Future Urban zoned in Papakura, consistent with the Council’s Drury-Opāheke Structure Plan.”⁶

⁶ Plan Change Request, Assessment of Effects and Statutory Assessment 470 &476 Great South Road and 2&8 Gatland Road, Papakura prepared by MT Hobson Group, dated November 2020. Pg. 12.

46. A new “Gatland Road” precinct is also proposed to be applied to the plan change area with corresponding plan provisions added to Chapter I of the AUP(OP). The precinct plan provisions are described in section 5 of their report (paragraphs 5.10-5.13)⁷ and in Appendix 5 – I4xx Gatland Road Precinct⁸.

47. The main purpose of the precinct is to:

provide for comprehensive and integrated development of the site, making efficient use of land resources and infrastructure, and increasing the supply of housing in the Papakura area. Development within the precinct is envisaged to provide approximately 200 new dwellings comprising a mixture of attached and detached typologies.

48. Key differences introduced by the precinct rules in comparison to the standard Auckland-wide and zone rules include:

- Activity status of subdivision in precinct plan is RD or NC. Where the subdivision does not comply with the standards (I4xx.7.1(1) and (2)) then it becomes - D
- Development standard for new buildings and additions to use inert cladding, roofing, and spouting materials
- Subdivision standards for roads to provide a swale for conveyance of existing overland flow path through the site
- Matters of discretion for subdivision and development to be consistent with precinct plan and with stormwater management
- Matters of discretion for development that does not comply with precinct standards to restrict discretion to b) stormwater management methods listed
- Assessment criteria for stormwater management for restricted discretionary activities
- Assessment criteria for consistency with precinct plan with regard to subdivision, the design of the road and stormwater management

49. Greg and Nicky Hayhow have provided the following reports and documents to support their request for PPC58:

Appendix no.	Document	Author	Date
1	Private Plan Change Request and Assessment of Environmental Effects	Mt Hobson Group	November 2020
2	Appendix 1 - Certificates of Title for plan change land		November 2020
3	Appendix 2 - Urban Design Assessment	Ian Munro	August 2020

⁷ Section 5.0 – Proposed Plan Change Request of report titled Plan Change Request – Assessment of Effects and Statutory Assessment for 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura, dated November 2020 by Mt Hobson Group

⁸ Ibid. Appendix 5 - I4xx Gatland Road precinct

4	Appendix 3 - Engineering Infrastructure Design Report, including proposed Stormwater Management Plan	Aspire Engineering Consultants	November 2020
5	Appendix 4 - Integrated Transport Assessment	Commute Transportation Consultants	24 November 2020
6	Appendix 5 - Proposed Precinct Provisions	Mt Hobson Group	November 2020
7	Appendix 6 - Section 32 Analysis	Mt Hobson Group	November 2020
8	Appendix 7 - Business Neighbourhood Centre Provisions	AUP(OP)	2016
9	Appendix 8 - Mana Whenua Responses	Mt Hobson Group	November 2020
10	Appendix 9 - Ngati Te Ata CVA report	Ngati Te Ata Waiouhu	August 2020

Note: where applicable some detail has been revised/updated in response to further information requests

2.4 Clause 23 Requests for Further information

50. On 9 September 2020, prior to accepting PPC58 under clause 25 of Schedule 1 of the RMA, the Council requested that the applicant provide further information in accordance with Clause 23 of Schedule 1 to the RMA. This request is attached as **Appendix 4** to this report. The purpose of the further information request was to enable Council to better understand the effects of PPC58 on the environment and the ways in which adverse effects may be mitigated. The key information sought through the Clause 23 request related to the following matters:

- Planning and general matters
 - Evidence of consultation with key stakeholders
 - Further analysis and justification of proposed precinct provisions and resource consent categorisation
 - Additional section 32 assessment
 - Evidence of covenant over land area
- Transport
 - Provision of missing information from the ITA
 - Further analysis of yield
 - Further analysis of trip generation
 - Sensitivity testing of proposed traffic generation
- Stormwater
 - A Stormwater Management Plan to support the request

- Confirmation of whether the proposal will seek connection to Auckland Council Global NDC
 - Further explanation of precinct provisions relating to stormwater
 - Explanation of how hydrology mitigations will be delivered
 - Explanation of which SMAF control will be utilised
 - Further explanation of proposed swale
 - Details of design of existing stormwater pond and intended upgrades to address future stormwater issues
 - Explanation of stormwater management principles that have been adopted and Best Practicable Option (BPO) to be used
 - Explanation of intended management of stormwater runoff – particularly to control contaminants
 - Explanation of potential effects on downstream infrastructure assets
 - Other matters
 - Advice note regarding further modelling work required to prove suitability/ need for upgrades to water network
 - Advice note regarding upgrades needed to connect to wastewater network
 - In both cases applicant advised to work with Watercare and Veolia on necessary upgrades
51. The requestor initially responded to the request for the outstanding information for the ITA. Their transport specialist (Commute Transportation) delivered this 17 September 2020. Councils transport specialist (TPC Ltd) then requested additional information regarding the design of the proposed intersections with Great South Road – their intended layout and anticipated future proofing.
52. The requestor responded to the Clause 23 request in full on 16 October 2020. This response is also contained within **Appendix 4** to this report. In response to the Clause 23 request, the applicant provided the following material:
- Covering planning RFI response
 - Details of consultation with Veolia New Zealand, Watercare Services Ltd and Auckland Transport
 - Revised precinct provisions
 - Provision of consent notice over property
 - Revised ITA
 - Stormwater Management Plan
53. Having reviewed the applicant’s Clause 23 response and the reports and materials attached as Appendix 1 to this report, I considered that the further information requests had been satisfied.

54. The Plan Change request was accepted for notification under Clause 25 to Schedule 1 RMA on 24 November 2020. This decision is attached as **Appendix 8** to this report.

3. HEARINGS AND DECISION MAKING CONSIDERATIONS

55. Clause 8B (read together with Clause 29) of Schedule 1 of RMA requires that a local authority shall hold a hearing into submissions on a proposed private plan change.
56. Auckland Council's Combined Chief Executives' Delegation Register delegates to hearing commissioners all powers, duties and functions under the Resource Management Act 1991. This delegation includes the authority to determine decisions on submissions on a plan change, and the authority to decline, approve, or approve with modifications, a private plan change request. Hearing Commissioners will not be recommending a decision to the council but will be making the decision directly on whether to approve, approve with modifications, or decline, PPC58.
57. In accordance with s42A(1) of the RMA, this report considers the information provided by the requestor and summarises and discusses submissions received on PPC58. It makes recommendations on whether to accept, in full or in part; or reject, in full or in part; each submission. This report also identifies what amendments to the PPC58 provisions are recommended, if any, to address matters raised in submissions. This report makes a recommendation on whether to decline, approve, or approve with modifications, PPC58 under clause 29(4)(a) of Schedule 1. Any conclusions or recommendations in this report are not binding on the Hearing Commissioners.
58. The Hearing Commissioners will consider all the information submitted in support of the proposed plan change, information in this report, and the information in submissions together with evidence presented at the hearing.
59. This report relies on the reviews and advice from the following experts on behalf of the council and specialist Auckland Council officers. These assessments are attached in **Appendix 5** to this report.

Table 1: Specialist input to s42a report

Matter	Reviewing specialist
Planning	Lee-Ann Lucas - Senior Policy Planner, Central South Team 3, Plans and Places, Chief Planning Office, Auckland Council
Technical experts	
Urban Design	Lisa Mein - Director, Mein Urban Design and Planning Limited
Transport	Andrew Temperley - Senior Transport Planner, Traffic Planning Consultants Ltd
Stormwater and Flooding	Chloe Trenouth – Planning consultant for Healthy Waters Danny Curtis – Principal, Catchment Planning, Healthy Waters, Auckland Council I and ES Lakshmi Nair – Senior Healthy Waters Specialist, Growth and Developments, Healthy Waters, Auckland Council I & ES

Water and Wastewater	Arun Niravath - Senior Development Engineer, Regulatory Engineering South, Auckland Council
Parks and Open Space	Ashleigh Richards - Senior Parks Planner, Park Services, Parks Sports and Recreation, Customer & Community Services, Auckland Council Ezra Barwell - Senior Policy Advisor, Community Investment, Community and Social Policy, Auckland Council.
Heritage	Robert Brassey - Principal Specialist Cultural Heritage, Heritage Policy, Plans and Places, Chief Planning Office, Auckland Council.

4. STATUTORY AND POLICY ASSESSMENT

60. Private plan change requests can be made to the Council under clause 21 of Schedule 1 of the RMA. The provisions of a private plan change request must comply with the same mandatory requirements as Council initiated plan changes, and the private plan change request must contain an evaluation report in accordance with section 32, and clause 22(1) in Schedule 1 of the RMA.
61. Clause 29(1) of Schedule 1 of the RMA provides “except as provided in subclauses (1A) to (9), Part 1, with all necessary modifications, shall apply to any plan or change requested under this Part and accepted under clause 25(2)(b)”.
62. The RMA requires territorial authorities to consider a number of statutory and policy matters when developing proposed plan changes. There are slightly different statutory considerations if the plan change affects a regional plan or district plan matter.
63. The following sections summarises the statutory and policy framework, relevant to PPC58.

4.1 Resource Management Act 1991

64. The key directions of the RMA with regard to consideration of private plan changes is set out in the below paragraphs.

Table 2: Sections of the RMA relevant to private plan change decision making

RMA Section	Matters
Part 2	Purpose and principles of the RMA.
Section 31	Outlines the functions of territorial authorities in giving effect to the Resource Management Act 1991
Section 32	Requirements for preparing and publishing evaluation reports. This section requires councils to consider the alternatives, costs and benefits of the proposal
Section 67	Contents of regional plans – sets out the requirements for regional plan provisions, including what the regional plan must give effect to, and what it must not be inconsistent with

RMA Section	Matters
Section 72	Sets out that the purpose of district plans is to assist territorial authorities to carry out their functions in order to achieve the purpose of this Act.
Section 73	Sets out Schedule 1 of the RMA as the process to prepare or change a district plan
Section 74	Provides that a territorial authority must prepare and change its district plan in accordance with its functions under section 31, the provisions of Part 2 of the RMA, a direction given under section 25A(2), its obligation (if any) to prepare an evaluation report in accordance with section 32, its obligation to have particular regard to an evaluation report prepared in accordance with section 32, a national policy statement, a New Zealand Coastal Policy Statement, and a national planning standard, and any regulations. In addition, the territorial authority shall also have regard to any management plans and strategies prepared under other Acts
Section 75	Contents of district plans – sets out the requirements for district plan provisions, including what the district plan must give effect to, and what it must not be inconsistent with
Schedule 1	Sets out the process for preparation and change of policy statements and plans by local authorities. It also sets out the process for applying for, and consideration of, private plan change requests.

65. The mandatory requirements for plan preparation are comprehensively summarised by the Environment Court in *Long Bay-Okura Great Park Society v North Shore City Council*, Environment Court Auckland A078/2008, 16 July 2018 at [34] and updated in subsequent cases including *Colonial Vineyard v Marlborough District Council* [2014] NZEnvC 55 at [17]. When considering changes to district plans, the RMA sets out a wide range of issues to be addressed. The relevant sections of the RMA include sections 31-32 and 72-76 of the RMA.
66. The tests are the extent to which the objective of PPC58 is the most appropriate way to achieve the purpose of the Act (s32(1)(a)) and whether the provisions:
- accord with and assist the Council in carrying out its functions (under s 31) for the purpose of giving effect to the RMA;
 - accord with Part 2 of the RMA (s 74(1)(b));
 - give effect to the AUP regional policy statement (s 75(3)(c));
 - give effect to any national policy statement (s 75(3)(a));
 - have regard to the Auckland Plan 2050 (being a strategy prepared under another Act (s 74(2)(b)(i)));
 - have regard to the actual or potential effects on the environment, including, in particular, any adverse effect (s 76(3));
 - are the most appropriate method for achieving the objectives of the AUP, by identifying other reasonably practicable options for achieving the objectives (s 32(1)(b)(i)); and by assessing their efficiency and effectiveness (s 32(1)(b)(ii)); and:

- identifying and assessing the benefits and costs of environmental, economic, social, and cultural effects that are anticipated from the implementation of the provisions, including the opportunities for—
 - (i) economic growth that are anticipated to be provided or reduced (s 32(2)(a)(i)); and
 - (ii) employment that are anticipated to be provided or reduced (s 32(2)(a)(ii));
- if practicable, quantifying the benefits and costs (s 32(2)(b)); and
- assessing the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions (s 32(2)(c)).

67. Under section 74(1)(e) the decision maker must also have particular regard to the section 32 evaluation report prepared in accordance with s 32 (s 74(1)(e)).

4.2 National policy statements

68. Pursuant to Sections 74(1)(ea) and 75 RMA, the relevant national policy statements must be given effect to in the preparation of the proposed plan change, and in considering submissions.

4.2.1 National Policy Statement on Urban Development 2020 ('NPS-UD')

69. The National Policy Statement on Urban Development 2020 (**NPS-UD**) seeks to ensure that New Zealand's towns and cities are well-functioning urban environments that meet the changing needs of diverse communities. It also seeks to remove barriers to development to allow growth 'up' and 'out' in locations that have good access to existing services, public transport networks and infrastructure.

70. The applicant provides an assessment against the NPS-UD in paragraphs 7.2-7.8 of their report.⁹ They state that Policy 8 is of particular relevance to the plan change as it directs local authorities to be responsive to plan change requests that would add significantly to the development capacity and contribute to well-functioning urban environments even if the capacity is out of sequence with planned land release.

71. They conclude that the plan change is consistent with the NPS as:

“ it provides for an increase in housing supply in close proximity to the public transport network with bus stops immediately adjacent to the site on a road which will provide access to Papakura Station in the north and to a funded future train station with delivery anticipated in the next five years in the south (Drury).

The Plan Change will support good urban outcomes as the proposed rezoning is likely to have positive effects on the quality of the built environment, and development within the plan change area will integrate well with the wider Drury area.”

72. Auckland Council is categorised as a tier 1 local authority and therefore at least sufficient development capacity is required to meet expected demand for housing and business land over the short to long term. Local authorities must also be responsive to plan changes that are unanticipated or out of sequence that would add significantly to development capacity and contribute to well-functioning urban environments.

⁹ Assessment of Effects and Statutory Assessment for 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura, dated November 2020 by Mt Hobson Group. Section Pg 21, 22.

73. The NPS-UD (Objective 3) expects that Regional Policy Statements and district plans will be amended to enable more people to live in, and more businesses and community services to be located in or near a centre zone or other area with many employment opportunities that is well-served by existing or planned public transport and there is high demand for housing or for business land in the area, relative to other areas within the urban environment, subject to assessment of various 'qualifying matters'. Council has begun work on how it will take forward the outcomes set out in Objective 3 and Policy 3.
74. In the meantime the recent Environment Court decision *Eden Epsom Residential Protection Society Incorporated v Auckland Council* [2021] NZEnvC 082, held that NPS-UD objectives and policies that are not requiring 'planning decisions' (including objective 3 and policy 3) do not need to be given effect to by decisions on private plan changes. Rather, Councils need to implement these via Schedule 1 processes by August 2022. Nevertheless, I consider it appropriate for the intensification direction of the NPS-UD to be taken into account when assessing PPC58. An extract of all of the NPS-UD objectives and policies are provided in **Appendix 6**; and a copy of the Environment Court's decision is provided as **Appendix 7**.
75. I understand that the Council is undertaking a comprehensive approach to giving effect to the NPS-UD intensification requirements, in accordance with the timeframes specified for this by the Government (i.e. by July 2022 being two years after the commencement date of the NPS-UD), and is currently investigating whether there is further scope for urban intensification. Specifically, the Council will be investigating what existing capacity is already enabled throughout the zones in the region under the Unitary Plan and whether the residential capacities required are being met, then investigate development feasibility in areas required to be intensified.
76. As a result, PPC58 is being considered before any intensification plan changes occur.
77. Having turned my mind to the Court identified relevant objectives of the NPS-UD, I consider that PPC58 may give effect to Objective 2 to support competitive land markets and through those, affordable housing.
78. I consider that PPC58 sufficiently takes into consideration the principles of the Treaty of Waitangi / Te Tiriti o Waitangi with the requestor having consulted with iwi with an interest in the plan change area and subsequently having received a Cultural Values Assessment to guide future development of the plan change area.
79. In my view, in giving effect to Objective 7, PPC58 does contribute to the information required by local authorities in making planning decisions, but equally the AUP(OP) also provides such information.
80. With regard to the Court identified relevant policies of the NPS-UD, I consider that PPC58 will give effect to Policy 1(a) to (f) as, the development the provisions seek to enable will:
- contribute to a well-functioning urban environment enabling of a variety of homes that meet the needs of different households as sought by Policy 1(a)(i) and (ii); and
 - enable a variety of sites that are suitable for different business sectors as sought by Policy 1(b);
 - have good accessibility for all people between housing, jobs community services, natural spaces, and open spaces, including by way of public and active transport as sought by Policy 1(c);
 - encourage multiple activities and reduced car dependence which would likely support reductions in greenhouse gas emissions as sought by Policy 1(e); and

- likely be resilient to the current and future effects of climate change as sought by Policy 1(f).
81. I consider that it is difficult for PPC58 to give effect to the requirement of Policy 6(a), (b) and (d) with regard to development capacity and the planned urban built form anticipated by those RMA planning documents that have given effect to the NPS-UD because those planning documents have not yet been notified.
 82. However, I also consider that PPC58 may give effect to Policy 6(c) in so far as it gives effect to Objective 2 and gives effect to Policy 6(e) in that the eventual availability of public transport and active modes will enable a more efficient land use system that results in fewer emissions per capita compared with urban development not served by public transport.
 83. I consider that PPC58 will contribute to a well-functioning urban environment in the medium-term and long-term. As discussed earlier, both the proposed Residential - Mixed Housing Urban and Business - Neighbourhood Centre zones provide for a range of house sizes, densities and typologies to meet different price points and other needs within the housing market. Once wider transport improvements have been implemented (as discussed in Section 2.2 of this report), primarily the FTN on Great South Road, Drury Central Train Station, and electrification from Papakura to Pukekohe, the plan change area will enjoy access to amenities in the Papakura and Drury Centres, and better connectivity to the wider public transport network.
 84. In the short term, PPC58 may not provide for a well-functioning urban environment, as the level of public transport service currently does not provide for good accessibility between proposed residential zonings and the amenities outlined in Policy 1(c). However, a reasonable level of accessibility currently exists, both by public transport (376 bus operating every half hour at peak times) and more realistically by private vehicles. The requestor's transport assessment finds that the plan change can be accommodated whilst maintaining an adequate level of service on the surrounding transport network.
 85. Council's Transport specialist (Andrew Temperley – Traffic Planning Consultants Ltd) finds that the traffic effects associated with PPC58 can be accommodated on the existing transport network during the interim period ahead of future infrastructure and transport provisions associated with the wider growth, subject to the improvements and integration with planning for adjacent areas¹⁰ as suggested by Auckland Transport in their submission to PPC58 (refer Submission #8 – **Appendix 2** to this report).
 86. As this is an interim situation, and that a reasonable level of access to amenities exists for the plan change land, I am satisfied that PPC58 will give effect to the intent of the NPS-UD to provide a well-functioning urban environment.

Conclusion

87. In my view PPC58 will give effect to the NPS-UD as required by s75(3)(a) of the RMA within the parameters established through the recent Environment Court decision - *Eden Epsom Residential Protection Society Incorporated v Auckland Council* [2021] NZEnvC 082.

¹⁰ Proposed Plan Change 58, 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura – Transportation Assessment, prepared by Andrew Temperley of Traffic Planning Consultants. Dated 25 May 2021. Para 1.6.

4.2.2 National Policy Statement on Freshwater Management 2020 ('NPS-FM')

88. The NPS-FM seeks that natural and physical resources are managed in a way that prioritises the health and well-being of water bodies and freshwater ecosystems, the health needs of people, and the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future.
89. The plan change area is within the Slippery Creek Catchment and stormwater discharges to the Drury Creek Significant Ecological Area.
90. PPC58 is supported by a Stormwater Management Plan (SMP) which aims to manage the stormwater from existing and future developments through an integrated treatment train approach with at source devices working in conjunction with proposed improvements to existing infrastructure. PPC58 also proposes the Gatland Road precinct which aims to provide for comprehensive and integrated development of the site with a key outcome of quality stormwater management. The SMP is an integral base of the precinct plan provisions.
91. The SMP has been prepared in liaison with Healthy Waters and is considered to be sufficient to support the plan change as it achieves integrated stormwater management consistent with AUP(OP) objectives and policies for water (Chapter E1). In turn this could also be concluded of the precinct provisions.
92. In preparing PPC58 the requestor has engaged with iwi with an interest in the plan change area (this is expanded on in Section 10.0 of their report). For the most part iwi have deferred their interest to the future development of the land area however, Ngāti Te Ata Waiouhu have provided a Cultural Values Assessment (CVA) for inclusion with the request (attached as Appendix 9 to their report). The CVA emphasises the significance of the relationship between mana whenua and wai – the life giver. It acknowledges the significant waterways of the Drury-Opaheke area (such as Slippery Creek) and provides recommendations and aspirations in seeking the protection and/or improvement of these waterways from future activities.
93. Ngāti Te Ata Waiouhu have also submitted on PPC58 (Submission 3.1) to further emphasise the application of the CVA in the future development of the plan change area. Further submission 2 (Kainga Ora) supports this submission. Healthy Waters acknowledges the submission (and further submission) and considers that through the application of the SMP the recommendations of the CVA will be provided for.
94. Given the above, I consider that PPC58 gives effect to NPS-FM in that it provides for Te Mana o te Wai (fundamental NPS-FM concept and Policy 1) through the application of the SMP and precinct provisions and through active involvement of mana whenua in the planning and future design of the development of the proposed plan change area.

4.3 National environmental standards or regulations

95. Under section 44A of the RMA, local authorities must observe national environmental standards in its district / region. No rule or provision may be duplicated or in conflict with a national environmental standard or regulation.

4.3.1 Resource Management (National Environment Standards for Freshwater) Regulations 2020 (NES-FM)

96. The NES-FM regulates activities that pose risks to the health of freshwater and freshwater ecosystems. This includes standards for farming activities and activities that affect freshwater systems and in particular wetlands.

97. The plan change area does not contain a natural wetland but the existing stormwater pond on its eastern edge flows directly into a stream and private culvert. Healthy waters is satisfied that the proposed treatment train approach to water sensitive design principles as proposed in the applicant's SMP will ensure improved water quality from future development on site. It is considered that the proposed treatment of freshwater from the plan change area and the plan change as a whole does not conflict with the NES-FM.

4.4 Auckland Unitary Plan

98. Section 75(3)(c) of the RMA requires that a district plan must give effect to any regional policy statement. Section 75(4)(b) of the RMA requires that a district plan must not be inconsistent with a regional plan for any matter specified in s 30(1) RMA.

Table 3: AUP(OP) matters relevant to PC58

Relevant Act/ Policy/ Plan	Section	Matters
Regional Policy Statement	B2.2	Urban growth and form
Regional Policy Statement	B2.3	A quality built environment
Regional Policy Statement	B2.4	Residential growth
Regional Policy Statement	B2.5	Commercial and industrial growth
Regional Policy Statement	B2.7	Open space and recreational facilities
Regional Policy Statement	B3.3	Transport
Regional Policy Statement	B7.3	Freshwater systems
Regional Policy Statement	B10.2	Natural hazards and climate change
Regional Plan	E1	Water quality and integrated management
District Plan	H5	Mixed Housing Urban Zone
District Plan	H12	Neighbourhood Centre Zone
District Plan	E27	Transport

Regional Policy Statement

99. The requestor provides an assessment against the objectives and policies of the AUP(OP) Regional Policy Statement ('RPS') in paragraphs 7.37 – 7.55 of their report. Specifically, they identify with the following key issues of relevance to PPC58:

- B2 Urban growth and form;
- B3 Infrastructure, transport and energy;

- B6 Mana whenua;
- B7 Natural resources; and
- B10 Environmental risk.

100. The requestor states that in rezoning the subject land from FUZ to MHUZ and NCZ in accordance with the Drury-Opaheke Structure Plan, PPC58 also gives effect to the RPS.

101. Specifically, the requestor concludes that:

- The proposed rezoning is consistent with the relevant objectives and policies of B2 in that it will provide for the medium- high density residential development as sought by the Drury – Opaheke Structure Plan (DOSP) and is appropriately located adjacent to an existing urban area and public transport along Great South Road. Furthermore, as supported by their Urban Design Assessment the surrounding character of the area is suburban in nature and the proposed residential and business zone, along with a precinct, represents the most efficient and effective manner to promote sustainable management of the site and surrounding area
- PPC58 is consistent with the relevant objectives and policies of B3 in that it will ensure future development on the land is adequately serviced with infrastructure in line with the residential intensification occurring (B3.2.1(5)). The plan change site is serviced by an efficient and safe transport network which integrates with the nearby Papakura Town Centre and rail station, and the planned intersection improvements on to the adjoining Great South and Gatland roads can be accommodated without significant adverse effects to the network
- PPC58 is consistent with the relevant objectives and policies of B6 as all relevant Mana Whenua groups have been consulted prior to the lodgement of the request and discussions are ongoing
- PPC58 is considered consistent with B7.3 in that all future development on the site will be required to be connected to existing wastewater and stormwater networks (following necessary upgrades and with required retention/ detention as set out in the precincts provisions) which will enhance the quality of the freshwater system on the land and downstream
- PPC58 will meet the objectives and policies of B10.2 as the existing areas of flooding and over land flow are able to be catered for in the design and layout of any future development of the land
- PPC58 is able to meet the relevant objectives and policies of B10.4 in that despite there being inconclusive evidence that contaminants are present in the land area, a full assessment of contaminants will be undertaken with any future resource consent application (as is the norm for proposed urban development over historically rural areas).

102. In my opinion, with the exception of B2.7 as discussed below, PPC58 gives effect to the objectives and policies of the RPS in providing for urban expansion as anticipated by the Auckland Plan 2050 and as supported by the development of the DOSP. As discussed in section 7.1 of this report it would be ideal if the larger scale transport improvements identified by SGA would be in place or funded to manage effects from cumulative urban expansions. However, PPC58 is small in scale and served by existing public transport, that supports the early staging of the plan change. Furthermore, the proposed plan change includes precinct provisions requiring localised improvements to be delivered. In my view, these provisions will ensure that transport infrastructure will be delivered to integrate with the proposed urban growth of PPC58. In saying this I consider PPC58 to

meet the requirements of B4.2(6) as the future development can reasonably rely on existing infrastructure and through the proposed precinct provisions will be adequately serviced by infrastructure proposed with the future development of the plan change area.

103. Once the wider improvements identified by SGA for the Drury area are delivered, the land use pattern proposed by PPC58 will in my view support PT, walking and cycling to reduce the growth in demand for private vehicle trips (B3.3.2(5)(b)) as it will be proximate to the Great South Road FTN, connecting to the Papakura and Drury Central railway stations.
104. With regard to Chapter B2.7 Open space and recreation facilities PPC58 does not meet council's Open Space Park Provisions (2016) criteria for neighbourhood parks.
105. The DOSP identifies a neighbourhood park within the plan change area. As discussed in section 7.6 of this report the requestor's Urban design assessment confirms that a neighbourhood park of 4,000m² can be accommodated within the plan change area¹¹. Mr Munro does suggest that this can be included as part of the proposed expansion of the stormwater pond however as advised by Mr Barwell¹² such devices cannot be located on land acquired for open space. Consequently, in my view, PPC58 does not meet Policy B2.7.2(4) as it does not provide open spaces and recreation facilities in areas where there is an existing or anticipated deficiency.

Regional Plan

106. With regard to s 30(1) RMA matters, in my view the primary regional plan matter for PPC58 is water quality and integrated management, outlined in Chapter E1 of the AUP(OP). This seeks that freshwater and sediment quality is either maintained, or progressively improved over time, and that the mauri of freshwater is maintained or progressively improved over time.
107. In my view, the plan change as proposed supports freshwater quality being maintained, as the proposed provisions require water quantity and quality effects to be mitigated in accordance with the SMP recommendations. These will effectively achieve integrated management and the maintenance and improvement of freshwater values. This is outlined further in section 7.3 this report.

4.5 Any relevant management plans and strategies prepared under any other Act

108. Section 74(2)(b)(i) of the RMA requires that, when preparing or changing a district plan, a territorial authority shall have regard to management plans and strategies prepared under other Acts.

4.5.1 Auckland Plan 2050

109. The Auckland Plan, prepared under section 79 of the Local Government (Auckland Council) Act 2009 is a relevant strategy document that council should have regard to in considering PPC58, pursuant to section 74(2)(b)(i) of the RMA.

¹¹ Urban design assessment and neighbourhood design statement for 470 & 476 Great South Road and 2 & 8 Gatland Road, Papakura, prepared by Ian Munro. Dated August 2020. Para. 6.14

¹² PC 58(Private): 470 & 476 Great South Road and 2 & 8 Gatland Road, Papakura – Open Space Assessment, prepared by Ezra Barwell. Dated 1 June 2021. Pg 2.

Table 4: Auckland Plan matters relevant to PPC58

Section	Matters
Outcome: Homes and Places	Direction 1: Develop a quality compact urban form to accommodate Auckland’s growth Direction 2: Accelerate the construction of homes that meet Aucklanders’ changing needs and preferences Direction 4: Provide sufficient public places and spaces that are inclusive, accessible and contribute to urban living Focus Area 1: Accelerate quality development at scale that improves housing choices Focus Area 5: Create urban places for the future
Outcome: Transport and Access	Direction 1: Better connect people, places, goods and services Direction 2: Increase genuine travel choices for a healthy, vibrant and equitable Auckland Direction 3: Maximise safety and environmental protection Focus area 1: Make better use of existing transport networks Focus area 4: Make walking, cycling and public transport preferred choices for many more Aucklanders Focus area 5: Better integrate land-use and transport decisions
Development Strategy	Future Auckland Managed expansion into future urban areas Anticipated growth - where and when – determined through FULSS 2017

110. I consider that PPC58 is consistent with the outcomes set in the Auckland Plan, because:

a) In relation to Homes and Places:

- 1) The plan change supports a compact urban form as expressed in the Development Strategy, which includes managed expansion (directed through a structure plan process) into Future Urban areas.
- 2) The plan change supports accelerating the construction of homes by onboarding housing capacity prior to its staged release.
- 3) The proposed MHU and NC zones support a range of housing typologies including detached, terraced housing and walk up apartments which allows development to respond to future housing needs/preferences.
- 4) the DOSP includes an indicative neighbourhood park in the vicinity of the site. While this has not been zoned for, the Urban Design Assessment carried out by Ian Munro confirms that this can be accommodated within the site. The provision of and access to public places is discussed in section 7.8 of this report in relation to open space.

b) In relation to Transport and access:

- 1) Direction 1 primarily relates to the design of the transport network, which is not proposed through PPC58.
- 2) PPC58 supports Direction 2 and Focus Area 4 to a limited extent in the short term, given that only limited public transport services and walking/cycling infrastructure are currently available to serve the site. However, in the medium and long term, improvements to bus services and cycling connectivity on Great South Road will provide enhanced connections to the Papakura and future Drury Central train stations.
- 3) In relation to Focus Area 5, the integration of land-use and transport decisions is discussed in section 2.2. This concludes that there is adequate integration between PPC58 and the transport funding and delivery programmes applicable to the Drury area, taking into account that only small-scale, local improvements are required to support the scale of development sought through this plan change.

Development strategy

111. The Development Strategy promotes a quality compact approach to growth and development in Auckland. Broadly speaking, this means that most growth will occur in existing areas rather than rural areas; and in places accessible to PT and active transport, within walking distance to centres, employment and other amenities, and in a manner that maximises the efficient use and is supported by necessary infrastructure at the right place and time.
112. The Development Strategy primarily seeks to achieve this by:
 - a) Sequencing what gets delivered, including directing planning and investment to areas where the greatest development capacity is taken up;
 - b) Aligning the timing of infrastructure provision with development, particularly by identifying the timing and location of expansions to infrastructure networks in future urban areas; and
 - c) Ensuring there is an ongoing supply of development capacity to meet demand as defined by the National Policy Statement on Urban Development Capacity¹³, including in the short, medium and long term.
113. As part of the Development Strategy, the plan provides for managed expansion into future urban areas and identifies future urban areas consistent with the FUZ in the AUP(OP). The section '*Anticipated growth - where and when*' sets out the sequencing of Future Urban land identified within the Auckland Plan, which formalises the staging set out in the FULSS. The Auckland Plan identifies the Drury-Opāheke area as being development ready by 2028 – 2032, consistent with the FULSS.
114. In having regard to the Development Strategy within the Auckland Plan, in my view the key considerations are:
 - a) Whether there is sufficient capacity for housing in the short, medium and long term as defined by the NPS-UD, and whether PPC58 would contribute to addressing a shortfall in development capacity.
 - b) Whether the early release of land for urban development compared with the Auckland Plan and FULSS sequencing will be supported by infrastructure provision,

¹³ Brought forward into the NPS-UD

and whether this is consistent with the broader directions set by the Development Strategy for urban growth.

115. I consider that PPC58 is consistent with the Auckland Plan development strategy because:

- a) PPC58 will make a contribution towards anticipated housing capacity by expediting house construction through the early release of future urban land.
- b) Contextual factors support the expediting of additional housing capacity, as outlined in section 4.2.1 in relation to the NPS-UD.
- c) As outlined in section 4.2.1 of this report, PPC58 is to an extent integrated with infrastructure delivery. Section 7.1 of this report outlines that ideally the funding for large scale transport projects in Drury would be resolved to mitigate the potential effects of cumulative urban expansions. However, on balance the early urbanisation of PPC58 is supported by adequate current and planned infrastructure. Section 7.4 outlines that further modelling to demonstrate water supply capacity is required to understand whether the current network is sufficient to mitigate the effects of PPC58.

116. In my view, PPC58 is consistent with the directives of the Auckland Plan, including the outcomes sought in regard to homes and places, and transport and access, and the quality compact urban form sought within the development strategy.

4.5.2 Long-Term Plan 2018-2028

117. The Long-Term Plan 2018-2028 ('LTP'), prepared under section 93 of the Local Government Act 2002, outlines Auckland Council's funding and investment decisions over a ten year period. This includes indicative funding within a long term horizon of 30 years.

118. Of relevance to PPC58, the Long-Term Plan identifies investment in:

- New growth roading projects in the north and south (\$360m). This includes NZTA projects a) SH1 improvements from Manukau to Bombay and b) new road connections to the Pukekohe growth area.
- Expansion of the electric rail fleet (\$509m within 2018-2028), including from Papakura to Pukekohe (identified as 2018-2028)
- Augmentation of the Southern Interceptor, primarily within 2019-2028 (\$2.125b)

119. The upgrade of Great South Road to an FTN standard is not identified in the LTP. This is discussed in section 7.1 of this report in relation to transport effects. The expansion of the electric rail fleet for the Papakura to Pukekohe extension, in concert with the Drury Central station will ultimately improve access to public transport. In relation to the augmentation of the Southern Interceptor, the public reticulated wastewater network extends to the PPC58 site, and therefore the plan change is not reliant on the extension of this bulk network for wastewater servicing.

4.5.3 Regional Land Transport Plan 2018

120. The Regional Land Transport Plan ('RLTP'), prepared under section 13 of the Land Transport Management Act 2003, sets out the transport priorities and capital investment programme for Auckland over a 10 year horizon.

121. The RLTP 2018-2028 identifies committed, funded and unfunded projects. Key projects of relevance to PPC58 are the purchase of new Electric MU's to support the Papakura to Pukekohe rail electrification (\$134.4m, committed), Papakura Station Park-and-Ride

(11.7m, funded) Mill Road Corridor phase 1 (\$494m, funded), Mill Road Southern (Alfriston to Drury South (\$699m, unfunded)) Southern Rail Stations (\$77.9m unfunded), and FTN/RTN Manukau to Drury – a high frequency bus corridor connecting Drury West, Drury, Hingaia, Papakura, Takanini and Manukau (\$64.8m, unfunded).

122. The draft RLTP 2021-2031 identifies a similar funding programme, triaged into 'committed and essential', 'prioritised', and 'requires funding' categories. The primary changes from the 2018 RLTP are:
- a) The Mill Road corridor and Southern Stations are now funded by NZUP. As discussed in section 2.2 of this report the NZUP was reset in early June 2021 and the Mill Road corridor has been reduced in scale.
 - b) The Manukau to Drury FTN/RTN is no longer identified.
 - c) The Papakura Station Park-and-Ride funding is now 'committed and essential' rather than 'funded' and due to be completed by 2024/2025.
123. The integration of PPC58 with funding decisions outlined in the RLTP is discussed in section 7.1 of this report.

4.6 Non-statutory plans and strategies

4.6.1 Future Urban Land Supply Strategy (FULSS)

124. The FULSS is described in Section 2 of this report and has been assessed with respect to staging in Section 7.1.1 of this report in relation to the Auckland Plan.
125. The FULSS also sets out principles that are not referenced within the Auckland Plan. Of particular relevance is Appendix 2 which outlines specific reasons to support sequencing on a sub-regional basis. The reasons identified for sequencing of the Hingaia, Opāheke-Drury and Drury West areas are that:
- Bulk infrastructure is required to service the wider area, including augmenting the Southern and Southwestern wastewater interceptors
 - The Opāheke area is subject to complex flooding issues, which need to be resolved through comprehensive catchment-wide and potentially cross-catchment solutions, in combination with development of wastewater infrastructure¹⁴.
126. The DOSP has identified indicative bulk water supply and wastewater networks¹⁵ to support growth in the structure plan area. No components of the indicative networks are aligned over the PPC58 land. As discussed in section 7.6 of this report, reticulated water and wastewater networks currently extend to the site or site frontage, and as discussed in relation to Veolia's submission, there is likely to be capacity within the network to service the anticipated level of development. This is however subject to further evidence to demonstrate water supply capacity being provided by the applicant (refer to section 7.6 of this report).
127. Flooding constraints are identified across a substantial extent of Opāheke. Some minor flooding exists on the plan change land associated with the overland flow path that flows from west (Park Haven Estate on the west of Great South Road) to the stormwater pond

¹⁴ p.32, Appendix 2, Future Urban Land Supply Strategy <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/topic-based-plans-strategies/housing-plans/Documents/future-urban-land-supply-strategy.pdf>

¹⁵ p.58-59, Drury-Opāheke Structure Plan 2019

on the eastern boundary. Healthy Waters supports the 'pass it forward' approach to flooding proposed in the applicants Stormwater Management Plan (SMP) and consistent with the DOSP SMP, which also supports further assessment of downstream assets at the time of subdivision. The approach defaults to 100% attenuation of flood effects on the plan change site should it not be possible to upgrade the downstream stormwater devices.

4.6.2 Manurewa-Takanini-Papakura Integrated Area Plan 2018 ('MTPIAP')

128. The MTPIAP is a 30 year strategic document that outlines an urban vision for Manurewa, Takanini and Papakura. In relation to Papakura, the MTPIAP seeks to '*support Papakura as an emerging metropolitan centre and reposition the centre to enable a diversified retail, commercial, and residential offering*'. A number of projects are identified within Papakura to achieve this outcome, primarily related to enhancing public space, promoting pedestrian and cycle networks, enhancing access to the train station, managing car parking more effectively, and advocating for residential intensification around the town centre.
129. The improvements sought to the Papakura Centre through the MTPIAP in my view support the urbanisation of PPC58 by providing better pedestrian and cycling connectivity and safety through the centre. The position of the plan to advocate for quality residential intensification around the Papakura Centre aligns strongly with the intent of PPC58.

4.6.3 Papakura Local Board Plan 2020

130. The Papakura Local Board Plan identifies five outcomes for Papakura, each supported by objectives and key initiatives. Of particular relevance to PPC58 are Outcomes 2, 3 and 4:
- **Outcome 2: A community enriched by its diversity, where people feel connected and lead active, healthy lives.** This is supported by a key objective that Papakura's parks, sports and recreation facilities are well used. PPC58 will eventually support this by locating residents within a walkable distance to the Opāheke Reserve and the neighbourhood park on Parkhaven Road. However, it is noted that a direct connection to Opāheke Reserve relies on the formation of Gatland Road through future plan changes (refer section 13 of this report). Papakura Centre, located 3km north of the site, provides for other recreation facilities, including the Papakura Leisure Centre.
 - **Outcome 3: A well-connected area where it's easy to move around.** This relates to improved transport connectivity and primarily seeks to improve cycleways, walkways and public transport in Papakura. PPC58 will, in the medium and long term, support the uptake of active travel modes, particularly once Great South Road is upgraded to an FTN standard. PPC58 will also provide for enhance pedestrian connectivity from the site to the footpaths on the western side of Great South Road.
 - **Outcome 4: A treasured environment and heritage.** This seeks to enhance enjoyment of harbours and streams, and improvements to the quality of air and water. PPC58 will be consistent with these objectives, particularly in terms of the quality and quantity of stormwater being discharged to Slippery Creek / Otūwairoa.

4.6.4 Papakura Greenways Local Paths Plan 2016

131. The Papakura Greenways plan is a long-term strategic plan to 'greatly improve walking, cycling and ecological connections' within the local board area, connecting with greenways identified by other local boards in Auckland. The plan identifies proposed

greenway connections, in terms of both long-term aspirational greenways, and proposed priority routes to be delivered and or/advocated for over the next 3-5 years. Gatland Road is identified as a proposed greenway route connecting Parkhaven Drive and Great South Road with the Opāheke Reserve, including routes south along the Slippery Creek esplanade. It is however not designated as a priority route.

132. If approved PPC58 will occur ahead of this greenway connection being delivered. This will affect walking connections from the site to Opāheke Reserve, as Gatland Road is not formed through to the reserve. This is discussed further in section 7.6 of this report.

4.7 Section 32 evaluation

133. Section 74 requires that a district plan change must have particular regard to an evaluation report prepared in accordance with Section 32 of the RMA.

134. Section 32 requires an evaluation report examining the extent to which the objectives of the proposal are the most appropriate way to achieve the purpose of the Act; and whether the provisions are the most appropriate way of achieving the objectives of the AUP(OP).

135. The applicant has prepared an assessment against Section 32 to demonstrate that the provisions are the most appropriate way to achieve the objectives of the plan change and district plan and achieve the purpose of the RMA. This is provided in Section 9 (and attached as Appendix 6) of the Plan Change request¹⁶. Some of the key observations are:

- An assessment of objectives of PPC58 against Part 2 of the RMA under Section 32(1)(a) RMA finds that the plan change would be consistent with section 5-8 of the Act, particularly in regard to the efficient use and development of natural and physical resources,¹⁷ the maintenance and enhancement of amenity values,¹⁸ and the maintenance and enhancement of the quality of the environment¹⁹
- In respect of land use zoning, the assessment compares maintaining the status quo of Future Urban Zone (FUZ) to rezoning to Mixed Housing Suburban (MHSZ) and NCZ, rezoning to MHUZ and NCZ or rezoning to MHUZ and NCZ with a precinct. This latter option is the preferred option as it makes better use of existing public transport and amenities, and committed transport infrastructure through NZUP, offers potential for a greater range of housing choice, better responds to the future planned built form of the area, contains provisions to manage amenity effects at the interface with existing housing and through the precinct provides for stormwater management and enables the road layout and design as proposed.

136. I agree with the observations of the Section 32 evaluation report, however through the course of this report I find that there should be some amendments to the proposed provisions, where I consider that amendments are required to ensure that the provisions are the most appropriate way of achieving the objectives of the AUP(OP). These are predominantly discussed in Section 7.0 Assessment. Subsequently I consider that the proposed provisions, as recommended to be modified through this report, are the most appropriate to achieve the objectives of the AUP(OP) and the purpose of the RMA.

¹⁶ Plan Change Request – Assessment of Effects and Statutory Assessment for 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura, dated November 2020 by Mt Hobson Group. Section 9.0 Section 32 Analysis.

¹⁷ Resource Management Act 1991 - s 7(b)

¹⁸ Ibid. s 7(c)

¹⁹ Ibid. s 7(f)

5. CONSULTATION

5.1 Mana Whenua

137. Consultation with mana whenua is discussed in paragraphs 10.5 – 10.10 of the requestors report and is attached as Appendix 8. The requestor initially consulted on 7 April 2020 with eight iwi groups with an interest in the plan change area. Of these Ngāi Tai ki Tāmaki, Ngāti Te Ata and Ngāti Tamaoho expressed an interest in the plan change.
138. Further to discussions a meeting with interested iwi representatives was held on site on 10 June 2020. Iwi were provided with all necessary documentation. No objections to the plan change have been indicated.
139. Ngāti Te Ata Waiouhu have provided a Cultural Values Assessment to be considered during the future development of the land. This is attached as Appendix 9 to the requestors report. Ngāti Te Ata Waiouhu also submitted on the plan change. They supported the proposed rezoning of the plan change area and sought the inclusion of the recommendations of the CVA in future development of the land.

5.2 Local Board comments

140. The Papakura Local Board were advised of the plan change request and invited to provide their views on the plan change on 23 June 2021 at a Local Board Meeting.
141. **Table 5** below reports on the minutes of the Local Board meeting²⁰ and the views of the reporting planner and technical specialists (where relevant).

Table 5: Assessment of Local Board Comments

Matter	Local Board Comments	Assessment
Council ability to provide infrastructure for development	<p>1)The local board believe the land should be released for development in line with Auckland Council's Future Urban Land Supply Strategy to ensure council can manage the costs associated with the development of infrastructure to support growth. The local board has an advocacy point in the Local Board Plan 2020 regarding infrastructure to be in place before development happens.</p> <p>2)The board notes that the applicant believes this development can be supported by current council infrastructure and that the site is contiguous to the current urban fringe.</p>	<p>The FULSS guides the release of future urban land for urban development. Private plan changes to urbanise land ahead of the FULSS sequencing must be considered on their merits.</p> <p>The primary infrastructure required to support development in the area is improvements to the transport network – including upgrade to Great South Road to a FTN, rail electrification to Pukekohe, and new Drury train stations.</p> <p>The sufficiency of infrastructure to support PPC58 is discussed primarily in sections 7.1, 7.2 and 7.4 of this report in relation to an assessment of transport and water supply/wastewater effects.</p>
Wider view of development in the	3)The Local Board Plan 2020 contains a number of advocacy points pertaining to planning for good community outcomes as	The Papakura Local Board Plan is assessed in Section 4.6.3 of this report. In

²⁰ Item 24, Resolution number PPK/2021/113

https://infocouncil.aucklandcouncil.govt.nz/Open/2021/06/PPK_20210623_MIN_10668.PDF

<p>immediate area</p>	<p>intensification occurs, including the following points:</p> <ul style="list-style-type: none"> • The provision of greenspace within or nearby intensive developments • A reduction in the threshold criteria for walking distances to local parks or reserves, ie: people have less distance to walk to enjoy green space • Provision of onsite parking • Provision of visitor on street parking • Road widths that allow access for public transport, utility and emergency vehicles • Provision of shared pedestrian / cycleways • Provision of consistent reliable public transport options. <p>4) A holistic approach is needed in line with the Opāheke Structure Plan.</p>	<p>relation to the specific matters raised by the Local Board:</p> <ul style="list-style-type: none"> • An indicative neighbourhood park is shown in the DOSP as being located in the vicinity of PPC58. This will ensure that the plan change area meets the provisions of the council's Open Space Provision Policy (2016). The site is adequately served by suburban parks and the large-scale recreational park - Opāheke Reserve (although this is not currently walkable from the site – see section 7.0 of this report) • Onsite and visitor car parking, road widths and shared pedestrian/cycleway facilities are discussed below in this section • The alignment with the DOSP (and discussion on an integrated approach) is discussed in section 9.1 of this report on urban design effects
<p>Green Space / Play Space</p>	<p>5) Ensure there is close by green space where children have an area to kick a ball around and utilize play equipment. A place where people can gather to strengthen community connections</p> <p>6) Ensure there is a green space for a community garden that has room for a shed for storage of community tools</p> <p>7) The traffic on Great South Road is a significant safety barrier to assessing the Park Haven Reserve</p> <p>8) Although Opāheke Reserve is reasonably close as the “crow flies”, crossing Slippery Creek is a significant barrier to access, meaning people would have to travel 4-5kms to access that park.</p> <p>9) The board does not consider the Gatland Road Cemetery to be an open space for recreation purposes.</p> <p>10) Providing green space alongside a stream or storm water pond may be a nice amenity but is not a substitute for parks and reserves as they are not always suitable for areas for children to kick</p>	<p>The demand for open space is discussed in section 7.6 of this report. Mr Barwell acknowledges the indicative neighbourhood park shown in the DOSP and states that Council will seek to acquire this park within the plan change area. This would meet the provisions of council's Open Space Park Provisions (2016).</p> <p>Mr Barwell also acknowledges that while it is council standard practice to ensure communal stormwater devices are appropriately located..... <i>and integrate with open space where practicable</i> , he advises that stormwater management/ treatment devices cannot be located on land acquired for open space purposes. They require resource consent approval as a controlled activity.</p> <p>The greenway path identified in the DOSP joins the western boundary of PPC58 opposite Park Estate Road, runs down towards the intersection with Gatland Road and then travels east along Gatland Road. Mr Barwell has advised that the precinct be amended to include provisions to ensure a link and the development of this at future subdivision stage.</p> <p>There are no trees of significance identified within the plan change area and those that do exist may be removed to accommodate</p>

	<p>a ball around or a family game of volleyball etc.</p> <p>11) Play areas next to a stormwater pond or stream raises concerns in terms of children's safety around water.</p> <p>12) The board believes the threshold for walking distance to green spaces should be reduced in intensive developments. More green space should be planned for to ensure suitable amenity for those living in these developments.</p> <p>13) The local board has an expectation that the developer would provide reserve area that includes multi-generational opportunities such as adult fitness equipment or exercise stations as well as play equipment due to the limitations on accessing other nearby park facilities. This is reflected in the Local Board Plan 2020 advocacy point relating to developers funding the development of playgrounds in line with council standards.</p> <p>14) The board has received advice that the tree canopy in Papakura is sitting below the region's average at 13 per cent. The Local Board Plan 2020 details an initiative supporting the Urban Ngahere programme (increasing the tree coverage and creating vegetation corridors for native bird flight paths). The board would like to see significant planting of trees to support this initiative within this development.</p>	<p>the proposed earthworks to create the infrastructure on site. As noted above Mr Barwell advises that a neighbourhood park will be sought by Council. This would provide an opportunity to support the Urban Ngahere programme.</p> <p>In their transport review, Commute recommend two pedestrian crossing facilities (pedestrian refuge islands) along Great South Road. Furthermore it is noted that the speed limits along both Gatland Road and Great South Road were recently (30 June 2020) reduced to 50km/hr.</p>
<p>Paths and Connectivity</p>	<p>15) Plan for accessibility to Opāheke Reserve.</p> <p>16) Connectivity to the Bellfield development should be taken into consideration, including the provision of shared pedestrian / cycleways.</p> <p>17) Connections to private PPC52 and PPC48-51 and 61 proposed in the wider area should be planned for should the plan changes be approved.</p> <p>18) Plan for connected pathways that link to reserves and key infrastructure</p>	<p>The precinct plan shows an indicative road connection toward the east. AT seeks that this be provided as a definite road. This is supported by Councils transport consultant – TPC.</p> <p>AT also seek a northern west/east link within the plan change area for walking and cycling. Mr Barwell acknowledges the greenways connection of the DOSP and the Papakura Greenways Local Plan which runs along Gatland Road toward Opaheke Reserve. It is noted that there is currently no funding for this link.</p>

	<p>19) Look at how reserves connect to support the urban forest corridors concept.</p> <p>20) Reserves should be linked by shared off-road cycleways to encourage active travel modes.</p>	
<p>Parking and road widths</p>	<p>21) The board has concerns about the lack of off-street parking in new developments in general. The design of a development needs to allow for onsite parking for each lot to minimize cars that will be parking on the berms as there is nowhere else to park.</p> <p>22) The board has concerns that this development will not necessarily have parking for each unit.</p> <p>23) The nearest supermarket is in Papakura, therefore is it logical to expect that each housing unit in the proposed development will have a minimum of two cars.</p> <p>24) A minimum of two onsite parking spaces for every unit should be a requirement in the consent conditions.</p> <p>25) On street visitor parking should also be made available and be a required in the consenting process.</p> <p>26) The board supports the provision of secure cycle and other mobility device storage sheds.</p> <p>27) The board has fielded complaints from other subdivisions in relation to narrow road widths and the inability for emergency and service vehicles to access. There are already issues within the Addison development with narrow roads not being wide enough for emergency vehicles or rubbish trucks to enter. The Police have also approached the board about this issue.</p> <p>28) Please ensure input on this development is sought from the fire, ambulance and police services. The services have complained to the board in the past about the narrow widths of new subdivision roads.</p> <p>29) Great South Road is a busy road. This development will add to the traffic volumes. The right hand turn on to Great South Road from the “new road” and the Gatland Road intersections</p>	<p>The proposed parking requirements of the MHU and NC zones will be adhered to at the future development stage for the plan change area. These requirements have not been altered through this plan change.</p> <p>The speed limit on both Gatland Road and Great South Road was set to 50km/h on 30 June 2020.</p> <p>Mr Temperley’s assessment confirms that the proposed intersections for the plan change have adequate sightlines in both directions with the exception of Gatland road toward the west. However this is offset by the fact that the intersection with Great South road is a priority intersection and combined with the recent reduction in</p>

	<p>will be dangerous. It will also be dangerous to turn right into the “new road” and Gatland Road. The “new road” or the Gatland Road intersection may need some sort of treatment to slow the Great South Road traffic to make it safer for traffic to turn right.</p> <p>30) Traffic calming measures should be required as part of the “new road” development to slow traffic down as it could become a “rat run” from Gatland Road to Great South Road going south.</p> <p>31) Consideration should also be given to the impact of the work about to begin on the third lane on the State Highway One Motorway from Papakura to Drury as traffic will be diverted on to Great South Road to allow work to continue on the motorway.</p> <p>32) The board is also conscious of the Auranga Development and the impact that development will have on traffic volumes on Great South Road.</p> <p>33) It is unclear whether it is intended the houses will front directly onto Great South Road, if they do the board believes Great South Road should be widened to allow for a slip road, similar to that on Te Irirangi Drive to ensure vehicle movements from those properties is safer.</p>	<p>speed (noted above) this will ensure that traffic approaching from this direction will not be travelling at speed.</p> <p>Further to this AT recommend in their submission that the vegetation on the corner of Great south and Gatland Roads be removed. This is supported by Mr Temperley report.</p>
<p>Presumption that people will use public transport</p>	<p>34) While current thinking is everyone should be using public transport (PT), the reality is that the PT option does not work for everyone. PT does not necessarily run near where the people need it to go or within the timeframes people need it. Even if they can take public transport to work, they still need to have vehicles for the weekly shopping accessing medical services and visiting friends or relatives.</p>	<p>The current and future level of public transport service is assessed in Section 7.1 on this report. The 376 bus currently services Great South Road every half hour in peak times, connecting with the Papakura Train Station. This frequency is planned (under the RLTP) to increase to every 15/20 mins at peak times by 2028.</p> <p>The actual facilities of the bus stock is in my view a matter for AT to resolve through their own asset renewal programmes.</p>
<p>Public transport</p>	<p>35) While current thinking is everyone should be using public transport (PT), the reality is that the PT option does not work for everyone. PT does not necessarily run near where the people need it. PT tends to be linear and in a north to south orientation. Even if people can take public transport to</p>	<p>The current and future level of public transport service is assessed in Section 7.1 on this report. The 376 bus currently services Great South Road every half hour in peak times, connecting with the Papakura Train Station. This frequency is planned (under the RLTP) to increase to every 15/20 mins at peak times by 2028.</p>

	<p>work, they still need to have vehicles for:</p> <ul style="list-style-type: none"> • the weekly shopping • accessing medical services • transporting of dependents to and from school, sports and other cultural after school activities • attending community and other leisure and cultural events, or • visiting friends or relatives. <p>36) Public transport options need to be available nearby so people can get to where they need to go. The public transport services need to adequately cater to the population including the elderly, ie: a kneeling bus.</p>	<p>The actual facilities of the bus stock is in my view a matter for AT to resolve through their own asset renewal programmes.</p>
Mana whenua input	<p>37) The board encourages consultation with mana whenua and implementing recommendations proposed into the design of the development.</p>	<p>It is uncertain whether the Act requires private plan change requestors to consult iwi under Clause 4A to the First Schedule RMA. It is however considered best practice for mana whenua to be consulted prior to lodgement.</p> <p>Nevertheless, the applicant consulted with the iwi groups with an interest in the area prior to lodgement, as discussed in Section 10.0 of this report.</p>
Stormwater	<p>38) The board recommend appropriate stormwater treatments in line with the latest three waters legislation requirements. Although this is a small development in terms of the wider scale proposed for the area. All efforts should be made to retain and treat stormwater to ensure the optimum to the receiving environment.</p> <p>39) Rain harvesting and the recycling of stormwater should be a requirement given the latest drought in Tāmaki Makaurau.</p>	<p>The SMP submitted by the applicant recommends a treatment trin approach to stormwater management. This includes reuse/ detention in the first instance and retention otherwise. The stormwater management pond on site will be augmented/increased in size to accommodate the future development of the plan change area. Various mitigation measures are proposed to ensure that any 'pass it forward' water flow will not adversely affect the quality of the downstream streams especially as it contributes to the Slippery Creek catchment. Healthy Waters is satisfied with this approach. This is discussed in section 7.x of this report.</p>

6. NOTIFICATION AND SUBMISSIONS

142. Details of the notification timeframes and number of submissions received is outlined below:

Date of public notification for submissions	11 December 2020
Closing date for submissions	2 March 2021
Number of submissions received	10
Date of public notification for further submissions	25 March 2021
Closing date for further submissions	12 April 2021
Number of further submissions received	6 including one late submission

143. A summary of decisions requested by submissions, as well as copies of the submissions and further submissions are attached as **Appendix 2** to this report.

Sub no.	Submitter	Matters raised
1	Stuart Hope	Concerns regarding 'pass it forward' approach to stormwater infrastructure as his property to the east. Loop road should be designed to link with SHA development to the north east – Bellfield SHA.
2	Dominique Lowry	Proposal ahead of infrastructure provisions. Concerns regarding effects on users of and residents along Great South Road.
3	Ngati Te Ata Waiohua	Seek inclusion of CVA into the overall design of the plan change
4	Veolia Water Services	Water and wastewater capacity and network design
5	Counties Power	Support but seeks that any activities/development within the road reserve consider the impact on existing infrastructure in this space Amend provisions to require consultation with these other parties.
6	Farzana Sakkai	Concerns regarding the construction phase for future development and potential impact on the foundation of boundary structures and house.
7	Heritage New Zealand Pouhere Taonga	Need for archaeological assessment prior to plan change approval or development
8	Auckland Transport	Alignment with transport infrastructure planning/funding for wider area, delivery of frontage upgrades, pedestrian improvements and road widening, internal transport network and future connectivity
9	Kainga Ora	Support rezoning of the plan. Oppose proposed precinct plan as a duplication of objectives, policies and provisions of AUP(OP). Oppose requirement to use inert building materials.
10	Peter Bolham	Concerns regarding 'pass it forward' approach to stormwater onto their adjoining property, downstream infrastructure needs to be upgraded to accommodate future development

7. ASSESSMENT OF EFFECTS ON THE ENVIRONMENT

144. The applicant has provided an assessment of actual and potential effects on the environment²¹, pursuant to Clause 22 of Schedule 1 to the RMA.
145. The following sections assess environmental effects relevant to the proposed plan change:
- Transport
 - Urban design and form
 - Stormwater management and flooding
 - Water and wastewater infrastructure
 - Geotechnical
 - Parks and open space
 - Mana Whenua
 - Historic Heritage
146. Where relevant, submissions have been discussed in relation to an assessment of effects below.

7.1 Transport effects

147. The requestor addresses the traffic effects in paragraphs 8.15 – 8.44 of their report by way of a summary of their traffic experts ITA which is attached as Appendix 4 to their report.²² The ITA addresses the following:
- The current and future accessibility of the site to the various modes of transport
 - The ability of the surrounding road network to safely and efficiently accommodate trips by all modes generated by potential development enabled by the proposed plan change (including potential trips generated by the proposed future development of PPC52 – directly adjoining PPC58 to the south) and
 - Compatibility with the DOSP and long-term strategic intent for the area
148. The ITA was produced in November 2020 and in terms of the wider long-term investment in the roading network refers to the Waka Kotahi New Zealand Transport Agency funding commitment of \$3.48 billion towards transport initiatives through the NZUP in January 2020.²³ Projects within the vicinity of PPC58 are noted as the full extent of the Mill Road upgrade and SH1 Papakura to Drury improvements.

²¹ Plan Change Request, Assessment of Effects and Statutory Assessment 470 & 476 Great South Road and 2&8 Gatland Road, Papakura prepared by MT Hobson Group, dated November 2020. Section 8.0 Assessment of Effects on the Environment.

²² 470 & 476 Great South Road and 2 & 8 Gatland Road, Papakura – Proposed Plan Change Integrated Transport Assessment Report prepared by Commute Transportation Consultants. Dated 24 November 2020.

²³ Ibid. Pg. 6.

149. The ITA also refers to 2020 funding announcements regarding planned investments in the public transport environment in Drury, including the two new railway stations, the associated park and ride facilities and the bus and rail interchange.²⁴
150. The ITA predicts that PPC58 will generate approximately 130 vehicle movements in the peak hour. As discussed in section 2.4 of this report additional sensitivity testing was provided with the ITA regarding trips generated from the potential land use activities of the proposed zones. This also included the predicted trip generation of the 130 trips (peak hour) from the proposed 113 residential lots of PPC52 – the proposed plan change to the south of PPC58.
151. In summarising their ITA the applicant concludes that there are no potential adverse effects on the surrounding transport network that would make the proposed plan change inappropriate or unsupportable, with local transport effects (parking and manoeuvring, vehicle crossing access points etc) suitably addressed at resource consent stage.²⁵

Assessment

152. PPC58 has been reviewed by Andrew Temperley of Traffic Planning Consultants Ltd (TPC) on behalf of Council. His report is attached in **Appendix 5** to this report.
153. Mr Temperley considers the key transportation issues as:
- The proposed dwelling yield of 200 new dwellings as a component of the DOSP, being brought forward for development from Decade Two to Decade One of FULSS
 - Impact of vehicle trips generated by the proposal
 - Funding of local improvements to Great South Road and the FTN
 - Proposed intersection connections to the adjoining local network to bridge the gap before longer term improvements are provided
 - Current deficits in transport infrastructure provisions (eg footpaths)
 - Matters to be addressed at resource consent stage
154. In response to the recent reset of the NZUP (as discussed in section 2.2 of this report) Mr Temperley provided an addendum to his review assessing the implications of the reviewed transport improvements to be delivered to South Auckland sub-region.²⁶ He concludes that notwithstanding these changes the applicant has provided sufficient information to confirm that the transport effects can be accommodated on the existing transport network in the immediate term.
155. With regard to the overall acceptability of the plan change over the longer term Mr Temperley has recommended amendments to the precinct provisions in the 'Recommendations and Conclusions' section of his report. These are discussed below.

²⁴ 470 & 476 Great South Road and 2 & 8 Gatland Road, Papakura – Proposed Plan Change Integrated Transport Assessment Report prepared by Commute Transportation Consultants. Dated 24 November 2020. Pg.9.

²⁵Plan Change Request, Assessment of Effects and Statutory Assessment 470 &476 Great South Road and 2&8 Gatland Road, Papakura prepared by MT Hobson Group, dated November 2020. Para 8.44.

²⁶ Proposed Plan Change 58, 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura – Transportation Assessment, prepared by Traffic Planning Consultants Ltd. Dated 25 May 2021. Addendum dated 9 July 2021.

156. The assessment of infrastructure improvements required to support PPC58 can be split into two categories:
- a) Off-site infrastructure improvements required to service wider/cumulative growth in Drury-Opaheke; and
 - b) Improvements in the local network adjacent to the plan change land

7.1.1 Wider network improvements and staging ahead of the FULSS

157. The applicant's ITA assesses the effects of PPC58 on the immediate transport environment and advises that based on recommended upgrades to the road frontages for both Gatland and Great South Roads, the extent of development possible through PPC58 can be accommodated by the surrounding road network while maintaining acceptable levels of safety and performance. As such, the ITA does not consider that further network improvements are needed to mitigate the effects of the plan change.
158. Submission 8 from Auckland Transport opposes the plan change and raises several concerns on the alignment of the plan change with the FULSS staging and the delivery of transport infrastructure required to support PPC58. The key points raised by AT are that:
- a) The submission seeks to ensure that the potential transport related direct and cumulative effects raised by PPC58 are appropriately considered and mitigated.
 - b) The FULSS helps to inform the Council's (and CCO's) infrastructure asset planning and funding priorities, and, in turn, enables development capacity to be provided in a coordinated and cost-efficient way via the release of "ready to go" land.
 - c) The lack of alignment between the planned staging and "early release" of the subject site as a key consideration in the assessment of effects associated with the proposal and ensuring that these effects are able to be appropriately mitigated. Auckland Transport considers that effects may arise from this development occurring ahead of the provision of the required transport network improvements.
 - d) The Supporting Growth Alliance (SGA) has identified Great South Road as a proposed future Frequent Transport Network (FTN) route requiring bus lanes - this is not expected to be required within the next 10 years and so no work has been undertaken to formally confirm what is needed in this part of the arterial corridor or to prepare any notices of requirement. Auckland Transport does not have funding to provide for any required strategic infrastructure or upgrades to support the development of such out of sequence land.
159. Submission 2.1 also opposes the plan change over concerns that the impacts of the proposed development on the local infrastructure and local residents have not been fully scoped. Further submission 6 supports this.
160. The key transport improvements required to service growth in the DOSP are considered to be:
- a) Two new railway stations in Drury Central and Drury West, supported by park and ride facilities. Construction of these is anticipated to start in 2022 and be completed by late 2024 (\$247m, funded by NZUP and ATAP).

- b) Electrifying the railway track between Papakura to Pukekohe with space for additional lines for future growth, to be constructed by 2024²⁷ (funded by NZUP and ATAP);
 - c) Widening SH1 from Papakura to Drury and building a cycleway alongside it. Construction is expected to start later this year, and completed by 2025²⁸ (\$423m, funded by NZUP and ATAP);
 - d) Upgrading Mill Road to four lanes and connecting Manukau to Drury. Construction is expected to start in late 2022 and completed by 2027/2028²⁹ (\$1,354m funded by NZUP and ATAP). * note- subject to NZUP reset in June this project has been altered to include two lanes with a focus on cycling and safety.
 - e) Upgrade of Great South Road to a FTN standard (unfunded)
 - f) Drury Arterial Network projects, including the Opāheke north-south connection (Project D4), a new arterial road connection from Hunua Road to Waihoehoe Road, and upgrades to Ponga Road and Opāheke Road (Project D5) (unfunded). These are anticipated by SGA to be completed by 2038.
161. Mr Temperley has reviewed the transport modelling undertaken in the applicant's ITA which includes additional sensitivity testing of the predicted traffic flows sought through the Clause 23 request (refer **Appendix 4** of this report) and incorporates the additional effect of traffic counts presumed from proposed PPC52 (520 Great South Road) due to its proximity to PPC58. Mr Temperley finds that this adequately assesses the effects of vehicle trips on the immediate transport network.
162. In considering AT's submission, Mr Temperley states that AT do not provide technical evidence to demonstrate that bringing forward development of the PPC would result in adverse effects on adjoining transport in the absence of these improvements. Instead, Mr Temperley supports the evidence of the requestor's ITA in that the transport effects of PPC58 can be reasonably accommodated on the adjoining networks, subject to appropriate infrastructure provisions and futureproofing of land to allow for the future improvements of Great South Road.
163. To this end, Mr Temperley supports AT in seeking staging requirements for these proposed infrastructure provisions and in requiring frontage upgrades along both Great South Road and Gatland Road (submission 8.5). While I also agree with the latter point (8.5), I do not concur with the staging requirements for infrastructure provisions. This is considered further below.
164. Submission 5 from Counties Power supports the proposed improvements to the adjoining roads to accommodate PPC58 and also seek additional consideration of other infrastructure networks within this space. They support precinct provision I4xx.5(2) in that it refers to Rule C1.13(4)(a) of the AUP(OP) in considering other network utility operators as affected parties in relation to any activity. To this end they support comprehensive and integrated timing with all infrastructure providers to ensure the precinct is provided with

²⁷ p. 38 Assessment of Environmental Effects, Fast-track application <https://www.epa.govt.nz/fast-track-consenting/listed-projects/papakura-to-pukekohe-rail-electrification/application-papakura-to-pukekohe-rail-electrification/>

²⁸ <https://www.nzta.govt.nz/planning-and-investment/nz-upgrade/auckland-package/papakura-to-drury-south/>

²⁹ As per September 2020 project update by Waka Kotahi NZ Transport Agency <https://nzta.govt.nz/assets/projects/mill-road/mill-road-project-update-newsletter-202009.pdf>

appropriate supporting infrastructure and to avoid disruption caused by delayed installation.

165. In my view the key transport considerations for the early staging of PPC58 in relation to the FULSS are:
- a) Cumulative effects of urbanisation and integration with the planned transport network
 - b) The reliance on private vehicles arising from the early staging of the site for urban development compared with the FULSS, and the public transport and active mode improvements described above.
 - c) The overall effect on achieving a quality compact urban form as sought by the AUP(OP) RPS.

7.1.2 Cumulative effects

166. Both the requestor and Mr Temperley (TPC) consider that the transport effects associated with the urbanisation of the PPC58 land can be reasonably accommodated on the immediate transport network. Larger scale infrastructure identified by SGA will be required to mitigate the cumulative effects of urban expansion on the PPC58 site and surrounding area.
167. The ATAP, RLTP and LTP all contain some funding for the Drury projects, in order to coordinate with NZUP funding. Whilst the strategies all note that funding is subject to uncertainties, it is evident that council is prioritising growth in the south Auckland area. However, there is still a funding deficit for projects to support growth in Drury that will need to be resolved by commitments from landowners, development and council. This primarily relates to PPC48-50. As such, some of this infrastructure may not be directly relevant to PPC58 however this deficit does not include the upgrade of Great South Road, which is directly relevant to this plan change.
168. The consideration for PPC58 is whether it should be delayed until this funding deficit for projects to support cumulative growth is resolved. If approved, urban expansions enabled by PPC58 and future plan changes are likely to affect the wider network in the south and create risks that wider projects across Auckland are not funded or are delayed.
169. It is also possible that if small-scale plan changes to expedite urban expansion in Drury are approved, council will have few options to seek a funding share be collected for larger transport projects. In particular, development contributions can only be collected for projects listed in the LTP³⁰. It is likely that if approved PPC58 would not require the developers to contribute towards the cost of projects unfunded by the LTP and notably the future upgrade of Great South Road.
170. In this context, I agree with AT in that funding for these projects should be ideally resolved prior to approving PPC58. However, in my view, given the relatively small scale of the proposal, it would not be appropriate to stage the development or introduce a trigger/threshold to delay the implementation of s224(c) certificates until such infrastructure is in place. Therefore, the consideration for council is whether to decline the plan change on the grounds that infrastructure is not in place or fully funded, and this would result in the PPC58 not giving effect to the RPS in the AUP(OP), including Objective B2.2.1(5).

³⁰ Outlined in Schedule 8 to the Development Contributions Policy 2019

171. On balance, I consider that PPC58 should not be declined due to a deficit in committed funding for transport projects. The scale of the plan change is such that it would generate only a modest contribution to effects on the wider transport network. The site is serviced by the existing public transport network (discussed below) and planned funded expansions to the network will improve public transport access from 2024 onwards. Subsequently, PPC58 will expedite housing supply and therefore is likely to have a positive effect on the supply of housing in Auckland.
172. However, there are concerns regarding the cumulative effects of similar scale urban expansions in the surrounding area. These concerns are to an extent mitigated by the following contextual factors:
- a) The plan change land is immediately adjacent to live zoned established residential land. Based on advice from the local infrastructure providers (refer sections 7.3 and 7.4 of this report) PPC58 is able to be accommodated by the existing infrastructure supporting this local area, subject to relevant upgrades (to be undertaken and funded by the developer)
 - b) The plan change land is contiguous to Great South Road, and therefore does not require substantial new infrastructure to establish vehicle access to the site. Within the surrounding Papakura-Drury area there are few FUZ sites with direct vehicle access to Great South Road or other formed roads.
 - c) The plan change land is not constrained by flood plains. As discussed below (section 7.3 of this report) the land to the east is subject to substantial flood plains associated with Otūwairoa / Slippery Creek. The development of this lower lying area will likely require substantial stormwater infrastructure and complex cross-catchment solutions, and as such are likely to be developed as part of wider plan changes.
 - d) Subsequent urban expansion proposals would be required to assess their transport effects and undertake modelling of the existing environment at the time they are proposed. The resultant change in the transport environment due to urban expansions may require future plan changes to be supported by funding commitments towards wider infrastructure projects to mitigate their effects.
173. Of course, this is not forgetting proposed PPC52 on the land to the south of PPC58. As discussed earlier this plan change has very similar contextual traits to PPC58 in that it does access both Gatland Road and Great South Road, is not subject to flooding, is small in size (potentially providing for 113 dwellings) and is also contiguous with the surrounding residential environment.
174. However, the requestors traffic assessment of trips generated for PPC58 has included those also expected from the proposed 113 dwellings of PPC52 and concludes that the potential trips generated from both of these Plan Change areas can be reasonably accommodated on the local transport network. Mr Temperley agrees with these findings subject to appropriate infrastructure provisions and futureproofing of land to allow for the future improvements of Great South Road as discussed above.

7.1.3 Public transport access and climate change effects

175. As outlined earlier in this report, the NPS-UD and AUP(OP) RPS both place a strong emphasis on new growth being supported by public transport³¹. Specifically, Policy 1 of

³¹ Specifically NPS-UD Objective 3(b), and RPS Policy 2.2.1(1)(1)(d)

the NPS-UD seeks that urban environments support reductions in greenhouse gas emissions. It identifies this as a key component of a well-functioning urban environment.

176. The plan change land is currently served by the 376 bus route, operating between Drury and Papakura Interchange, at a peak hour frequency of every 30 minutes (and generally every hour off-peak). The Papakura Interchange enables passengers to connect to the rail network, as well as the local bus network serving Papakura, Pahurehure, Red Hill and Takanini³².

177. In addition, future improvements to the network will enhance public transport access substantially:

a) Improvements to the frequency of buses from Papakura to Drury station are planned in the Auckland Regional Public Transport Plan 2018-2028 ('RPTP') (refer to **Table 6** below):

1) Increase in frequency of the 376 bus route to

- By 2021: either every 20 or 30 mins at peak times³³ (depending on patronage expectations) and every 30 minutes at off-peak by 2021
- By 2028: every 15 minutes at peak times and every 20 minutes at off-peak times.

2) Introduction of a new 374 service from Papakura to Drury via Opāheke, to run every 20 minutes at peak times by 2028.

b) The Drury Central railway station is anticipated to be completed by 2024, supported by the extension of the electrified network to Pukekohe (also to be completed by 2024). The railway station is expected to be supported by park and ride facilities.

The indicative location of the railway station is some 2km from the PPC58 site, and in my view will not be easily accessible by walking or cycling. The proposed station will be beyond a walkable catchment (400m – 800m), and whilst it will be within cycling distance, no cycling facilities exist on Great South Road.

Improvements to the 376 bus route frequency will eventually provide frequent access to the station (by 2028 according to the RLTP). However, in the interim (2024-2028) the primary form of access to the station will likely be by private vehicle.

178. In addition, a baseline level of traffic congestion can be anticipated as the Drury-Opāheke area is urbanised over time. As the local transport network approaches capacity, this will likely see a small modal shift to public transport or active transport as they achieve greater parity in travel times compared with private vehicles. For example, this could result in some future residents in the PPC58 area using the train from the Papakura Rail Station and/or the 376 bus rather than use a private vehicle.

³² 365, 372, 373, 377, 378

³³ Defined in the RPTP as 'generally between 7am to 9am in the morning and 4pm to 6pm in the evening on weekdays' (p.93)

Table 6: Excerpt from Auckland Regional Public Transport Plan 2018-2028: Appendix 3³⁴

Bus services					Time (in minutes) between services			
Route Descriptions	Network Status	Patronage expectation	Service Category	Year	Mon-Fri Peak	Mon-Fri Interpeak	Mon-Fri Evening	Weekend Day/Evening
	Non-discretionary (essential for network function)	High Medium Low	Frequent Connector Peak School Local	2018 2021 2028				
373 - Papakura to Red Hills	Non-discretionary	Low	Local	2018	30	30	60	30 / 60
			Connector	By 2021	20	30	30	30
				By 2028	20	30	30	30
NEW SERVICE 374 - Papakura to Drury via Opaheke with future urbanisation	Non-discretionary	Low	Connector	By 2028	20	20	30	20 / 30
376 - Papakura Station to Drury *Extended to Auranga	Non-discretionary	Low	Local	2018	30	60	60	60
			Connector	By 2021*	30	30	30	30
				By 2028*	15	20	20	20
		Medium	Connector	2018	20	30	30	30 / 60

179. The quantum of growth sought across the seven Drury plan changes³⁵ under consideration by council (and in particular PC48-50 in Drury East) and additional growth in the Opāheke area may expedite timeframes for investment and delivery of this infrastructure.

180. Auckland Council’s submission to the Climate Change Commission’s draft advice to Government (March 2021) is relevant in this respect. The submission advises that: “Unplanned and out of sequence greenfield expansion is more likely to result in higher emissions than intensification in existing urban locations from which there is comparatively better access to a range of employment and other destinations and a range of transport choices”.

181. While this is true in a general sense, I consider greenhouse gas emissions associated with PPC58 are likely to be less than other out of sequence expansions³⁶ given:

- a) The site is currently served by public transport, as described above
- b) The planned public transport improvements in the short and medium term
- c) The scale of PPC58 is small, enabling about 200 dwellings to be developed on the plan change area

182. However, funding for off-site infrastructure should ideally be resolved in order to address the cumulative effects of PPC58 and similar urban expansions. In addition, there will

³⁴ p.214, Auckland Regional Public Transport Plan, <https://at.govt.nz/media/1979652/rtp-full-doc-final.pdf>

³⁵ Plan Changes 48, 49, 50, 51, 52, 58 and 61

³⁶ Proposed in PC48-50

likely be effects arising from a low uptake of public transport and as a result greater greenhouse gas emissions prior to the more substantial transport improvements being delivered. While there may be some dis benefits from early development ahead of the FTN upgrade along Great South Road, these costs are likely to be bearable and will be off-set by benefits from the housing supply.

7.1.4 Effects on a quality compact urban form

183. If approved, PPC58 and other plan changes may expedite funding and delivery of infrastructure to support urban growth ahead of the FULSS sequencing. This would in turn direct more funding from local and central government and the private sector towards greenfield expansion, and away from urban brownfield and infill growth. This may not give effect to the quality compact urban form sought in Chapter B2.2.1(a) of the RPS.

184. However, in my view, these effects can be mitigated because:

- a) As outlined above, there is limited opportunity for similar urban expansions in the immediate area, on sites serviced by public transport.
- b) The plan change is relatively small in scale, and on its own does not require expedited infrastructure funding and delivery compared with existing funding programmes, which are primarily the NZUP, ATAP, LTP and RLTP.

7.1.5 Local improvements and frontage upgrades

185. Submission 8.2 from AT seeks that the plan change incorporate appropriate mechanisms to require the upgrade of Great South Road to an urban standard, and to ensure that development does not adversely affect the ability to undertake the upgrade of Great South Road to an FTN standard in the future. The frontage of the site is currently built, in part, to a rural standard with the only pedestrian footpath at the Gatland Road intersection terminating at the bus stop just north of this. The remainder of the frontage presents as the unsealed 'shoulder' of the road.

186. In submission 8.6, AT outline the mitigation measures they consider necessary to address the potential effects on the transport network. According to AT, these include:

- a) Continuation of existing painted flush median on Great South Road (north of Parkhaven Drive) to the south along the site frontage to (and including) the Gatland Road intersection
- b) Vegetation removal at the Gatland Road intersection to achieve Safe Intersection Sight Distance of 150m for 70km/hr
- c) Modifications to the intersection of Gatland Road and Great South Road which is wider than desirable for an urban local road intersection
- d) Pedestrian crossing facilities on Gatland Road in the vicinity of the intersection with Great South Road and the proposed neighbourhood centre
- e) Upgrading the frontage of Gatland Road and Great South Road to urban standards, including provision of footpath, kerbs and channels, earthworks to integrate with development levels, traffic calming, street lights, berm and street trees and stormwater treatment and conveyance. Also provision for cyclists along Gatland Road ensuring a safe speed environment

187. Submission 2.1 (Ms Dominique Lowry) opposes PPC58 for reasons that the proposed development is going ahead before sufficient infrastructure is in place to support it. Ms Lowry is concerned that the full scale and scope of all development going on in the area should be undertaken to understand this impact. She is particularly concerned about the

direct impact of traffic entering and exiting properties along the length of Great South Road and safely turning into and out of Gatland Road.

188. In responding to these submissions, Mr Temperley advises that the requestors ITA notes that transport proposals associated with the wider South Auckland Growth area are subject to ongoing development however, prior to their delivery the ITA and additional information demonstrate that the traffic generated from PPC58 (and including PPC52) can be reasonably accommodated on the adjoining section of Great South Road, subject to appropriate interim infrastructure provisions.
189. Mr Temperley supports AT's proposed improvements in this regard (refer AT's submission in **Appendix 2**) which specifically seek the upgrade of existing transport infrastructure (particularly the road frontages) and the construction of the proposed roading infrastructure, particularly where it connects with the local network and to future developments to the east.
190. Mr Temperley also notes that the speed limit along Great South Road was reduced to 50km/hour in June 2020. This is also acknowledged by the requestors traffic expert and they have built this into their calculations regarding SISD measures, stating that the distance is only required to be 92mtrs.
191. In my view these proposed improvements not only ensure the integration of the plan change area with the local transport network, but also enable the future upgrades of Great South and Gatland roads to accommodate anticipated future increases in traffic flows and the necessary provision of infrastructure to support public transport improvements, including for cycling and pedestrians.
192. It is noted that the requestors ITA offers an area along the Great South Road frontage as road widening to be vested with Auckland Transport³⁷. This area is shown in Appendix B of the ITA running from Gatland Road intersection to the approximate location of the overland flow path entry to the plan change land. The area is also shown on the proposed Precinct Plan 14xx.10. The intention of this road widening area is to enable the required width of 30mt along the length of Great South Road to ensure there is adequate width to construct a 4-lane road with associated infrastructure. I support this road widening area but also seek an additional yard setback along the length of the Great South Road boundary to ensure that an appropriate corridor width on Great South Road will be retained for future road widening. To this end I have recommended appropriate provisions to be incorporated into the precinct.
193. Submission 9.2 questions the relevance of the precinct over PPC58 stating that it duplicates existing AUP(OP) objectives, policies and provisions and also does not follow the precinct format of the AUP(OP).
194. In my view, the AUP(OP) framework could be relied upon to ensure that transport improvements are implemented to mitigate effects on the adjacent network. In saying this I refer to the following relevant underlying AUP(OP) provisions:
 - a) Chapter E27 Transport seeks to achieve an integrated transport network that provides for public transport, walking, cycling, private vehicles and freight³⁸, and that pedestrian safety and amenity along public footpaths is prioritised³⁹. The policies of

³⁷ 470 & 476 Great South Road and 2 & 8 Gatland Road, Papakura – Proposed Plan Change Integrated Transport Assessment Report prepared by Commute Transportation Consultants. Dated 24 November 2020. Pg.26.

³⁸ Objectives E27.2(1) and (2)

³⁹ Objective E27.2(4)

E27 require subdivision, use and development to manage adverse effects on and integrated with the transport network, such as undertaking improvements to the local transport network⁴⁰.

- b) The matters of discretion and assessment criteria for trip generating activities (exceeding 100 dwellings) require a consideration of the pedestrian network, including any improvements required to this network. Specifically, activities infringing the trip generation standards in E27.6.1 must be assessed against:
 - 1) Effects on the function and the safe and efficient operation of the transport network including pedestrian movement, particularly at peak traffic times⁴¹.
 - 2) The implementation of mitigation measures proposed to address adverse effects, including contributions to improvements to the local network⁴².
- c) Chapter E38 Subdivision – Urban requires sufficient road reserves to be provided to accommodate the needs of different transport modes, stormwater networks, network utilities and other streetscape elements including lighting, street furniture and landscaping. This is outlined in Policy E38.3(17) and referenced through the assessment criteria for all restricted discretionary subdivision activities⁴³. However, this policy is primarily applicable to vacant lot subdivisions, and not to land use led proposals.⁴⁴

195. However, in my view the AUP(OP) provisions may not be sufficiently robust to require these improvements to be delivered, because:

- a) If the plan change is staged and resource consents are sought progressively such that fewer than 100 dwellings are proposed in any given application, Standard E27.6.1 relating to trip generation will not apply.
- b) Whilst the criteria in E27 (E27.8.2(3)(a)) refer to the safe and efficient operation of the transport network, this implies the current rather than future network. Therefore, clause E27.8.2(3)(a) may be difficult for council to rely on to ensure that future subdivision and development provides a sufficient setback to enable the future widening of Great South Road.

196. Therefore, in my view, precinct provisions should be introduced to provide a framework to provide the improvements described in paragraph 186 above. The proposed precinct provisions on transport improvements are outlined in **Appendix 9** to this report.

197. In my view the precinct provisions do not represent a duplication of the provisions of the AUP(OP). However, I do agree that the proposed precinct (as notified) does not fully comply with the precinct format of the AUP(OP) and have subsequently proposed amendments to the format to remedy this. Refer **Appendix 9** to this report.

198. Submission 8.2 from Auckland Transport seeks that the plan change provisions require a northern link road for separate walking and cycling facilities to be established through

⁴⁰ Policy E27.3(1)

⁴¹ E27.8.2(3)(a)

⁴² E27.8.2(3)(a)

⁴³ E38.3.12.2(g)

⁴⁴ Under E38.4.2(A15) Subdivision in accordance with an approved land use resource consent

the PPC58 plan change land (refer Figure 1 of their submission – **Appendix 2** to this report).

199. While I support the intention to establish such infrastructure as part of the future development of the plan change land, ahead of the provision of this through anticipated future network improvements, I find it more appropriate to support these intended future network improvements instead. In particular the indicative greenway path of the Papakura Greenways Local Path Plan and the DOSP which comes across Great South Road from the Parkhaven Estate to the west, travels south along Great South Road and then east along Gatland Road. This is discussed in section 7.6 below and supporting provisions have been proposed in the precinct to specifically enable this path.
200. Otherwise I consider the proposed construction standards proposed by AT (and proposed to be included in the precinct) to adequately support a safe and efficient traffic environment for both vehicles and active modes for the existing and future communities. Therefore, I do not support submission 8.2 on this matter.

Conclusion

201. I am satisfied that the AUP(OP) provisions, as proposed to be amended by PPC58 and proposed to be modified through this report, will adequately address potential transport effects. Therefore, I consider that they are the most appropriate way to achieve the objectives of the AUP(OP) and purpose of the RMA.

7.2 Urban design and form

202. The applicant predominantly relies on the Urban design assessment and neighbourhood design statement prepared by Ian Munro (attached as Appendix 2 to their report⁴⁵) in assessing the following effects of PPC58:

- Urban design
- Character and amenity
- Bulk, location and dominance

203. These matters are briefly summarised in paragraphs 8.3 – 8.14 of their report. In assessing these Mr Munro provides a detailed site analysis and introduces an indicative masterplan (Attachment 3 to the report) to test that the proposed Plan provisions can accommodate a successful urban form that is efficient and legible.

204. It is noted that other than guiding the placement of roads and other key infrastructure, the proposed Precinct Plan does not seek to vary or change the provisions of the proposed underlying zones. Based on this the concept master plan is considered a conventional response to the issues raised by the site and its context.

205. Mr Munro acknowledges the role of the DOSP and its supporting technical reports and the structure plan process in influencing the proposed zones of PPC58. He acknowledges the Neighbourhood Design Statement (NDS) of the DOSP⁴⁶ in providing guidance for developers and landowners undertaking plan changes within the area and considers the five key principles of the NSD⁴⁷ when assessing PPC58. However, he

⁴⁵ Urban design assessment and neighbourhood design statement for 470 & 476 Great South Road and 2 & 8 Gatland Road, Papakura prepared by Ian Munro – dated August 2020.

⁴⁶ Paragraph 4.2.15 of the DOSP

⁴⁷ Ibid – pgs 64, 65

cautions that these principles are only used as a form of generalised guidance, preferring instead to rely on the objectives and policies of the AUP(OP) RPS in assessing PPC58.

206. In considering any adverse urban design effects (Paragraph 6.9 of the report) Mr Munro refers to the interplay of the permitted activities of the proposed NCZ with the adjoining proposed MHUZ. Mr Munro identifies these effects as typical and appropriate to this type of development and predominantly identifies these as the customer nuisance element. Given the positive effects of placing this NCZ to serve the needs of the local area and passers-by, Mr Munro considers that on balance the location and small scale of the neighbourhood centre, that has been included through a structure planning process, is deemed an appropriate urban design outcome for the land.
207. In concluding statements Mr Munro notes that the proposal is compatible with the built form and characteristics of the neighbourhood and presents nothing unusual or remarkable that could be regarded as being problematic in urban design terms.
208. In recommending that PPC58 be accepted on urban design grounds Mr Munro states:
- “The proposal will result in a number of adverse urban design effects, although none are considered to be unusual or severe in the context of urban land re-zoning. Positive urban design effects will also occur or be enabled through future subdivision. Overall, the proposal is consistent with the quality compact urban form sought by the AUP: OP and the specific matters set out in Chapter B2: Urban Form.”*
209. In addition to the conclusions of the urban design assessment the applicant, in referring to Mr Munros reference to the plan change area as a ‘gap-tooth’ concludes that the proposed rezoning of PPC58 in alignment with the DOSP is entirely appropriate and will positively contribute to both the character of the neighbourhood and the amenity onsite and on adjacent sites⁴⁸.
210. In turning to the bulk, location and dominance of the proposed zones of PPC58 the applicant advises that the plan change does not seek to alter the development standards of the proposed zones or Auckland-wide provisions of the AUP(OP). They consider that the development controls of both the MHU and NC zones to be of an acceptable scale in terms of the existing residential environment as well as to meet the planned outcomes of the AUP(OP). The applicant agrees with the findings of Mr Munro and consider the proposed zoning to be the most appropriate in seeking the planned outcomes of the AUP(OP).

Assessment

211. The urban design effects of PPC58 have been reviewed by Lisa Mein on behalf of Council. Ms Mein’s assessment⁴⁹ is attached as **Appendix 5** to this report.
212. Ms Mein lists her involvement as a peer reviewer for Council on PPC52 immediately to the south of PPC58 as relevant to her assessment. Given its similarity in size (involves an area of approximately 4.63ha) and its contextual similarities (seeking to rezone an area of Future Urban Zoned land to MHU in an area contiguous to a residential suburban area adjacent to PPC58) I acknowledge that Ms Mein is familiar with the urban design issues associated with a plan change the nature of PPC58.

⁴⁸ Plan Change Request – Assessment of Effects and Statutory Assessment, 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura, prepared by Mt Hobson Group. Dated November 2020. Pg. 37

⁴⁹ Private Plan Change 58 for 470 & 476 Great South Road and 2 & 8 Gatland Road, Papakura, Urban Design Review prepared by Lisa Mein. Dated 4 June 2021.

213. The urbanisation of the PPC58 site has been signalled in policy documents since 2013. The FUZ was identified in the Proposed Auckland Unitary Plan in 2013 and confirmed by council in the AUP(OP) in 2016 following recommendations by the Independent Hearings Panel on the Auckland Unitary Plan. The Drury-Opāheke Structure Plan (DOSP) identified land use zonings for the wider area including the PPC58 land. Consultation with landowners and the general public was undertaken on the structure plan between 2017 – 2018 to understand the concerns of stakeholders and incorporate these where appropriate into the DOSP document.
214. Ms Mein acknowledges the legacy of the plan change land in this context and states that from an urban design perspective PPC58 is consistent with the direction for future land use set out in the DOSP which in turn gives effect to the Urban Growth objectives and policies within Chapter B2 of the RPS.
215. Ms Mein acknowledges that PPC58 does not propose alterations to the provisions of the MHU and NC zones, instead relying on these to provide a development that is compatible with the DOSP and with the surrounding suburban development on the north, west and southern boundaries of the plan change area. In considering this compatibility Ms Mein advises that the standards of the MHU zone relating to building height (H5.6.4), height in relation to boundary (H5.6.5) and of significance, height in relation to boundary adjoining lower intensity zones such as the Mixed Housing Suburban (MHS) to the north, in combination ensure an appropriate transition in the urbanisation of the plan change area in 'fitting' with these surrounding properties.
216. Furthermore, she notes that the proposed Gatland Road precinct plan also does not seek to vary the provisions of these zones, instead providing for comprehensive and integrated development of the zoning with the necessary infrastructure.
217. As PPC58 seeks to urbanise the land prior to the FULSS sequencing (discussed in section 2.2 of this report), the adjoining landowners may have expected that the PPC58 land would remain rural until the 2028-2032 period. Ms Mein notes that the extent to which this out of sequence development is an urban design issue relates primarily to proximity of the land to existing services and amenities, particularly Papakura centre and Drury Village and to the transport network.
218. In assessing the wider locational elements of PPC58 Ms Mein states from an urban design perspective it is preferable that social, as well as physical, infrastructure precede residential development and therefore supports the provision of the NC zone in the plan change area as in the absence of or in the interim period before anticipated expansion of the nearby Drury Village, the NC zone offers an opportunity to provide an array of services for the existing as well as future local community.⁵⁰ It is also noted that community facilities are available in Drury and Papakura, including a community hall and library in both Papakura and Drury centres, the Papakura Leisure Centre (gym and indoor stadium/courts) and the Papakura Art Gallery.
219. Ms Mein also acknowledges the accessibility of open space areas for PPC58 in the form of the local cemetery, nearby schools and the Opaheke Reserve. The provision of open space for PPC58 is discussed in section 7.8 of this report which concludes that the plan change area does have access to some suburban parks but ultimately presents as a shortfall in meeting the recreational needs of the potential future population. To this end a neighbourhood park is recommended to be incorporated into the plan change area in line with the indicative neighbourhood park of the DOSP.

⁵⁰ Private Plan Change 58 for 470 & 476 Great South Road and 2 & 8 Gatland Road, Papakura, Urban Design Review prepared by Lisa Mein. Dated 4 June 2021. Para 3.7.

220. It is significant to note that cemeteries are specifically zoned within the AUP(OP)⁵¹ and while they can contribute to the local amenity values, they do not contribute to the open space requirements under the Open Space Provision Policy (2016) (OSPP). Additionally, in accordance with the OSPP school land is excluded from consideration as open space provision as access is often restricted during school hours and long term public access cannot be guaranteed.⁵² In my view, while these spaces are relatively secure and can provide some visual relief, they are not available to fulfil the passive recreation needs of the local existing and proposed residents.
221. Submission 2.1 (Dominique Lowry, the neighbour to the north) opposes the plan change on concerns regarding the number of developments in the area ahead of the necessary infrastructure upgrades and the subsequent impacts of these on the existing community and local infrastructure. Ms Mein identifies the key urban design related concern for this submission as that of timing of PPC58 in relation to the social and physical infrastructure for the locality. To this end Ms Mein has some sympathy with the submitter but advises in this instance that she has less concerns in this regard as PPC58 is contiguous with the existing settlement and proposes the NC zone to provide for local shops and services ahead of the wider development. Ms Mein advises that PPC58 is also consistent with the established framework of the wider area as provided for in the DOSP.
222. Ms Mein also acknowledges the Cultural Values Assessment (CVA) prepared by Ngāti Te Ata Waiouhu and included as an appendix to PPC58. The CVA seeks the incorporation of Te Aranga principles and other urban design values to better reflect Maori culture and connection to place. Ms Mein advises that while this is not something that can be incorporated into the precinct provisions, she supports greater visibility of Te Aranga principles in the next stages of development.
223. In conclusion Ms Mein states that PPC58 has properly considered the urban design impacts of the development on the existing and intended future environment of the wider Drury-Opāheke area. Ms Mein supports the approach to residential and business zoning of the site, which is consistent with the DOSP, the direction and framework of the AUP(OP) and gives effect to the RPS (in particular Chapter B2).

Conclusion

224. I agree with Mr Munro and Ms Mein in that while it is out of sequence with the FULSS and subsequently the DOSP, PPC58 reflects the anticipated density enabled through the DOSP and through the development of masterplan options based on the precinct plan layout can achieve the amenity of the proposed zones. Therefore, I consider that the proposed zones and precinct are the most appropriate way to achieve the objectives of the AUP(OP) and purpose of the RMA.

7.3 Stormwater management and flooding

225. The applicant's plan change request addresses Stormwater management and flooding in paragraphs 8.52 – 8.59 of their report⁵³ and in their Stormwater Management Plan⁵⁴ prepared by Aspire Consulting Engineers attached as Appendix A to their Engineering

⁵¹ AUP(OP) H24 – Special Purpose – Cemetery Zone

⁵² Auckland Council's Open Space Park Provisions (2016), Pg 39

⁵³ Plan Change Request – Assessment of Effects and Statutory Assessment, 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura, prepared by Mt Hobson Group. Dated November 2020. Pg. 46, 47.

⁵⁴ Proposed Plan Change Stormwater Management Plan – 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura, Report 1554 – 2 Rev 1 prepared by Aspire Consulting Engineers. Dated November 2020

Infrastructure Design Report⁵⁵ (Appendix 3 to their request). These reports are contained in **Appendix 1** of this report.

226. Initially the request was supported by a Stormwater Principles Discussion memo prepared by Aspire Consulting Engineers⁵⁶. This concluded that all solutions could be managed onsite and liaison with the Healthy Waters department would be ongoing during the resource consent stage. Following a Clause 23 request for information, the applicant supplied council with a Stormwater Management Plan prepared by Aspire Consulting Engineers, dated August 2020.⁵⁷
227. Further refinements were made to the SMP as a result of subsequent discussions between the applicant and council's Healthy Waters department. The finalised version of the SMP (dated November 2020) is prepared in accordance with Schedule 4 of Auckland Council's Network Discharge Consent (NDC) and is attached as Appendix A to the requestors Engineering Infrastructure Design Report⁵⁸.
228. In setting the scene the requestor acknowledges that the plan change area discharges to a tributary of the Slippery Creek sub-catchment which is part of the Drury Opāheke Catchment. This then combines with larger flows from the eastern portion of the catchment and then on into the tidal reach of Slippery Creek, which discharges to Drury Creek identified as an SEA.
229. Due to the scale of the catchment the SMP adopts a 'pass-it-forward' approach for larger storm events, ensuring that peak flows within the plan change area can be passed forward before peak flows from the greater catchment catch up. This approach is consistent with the Drury Opāheke SMP⁵⁹ prepared for the DOSP.
230. To support this approach the SMP adopts a treatment train approach as the Best Practicable Option (BPO) for future development in accordance with GD01. This includes at-source devices such as rain gardens and re-use tanks working in conjunction with a new larger constructed wetland to manage the quantity and quality of overland flow. In summary the approach involves the following:
- Overland flow to maintain the current entry and exit points
 - Flood attenuation for 10-year event via detention tanks and wetland if network constraints exist
 - Residential roof areas to use inert building materials
 - Hydrology mitigation through at-source reuse/detention tanks, permeable paving, and wetland
 - Water quality treatment for all impervious surfaces through a combination of proprietary devices, raingardens, swales, and wetland

⁵⁵ Engineering Infrastructure Design Report, prepared by Aspire Consulting Engineers, dated July 2020. Report 1554 - 1

⁵⁶ Ibid – Appendix 3

⁵⁷ Proposed Plan Change Stormwater Management Plan – 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura, Report 1554 – 2 Rev 1 prepared by Aspire Consulting Engineers. Dated November 2020, dated 4 May 2020

⁵⁸ Ibid

⁵⁹ Drury-Opāheke Structure Plan Future Urban Zone – Drfat SMP prepared by Mott MacDonald. Dated 12 April 2019.

- Discharge to the receiving environment via green outfalls where practical.

231. The SMP also proposes the following performance criteria for stormwater management of the plan change area:

Requirement	Design criteria to follow
Water Quality	Treatment in accordance with GD001
Stream Hydrology (retention)	Equivalent SMAF 1 retention as per Chapter E10 of the AUP (OP)
Stream Hydrology (detention)	Equivalent SMAF 1 retention as per Chapter E10 of the AUP (OP)
Flooding 10% AEP	Capacity check of downstream network. Design for any restrictions.
Flooding 1%AEP	Capacity check of downstream network. Design for any restrictions.

232. The SMP concludes that the future development of the site will require attenuation of new impervious areas and include the requirements of the NDC for SMAF and Water Quality. These can be managed onsite through various means, as stated above. Overland flow paths will also be required to be assessed and managed through engineering design at the resource consent stage. All solutions can be managed onsite and liaison with the Healthy Waters department will be ongoing during the resource consent stage.

233. PPC58 includes the proposed Gatland Road precinct plan to specifically manage the effects on stormwater (among other things) and on the overland flow-path. Specific provisions are included to mitigate any adverse effects from the future development of the site onto the receiving environment.

Assessment

234. Ms Chloe Trenouth of Hill Young Cooper, along with Danny Curtis (Catchment Planner) of Healthy Waters, peer reviewed the requestor's application and associated submissions, for Council (their report is attached as **Appendix 5** to this report). Both Ms Trenouth and Mr Curtis were involved in the discussions finalising the detail of the requestors SMP. There were also substantive amendments made to the precinct plan to support the revised SMP.

235. Unfortunately, it was noted on 6 May 2021 (after submissions had closed) that the SMP had not been included in the notified documents at the time of public notification, although it is referred to in the requestor's application report, in their Engineering Infrastructure Design report⁶⁰ and in the provisions of the proposed Gatland Road precinct. Subsequently a copy of the SMP was sent to all submitters and further submitters on 12 May 21. It was also uploaded onto the plan change webpage on council's website.

⁶⁰ Proposed Plan Change Engineering Infrastructure Design Report for 470-476 Great South Road and 2 & 8 Gatland Road, Papakura, Report 1554 1, Rev 1, prepared by Aspire Consulting Engineers Ltd. Dated November 2020.

236. It is also noted that some submitters specifically seek stormwater management solutions to the potential effects beyond the boundaries of the plan change area. They refer to the precinct provisions and the applicants Engineering Infrastructure Design report when seeking additional detail and amendments to provisions to ensure there are no adverse impacts beyond the boundaries. Healthy Waters support the SMP and state that it provides a balanced approach to management of stormwater both on site and with regard to downstream effects. In my view, the SMP may allay some if not all of these submitter's concerns, however, this will be explored further through their evidence at the hearing.
237. The existing stormwater management infrastructure on site consists predominantly of a man-made stormwater pond on the eastern boundary that collects stormwater from the Parkhaven Estate on the western side of Great South Road. Stormwater is delivered to the pond via a piped watercourse and an overland flow path which are located in a natural gully which runs through the middle of the plan change land. The pond is operated by Council and has the following asset Identification SAP20000353717. Healthy Waters state that the stormwater pond is a Council owned asset which is proposed to be upgraded by the applicant to a constructed wetland to accommodate existing and future flows.
238. A private culvert exists downstream of the stormwater pond. Proposed precinct provisions require that these assets be assessed for capacity as a matter of discretion at the subdivision stage to ensure mitigation of effects on downstream assets through attenuation of the up to the 100percent AEP flood event within the precinct.
239. Land to the immediate east of PPC58 is identified in the Urban design report as a combination of sloping and low-lying areas susceptible to flooding. This area was excluded from the plan change area because the requestor considered that this situation would require a more comprehensive infrastructure solution.⁶¹
240. Although the SMP states that the SMAF 1 Control will be applied to the plan change area, Ms Trenouth has noted that the relevant map has not been included as part of the notified application material. Ms Trenouth recommends that the plan change area be identified with the SMAF 1 Control to ensure that relevant detention and retention controls are identified and imposed at the time of consent. Without the SMAF 1 control identified on the planning maps, there is no ability for council to require hydrology mitigation at the time of development, including the imposition of relevant conditions.
241. I support the application of the SMAF 1 overlay to the site through PPC58. To his end I recommend the AUP(OP) maps be amended to apply the SMAF 1 overlay to the plan change area. This is shown in Appendix 9 to this report - Proposed Modifications to PPC58.
242. Submission 9.2 (Kainga Ora) opposes the application of the proposed Gatland Road precinct in its entirety stating that in managing two land-use matters it creates added complexity to the interpretation of the AUP(OP) and duplicates objectives and policies already provided for.
243. Furthermore, submission 9.3 (KO) requires the specific removal of precinct provision I4xx.6.1(1) as a method for water quality treatment stating that this method was removed from the AUP(OP) through the hearings process as the hearings panel considered it did not meet the purpose of the RMA 1991. KO claims that such a requirement will increase the building costs to the developer and constrain the building materials that can be used.

⁶¹ Urban design assessment and neighbourhood design statement for 470 & 476 Great South Road and 2 & 8 Gatland Road, Papakura prepared by Ian Munro – dated August 2020. Pg 9

244. In response Ms Trenouth states there are no existing provisions in the AUP that will achieve the outcomes proposed by the precinct provisions, particularly at the development stage. Ms Trenouth notes that subdivision as a restricted discretionary activity is required to achieve Policy E38.3.22 of the AUP(OP) which requires subdivision to be managed in accordance with the approved stormwater discharge consent and be designed to maintain or progressively improve water quality (e) and to be designed in an integrated and cost-effective way (f).
245. Therefore, where an SMP has been adopted under the NDC, Policy E38.3.22 provides for appropriate conditions to be imposed on a subdivision. However, there are no such provisions relating to development and therefore no ability to impose conditions on a land use consent to comply with the NDC (as this would be ultra vires). As building materials are not generally known at the subdivision stage the only way to ensure inert building materials are not used would be to impose a consent notice on each title, which doesn't provide any flexibility. I support the inclusion of the precinct provision I4XX.6.1(1) to ensure that the water quality outcomes of the SMP can be achieved at the development stage.
246. Submissions 1.1 and 1.2 (Stuart Hope – landowner of 46 and 50 Gatland Road) are concerned that the plan change land currently fails to contain all of its stormwater runoff during heavy rains and that the downstream culvert is poorly maintained and fails to operate effectively, requiring upgrades to cope with the proposed future development (and increase in impervious surface runoff) of PPC58. FS2 (KO) opposes these submissions in that the matter of stormwater attenuation is addressed in the requestors report and that the stormwater assets downstream are beyond the boundary of the plan change area.
247. Submission 10.1 (Peter Bolam – landowner of 91, 95 Gatland Road and 524 Great South Road) seeks that the potential flooding effects of future development of the plan change land be modelled and quantified before PPC58 be approved and submission 10.2 seeks that necessary amendments be made to PPC58 to ensure future flooding is 100percent contained on the plan change land. FS2 (KO) opposes these points on the grounds that they can be addressed at the later resource consent stage for the development of the property.
248. As discussed above, these submitters were not provided with the SMP at the time of notification, instead relying on the information contained in the engineers report and the precinct plan – both of which reference the SMP. They have since received the SMP which may subsequently allay their concerns. This will presumably be addressed through their evidence presented in the hearings.
249. Ms Trenouth relies on the SMP in responding to these concerns. She advises that the SMP has identified that sufficient land is available for the existing stormwater pond to be upgraded (as a constructed wetland) to ensure appropriate attenuation to address downstream flooding, however it is currently difficult to determine a detailed analysis of potential flood flows for the future development of the site without fully designing the wetland. Ms Trenouth also advises that the requestor could also consult with the landowners should downstream flooding be an issue at the time of development.
250. Healthy Waters is satisfied that the existing provisions of the AUP(OP) will provide for the consideration of potential flooding effects at the time of subdivision and do not consider it necessary to include specific provisions in the precinct.
251. Healthy Waters acknowledges the submission from Ngati Te Ata Waiouhu (3.1) in seeking the recommendations of their CVA (attached as Appendix 9 to the requestors report) to be integrated into the overall design. In referring specifically to the stormwater management matters of the CVA Healthy Waters considers that these will be provided

for in the overall design through a combination of the proposed precinct provisions and existing AUP(OP) provisions (relating to SMAF control and subdivision provisions).

252. Submission 8.9 from Auckland Transport (AT) supports the proposed stormwater provisions in so far as they require consideration of whole of life costs and use of communal devices to treat road runoff. They specifically seek an amendment to matters of discretion to address this.
253. Healthy Waters supports the matters raised in submission 8.9, acknowledging the importance of ensuring that determining the appropriate communal stormwater devices, particularly in roads, consider the costs in terms of ongoing maintenance and operation. I also agree with AT on this matter and recommend appropriate amendments to the precinct. As a side AT also address some minor errors with regard to the incorrect use of the word efficacy in the place of efficiency in relevant precinct provisions. This and the recommended amendments above are discussed further in section 9 to this report.
254. Relying on the advice of Healthy Waters I consider that the SMP and supporting precinct provisions will appropriately manage the existing and potential stormwater and flooding effects for the plan change land and the wider catchment area. As discussed above, I consider that the stormwater management approach of the SMP can satisfactorily mitigate any future adverse effects on the adjoining landowners downstream of the plan change area.

Conclusion

255. I consider that the PPC58 provisions, as proposed to be modified within **Appendix 9** to this report, will be sufficient to avoid, remedy or mitigate potential effects related to stormwater discharge and diversion associated with the Plan Change. Subject to these modifications, I am satisfied that the provision of the AUP(OP), as proposed to be amended by PPC58, are the most appropriate way of achieving the objectives of the AUP(OP) and RMA.

7.4 Water supply and wastewater effects

7.4.1 Water supply

256. Access to water is briefly discussed in paragraphs 8.50 and 8.51 of the requestors report and in the Engineering Infrastructure Design Report⁶² (attached as Appendix 3 to their report). These state that water supply is available on Great South Road and Gatland Road and that further analysis and upgrades will be developed as part of the Resource Consent phase.
257. The report also states that discussions with Veolia Water Services (Pty) Ltd (**Veolia**) confirm that the site is able to be serviced.

Assessment

258. Mr Arun Niravath has peer reviewed the request for Council and his report is attached in **Appendix 5** to this report. Mr Niravath notes that the Great South Road properties have a 150mm public watermain along their western boundaries. The Gatland Road properties have a 40mm public watermain along their southern boundaries.
259. Mr Niravath notes that Veolia requested further modelling analysis to determine whether the existing reticulated network has sufficient capacity to service development of the

⁶² Proposed Plan Change Engineering Infrastructure Design Report 1554– 1 Rev 1 for 470 & 476 Great South Road and 2 & 8 Gatland Road, Papakura prepared by Aspire Consulting Engineers. Dated November 2020.

PPC58 land, or whether upgrades are required. This was signalled by Veolia in their technical advice to Mr Niravath informing the Clause 23 request for information and was presented as an advice note in the Clause 23 Request (Attached as **Appendix 4** to this report).

260. Mr Niravath acknowledges submission 4.1 from Veolia which reiterates their concerns that the capacity of the water supply network has not been demonstrated and should be modelled by the applicant. The following information in particular is sought:
- a) network modelling of the existing network with the additional demand proposed
 - b) an assessment of the water infrastructure upgrades that might be required to service the development.
261. Furthermore submission 4.3 seeks that the applicant will at its cost, design and construct:
- ii. any water infrastructure required to enable the connection of the plan change area to the public retail water network
262. FS2 (Kainga Ora) opposes this submission on the grounds that these issues are better assessed through the resource consent stages of a development and it would be the responsibility of developers applying for resource consent. FS6 (Peter Bollam) also opposes this submission as he considers that requiring the applicant to upgrade the infrastructure before the rest of the area is live zoned would create a piecemeal approach.
263. Mr Niravath has reviewed the Engineering Infrastructure Design report⁶³ and Veolia submission, and considers that this information is necessary to determine whether the development can be serviced by water infrastructure. However, Mr Niravath notes that the applicants report is a high level assessment and agrees that these assessments can be demonstrated at subsequent subdivision consent stage. I am also satisfied that this detail be provided and confirmed at this later detailed design stage.

7.4.2 Wastewater

264. The requestor discusses access to wastewater services for the plan change area in paragraphs 8.46-8.49 of their report⁶⁴ and in their Engineering Infrastructure Design report⁶⁵. The requestor notes that the plan change area is not connected to a public wastewater system and have subsequently worked with Veolia and Watercare Services Ltd to confirm an acceptable solution.
265. Identified as Option 3 (attached as Appendix B to their Engineering Infrastructure Design Report⁶⁶) the solution proposes to construct a new local pump station in the site along with a rising main and gravity network along Great South Road, connecting to the existing gravity network at 520 Great South Road. This is considered to provide a level of futureproofing with an option for flows to be diverted to the new pumpstation at Sutton Road.

⁶³ Proposed Plan Change Engineering Infrastructure Design Report 1554– 1 Rev 1 for 470 & 476 Great South Road and 2 & 8 Gatland Road, Papakura prepared by Aspire Consulting Engineers. Dated November 2020.

⁶⁴ Plan Change Request, Assessment of Effects and Statutory Assessment for 470 & 476 Great South Road and 2&8 Gatland Road, Papakura prepared by MT Hobson Group, dated November 2020.Pg 45.

⁶⁵ Proposed Plan Change Engineering Infrastructure Design Report 1554– 1 Rev 1 for 470 & 476 Great South Road and 2 & 8 Gatland Road, Papakura prepared by Aspire Consulting Engineers. Dated November 2020.

⁶⁶ Ibid. Appendix B – Wastewater Options Memo

266. The requestor concludes that subject to detailed design at the resource consent stage, the analysis undertaken indicates that the land can be suitably serviced for wastewater.

Assessment

267. Mr Niravath has also reviewed the wastewater matters of PPC58 including the submission by Veolia. As discussed above he acknowledges that the requestor has worked with Veolia and Watercare Services to explore possible solutions for reticulation. He also acknowledges that submission 4 by Veolia accepts Option 3 as a feasible option while noting that there are some capacity constraints in the gravity wastewater network and that the requestor will be required to construct and fund upgrades to this network⁶⁷.

268. Specifically, submission 4.2 from Veolia seeks that wastewater disposal from the plan change area be required to connect to the public wastewater network, and discharge to the Slippery Creek Wastewater Pump Station, Motorway Wastewater Pump Station and across State Highway 1 to the Hingaia Wastewater Pump Station. Submission 4.3 from Veolia seeks that such infrastructure is funded, designed and constructed by the applicant. Submission 4.4 seeks that the applicant obtain approval from Veolia for connection points to the local network.

269. As noted in section 7.4.1 above, FS2 (KO) opposes the requirement to assess and upgrade infrastructure for the plan change area prior to the detailed design stage of future resource consents. FS6 (Peter Bolam) accepts the wastewater option 3 provided it discharges to the Slippery Creek Wastewater Pump Station, however, does not support submission point 4.3 in requiring the requestor (and subsequent developers) to have to upgrade the infrastructure in turn as they develop in the area. Mr Bolam considers this to be a piecemeal approach to infrastructure planning and not efficient. Mr Bolam requests that Veolia work with all landowners in the Future Urban Zone area to determine the ultimate wastewater infrastructure for this catchment. And to work out an agreement to provide the infrastructure.

270. As with Water (section 7.4.1 above) Mr Niravath notes that the requestor's current proposal represents a high-level assessment, which requires further refinement to determine the required infrastructure work. Mr Niravath is satisfied that a suitable design can be reached at the detailed design stage and therefore supports PPC58.

271. Relying on the advice of Mr Niravath, I consider that a wastewater solution is available for the site and that the design of the wastewater network and connections to the existing public network can be determined through future resource consenting and engineering plan approval processes. I do not agree with Mr Bolam that this creates a piecemeal approach as ultimately Veolia have the overall consideration of the catchment and beyond. They are able to work with developers to ensure the services are appropriately upgraded at the time of need.

272. In the AUP(OP), Chapter E38 – Subdivision – Urban, enables council to assess whether appropriate provision is made for infrastructure⁶⁸. The Engineering Plan Approval (EPA) process requires as-built plans to demonstrate that infrastructure is designed and constructed to council's standards. Any new works required within the Papakura area require Veolia's formal approval and must be consistent with Watercare Services Limited's engineering standards framework.

⁶⁷ Submission 4 - Veolia Water Services (Pty) Ltd. P.4

⁶⁸ E38.8.12.2(6)(a)(i), applicable to subdivision in accordance with an approved land use resource consent

Conclusion

273. I am satisfied that the AUP(OP) provisions, as proposed to be amended by PPC58, will adequately address potential effects related to water supply and wastewater servicing. Therefore, I consider that they are the most appropriate way to achieve the objectives of the AUP(OP) and purpose of the RMA.

7.5 Geotechnical

274. The applicant briefly addresses the matter of geotechnical issues for the subject site in paragraphs 8.63-8.65 of their report.⁶⁹ The applicant concludes that the subject site is relatively flat with limited change in the topography and is not susceptible to any geotechnical issues but states that prior to any intensive land development a detailed geotechnical investigation will be undertaken to confirm stability of the site and specific engineering requirements for development.

275. This approach is supported in the Engineering Infrastructure Design report⁷⁰ which states that at the future development stage *“all earthworks will be designed and completed in accordance with Auckland Councils Guidelines for Land Disturbing activities (GD05) and geotechnical recommendations.”*⁷¹ This is standard practice for earthworks associated with subdivision development.

Assessment

276. Geotechnical issues were addressed at a high level in the identification of the land as Future Urban and through the development of the Drury-Opāheke Structure Plan. These high level investigations were considered by the Council to be sufficient to assess the land as meeting RPS Policy B2.2.2(2) relating to the identification of future urban land as being suitable for development (namely that areas with significant natural hazard risks are avoided).

277. Submission points 6.1 and 6.2 (Ms Sakkai – northern neighbour) seeks the decline of the plan change due to concerns of potential damage to her property boundary and the foundations of her home during the construction period for the development of the plan change area. However, should the plan change be approved Ms Sakkai seeks a meeting with the developer to confirm the construction period and its potential implications on her adjoining property. Ms Sakkai seeks an assurance that if there is any damage to her property as a result of these works that this will be remediated by the developer. Ms Sakkai also supported her original submission with a further submission.

278. The AUP(OP) contains a framework in Chapters E11 and E12 requiring a consideration of effects of land disturbance on the stability of a site’s surrounds. This includes policies requiring earthworks to be designed and undertaken “in a manner that ensures the stability of surrounding land, buildings and structures”⁷², and a standard requiring that land disturbance must not result in instability of land or structures beyond the boundary

⁶⁹ Plan Change Request, Assessment of Effects and Statutory Assessment for 470 & 476 Great South Road and 2&8 Gatland Road, Papakura prepared by MT Hobson Group, dated November 2020. Pg 48.

⁷⁰ Proposed Plan Change Engineering Infrastructure Design Report 1554– 1 Rev 1 for 470 & 476 Great South Road and 2 & 8 Gatland Road, Papakura prepared by Aspire Consulting Engineers. Dated November 2020

⁷¹ Ibid. Pg.5.

⁷² Policies E11.3(6) and E12.3(6)

of the development site⁷³. These are supported by assessment provisions enabling Council to assess potential instability effects on surrounding land and buildings⁷⁴.

279. In my view, the AUP(OP) contains a sound framework to enable an assessment of land stability through future resource consent applications, both in terms of the subject site and surrounding land. This will enable council to assess stability effects not explored in detail through this plan change request.

Conclusion

280. Therefore, I do not consider the need for any changes to PPC58 to address geotechnical effects. I am satisfied that the AUP(OP) provisions adequately address potential geotechnical effects and achieve the purpose of the RMA.

7.6 Open space and greenway paths

281. The provision of open space is predominantly addressed in the requestor's Urban design assessment and neighbourhood design statement⁷⁵ prepared by Ian Munro and attached as Appendix 2 to their report. In the section titled 'Open spaces should be well integrated and physically connected where possible' the report acknowledges the indicative neighbourhood park of the Drury-Opāheke Structure Plan that is shown to be in the vicinity of the site. Mr Munro states that although it is unclear whether this is intended on the site or on the adjacent land, if desired a 4,000m² park could easily be accommodated on the site in close association with the existing stormwater pond and the east-west spine, or in another location preferred by Council (Para. 6.14a.)
282. Mr Munro acknowledges existing neighbourhood parks in the vicinity and also the larger-scale Opāheke Park further east of the site, noting that this currently is not readily accessible from the site. Instead, this relies on the future implementation of the Opāheke 1 Precinct (Para. 6.14b).
283. Overall Mr Munro does not consider that the vicinity of the proposed plan change suffers an apparent shortfall in public recreational open space in need of urgent redress that the site could logically contribute to. Mr Munro advises that Council could seek a neighbourhood park on the land to an area of 4,000m², however in his experience it is not standard practice to identify and re-zone for a future neighbourhood park prior to it being acquired. This is usually done at the subdivision stage and for that reason Mr Munro would not support a rezone of PPC58 to include a neighbourhood park as this would predetermine the parks planning and acquisition process.
284. Mr Munro does not acknowledge any green networks of open space adjacent to the site although he does acknowledge the alignment of the proposed spine road leading to the stormwater pond in potentially fulfilling the recreational amenity space (Para. 6.14e).
285. Further to this the requestor states that the proposed plan change land is within walking distance of suburban and neighbourhood parks⁷⁶ and has the ability to provide for a local

⁷³ Standard E12.6.2(2)

⁷⁴ Clause E12.8.1(1)(c) and E12.8.2(1)(c)

⁷⁵ Urban design assessment and neighbourhood design statement for 470 & 476 Great South Road and 2 & 8 Gatland Road, Papakura prepared by Ian Munro – dated August 2020. Pg 22.

⁷⁶ Urban design assessment and neighbourhood design statement for 470 & 476 Great South Road and 2 & 8 Gatland Road, Papakura prepared by Ian Munro – dated August 2020. Para. 7.18

park (as shown in the urban design report)⁷⁷ thereby meeting the principles of FULSS in creating good quality places.

Assessment

286. Mr Ezra Barwell has assessed the application and submissions for council in light of the provision of open space and links to greenway paths⁷⁸. This is also briefly assessed in Lisa Mein's Urban Design Review in assessing this aspect of Mr Munro's report⁷⁹. Both these reports are attached as **Appendix 5** to this report.
287. Submission 3.1 (Ngati Te Ata Waiouhu) seeks the inclusion of the CVA into the design of the future development of the plan change area. In Table 17⁸⁰ specifically recommends in regards to the provision of open space that:
- The focus should be on visually and physically connecting Drury-Opāheke's network of parks, open spaces and streets to create opportunities for residents to move around their neighbourhoods and to enhance native biodiversity
 - Open space buffer zones and internal neighbourhood parks should be encouraged
 - Encourage the use of 'park edge roads' along open space zones and esplanade or recreation reserves
288. Mr Barwell states that this approach aligns with Auckland Council's open space strategy and the broad objectives of the DOSP.
289. In assessing the plan change against council's Open Space Provision Policy (2016) (OSPP) Mr Barwell finds that the proposed plan change area does not meet the council's target walking catchment of 400m for a neighbourhood park. A neighbourhood park is described in the OSPP as providing for "*the basic informal recreation and social opportunities within a short walk of surrounding residential areas.*" Indicative amenities include flat, unobstructed, kick-around space for informal games, and play space.⁸¹
290. Mr Barwell states that while existing sportsfields and suburban parks in the vicinity do meet the provision requirements of the OSPP the indicative park of the DOSP was proposed to help meet this provision for neighbourhood parks. Consequently, Mr Barwell concludes that the plan change area does have a shortfall when measured against the council's OSPP.
291. Furthermore, Mr Barwell states that while PPC58 references the DOSP and the indicative neighbourhood park it does not acknowledge the this either in the precinct provisions or on the precinct plan (I4xx.10). Mr Munro does state that the plan change site could readily accommodate a 4000m² park that could be located with the existing stormwater

⁷⁷ Ibid. Para 7.28.

⁷⁸ PC58 (Private): 470 & 476 Great South Road and 2 & 8 Gatland Road, Papakura – Open Space Assessment, prepared by Ezra Barwell. Dated 1 June 2021.

⁷⁹ Private Plan Change 58 for 470 & 476 Great South Road and 2 & 8 Gatland Road, Papakura, Urban Design Review prepared by Lisa Mein. Dated 4 June 2021.

⁸⁰ NGATI TE ATA CULTURAL VALUES ASSESSMENT REPORT – Private plan change request at 470 & 476 Great South Road and 2 & 8 Gatland Road, Drury, prepared by Ngati Te Ata Waiouhu. Dated November 2020. Pg. 73.

⁸¹ Auckland Council's Open Space Policy Provision 2016.Pg. 30.

pond or in another location preferred by Council at the time of subdivision consent⁸². Mr Munro proposes an alternative location in Figure 8 of his report.⁸³

292. However, Mr Munro advises that in his experience it is not standard practice (or appropriate) to identify and zone for a future neighbourhood park prior to it being acquired. Therefore, he does not support the rezoning of a neighbourhood park as part of the PPC as it would predetermine the parks planning and acquisition process.

293. Ms Mein also notes that although Mr Munro's report identifies an area of public open space as part of a masterplan concept (Figure 8 of his report) consistent with the DOSP, no specific open space zoning is proposed to create this. To this end Ms Mein supports inclusion of a neighbourhood park which includes the stormwater pond⁸⁴.

294. Mr Barwell advises that while it is consistent with council standard practice to "ensure communal stormwater devices are appropriately located..... **and integrate with open space where practicable**" (Policy I4xx.3 (6) of the precinct plan), stormwater management/treatment devices cannot be located on land acquired for open space purposes. In accordance with Table E26.2.3.1 Activity table – Network utilities and electricity generation – All zones and roads (AUP(OP)) Stormwater detention/retention ponds/ wetlands (A55) require resource consent approval for a controlled activity.

295. Mr Barwell advises that council will seek to acquire an internal neighbourhood park within the plan change area in the location shown indicatively in the DOSP⁸⁵. The council will seek to locate the neighbourhood park in close proximity to communal stormwater management areas and on any proposed greenway route where practicable. This is to maximise visual and physical connectivity of open spaces in the plan change area and beyond.

296. To this end the following recommendations are made:

That the I4xx.10 Precinct Plan be amended to show an indicative neighbourhood park in accordance with:

- *the indicative neighbourhood park shown on the DOSP*
- *the location described in section 6.14 and shown on Figure 8, Attachment 3 of the applicants Urban design assessment and neighbourhood design statement, prepared by Ian Munro*

297. While I agree that over time the area will be adequately serviced by other parks (suburban and large recreational) the neighbourhood park is necessary for providing the future residents of the area (existing and proposed) with a park which offers them informal recreation and social opportunities within a short walk. As discussed, this need has been recognised through the development of the DOSP with the indicative park included to clearly inform this shortfall to be addressed at the future subdivision and development stages.

298. In my opinion, PPC58 provides the ideal opportunity to address this recognised need. While it is acknowledged that it is not normal practice to zone for a public open space

⁸² Urban design assessment and neighbourhood design statement for 470 & 476 Great South Road and 2 & 8 Gatland Road, Papakura prepared by Ian Munro – dated August 2020.Pg 23.

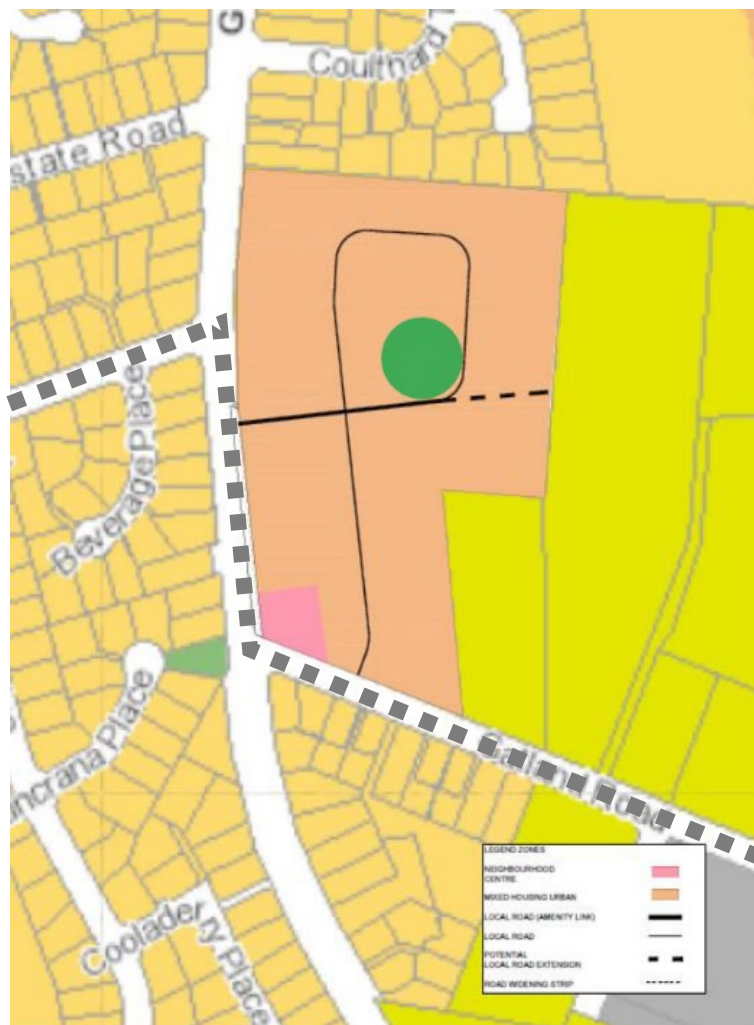
⁸³ Ibid. Pg.33

⁸⁴ Private Plan Change 58 for 470 & 476 Great South Road and 2 & 8 Gatland Road, Papakura, Urban Design Review prepared by Lisa Mein. Dated 4 June 2021.Para. 4.3.

⁸⁵ The Drury-Opāheke Structure Plan 2019. Figure 1: land use map p. 6

ahead of acquiring the land, I support Mr Barwell's recommendation to include the indicative park on the precinct plan as noted above. This ensures its visibility and can then be delivered through the mechanisms of Chapter E38 - Urban of the AUP(OP) at the future subdivision stage.

Figure 7 – Amended I4xx.9 Precinct Plan



299. Mr Barwell also notes that PPC58 does not refer to the greenway network, identified along the southern boundary of the site along Gatland Road as proposed in the Papakura Greenways: Local Paths Plan (2016) (PGLP). According to the *PGLP* a greenway network is a connected recreational network allowing residents to move safely through and between their existing open spaces.⁸⁶ This Gatland Road boundary is also indicated in the DOSP as a greenway link which provides for walking and cycling⁸⁷. Mr Barwell recommends that this greenway path be included on precinct plan I4xx.9 (as shown on **Figure 7** above) and the following additional subdivision standard and matter of discretion be included:

I4xx.4.7.2 Greenways

⁸⁶ Papakura Greenways – Local Paths Plan 2016. P.6.

⁸⁷ The Drury-Opāheke Structure Plan 2019 Figure 8: Proposed blue-green network p. 20

(a) *The greenways shown on Precinct Plan:*

- *where they are on land subject to any resource consent application, are constructed to a 3m wide shared path standard, and may be vested in the Council, or in the case where the greenway follows vested roads, are constructed to a 3m wide shared path standard*
- *connections to greenways on public or private land outside the land subject to resource consent, are futureproofed by footpath access to the boundary of the application site*

(b) *A walkway network, generally in accordance with I4xx.10 Precinct plan including roads and open space area, is created to ensure an interconnected neighbourhood*

I4xx.9.1(1)(c) the provision of a walkway network, generally in accordance with the greenways shown on the Precinct Plan

300. In my opinion the above proposed subdivision standard I4xx.4.7.2 (a) first bullet point could be simplified to simply seek a shared path of a minimum width of 3.0m. This is reflective of the Auckland Transport Code of Practice Section 13.4.2 Shared Paths which requires a minimum width of 3.0m for a path provided for the use of both cyclists and pedestrians.⁸⁸ With regard to the second bullet point futureproofing of the connections is provided for through Objective (3) of the precinct and furthermore through proposed amendments to Table I4xx.6.1.1 recommended by AT and discussed in Section 7.1 of this report. These amendments provide for a definite connection to the land to the east of PPC58 and ensure the provision of both cycling and pedestrian functions within the total required widths of the proposed precinct road. As discussed in Section 7.1, these amendments are supported by councils traffic specialist Mr Temperley.
301. I support I4xx.7.2 (b) as recommended above in paragraph 299 and as supported by the amendment to the Precinct Plan I4xx.9 illustrating the greenway paths. I also support the inclusion of the matter of discretion (I4xx.9.1(1)(c)) to ensure that the greenway path is incorporated into the overall design for both subdivision and development of the plan change area. I have recommended that this also incorporate the consideration of the recommended open space requirement. These amendments are included in **Appendix 9 – Proposed Modifications to PPC58**.
302. Submission 8.4 (Auckland Transport) also acknowledges the lack of efficient and effective connections for pedestrians and cyclists from the development area to Great South Road. However, it seeks an additional northern direct East/west pedestrian and cycling route between Great South Road and the eastern boundary of the plan – as shown in Figure 1 of their submission (attached as **Appendix 2** to this report).
303. Submission 8.5 (AT) seeks amendments to the precinct provisions to ensure frontage upgrades along Gatland Road to bring it up to an urban standard including the provision of footpaths. It specifically seeks a safe speed environment for cyclists.
304. In my view the northern route proposed in submission 8.4 is unnecessary given that the proposed loop road alignment of the Precinct Plan provides the west east connection and could be fitted with the appropriate infrastructure to support the greenway paths recommended in the DOSP and the PGLP.
305. Submission 8.5 directly aligns with these greenway paths recommending urban upgrades to Gatland Road frontage. These upgrades could include the 3.00m wide

⁸⁸ Auckland Transport Code of Practice 2013. Pg 373.

shared path recommended by Mr Barwell in paragraph 299 and extend the length of both Great South and Gatland roads. In my view, these recommended upgrades ensure improved and beneficial connectivity for the area in advance of the proposed (and as yet unfunded) infrastructure upgrades for the area.

306. In my opinion the proposed precinct provisions and as proposed to be amended both in this section and in section 7.1, ensure a greenway network is enabled and protected in the future development of the area. These amendments are included in **Appendix 9 - Proposed Modifications to PPC58**.
307. With regard to the piped watercourse (which identifies as a permanent stream on the Council's GIS database) Mr Barwell advises that should this be daylighted in the future that appropriate riparian margins with planting will be required on either side and seeks an additional subdivision standard to support this – I4Xxx.7.3. Greenways.⁸⁹
308. As stated earlier (in section 7.4) the SMP adopts a treatment train approach which seeks to enhance and improve conveyance channels, including the opportunity to daylight the piped watercourse. It is noted that the line of the piped stream has been acknowledged to run along the west/east link of the proposed road layout and as such is intended to be upgraded and enhanced as a vegetated swale. In my view the treatment of this watercourse is adequately addressed through the stormwater management mechanisms of the SMP and mechanisms contained in Chapter E38 – Urban of the AUP(OP).

Conclusion

309. Overall, I am satisfied that the AUP(OP) provisions, as proposed to be amended by PPC58 and modified as above, will adequately address potential effects of open spaces and greenway paths. Therefore, I consider that they are the most appropriate way to achieve the objectives of the AUP(OP) and purpose of the RMA.

7.7 Mana Whenua

310. The requestor addresses Mana Whenua values in paragraph 8.60 of their report and conclude that there are no known archaeological sites or sites of significance to mana whenua within the plan change area.
311. Under Section 10 – Consultation⁹⁰ the requestor discusses the consultation they have undertaken with Mana Whenua that has produced a Cultural Values Assessment (CVA) from Ngāti Te Ata Waiohua⁹¹ which they have included as Appendix 9 to their report. While this does not contain specific conditions of the requestor it does recommend that the findings of the CVA be integrated into the design of future development of the plan change land.

Assessment

312. The RMA framework requires decision makers to recognise and provide for the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga is recognised and provided for (s 6(e) RMA), and the protection of historic heritage (s 6(f) RMA). The RPS section of the AUP(OP) seeks to

⁸⁹ PPC58 (Private): 470 & 476 Great South Road and 2 & 8 Gatland Road, Papakura – Open Space Assessment, prepared by Ezra Barwell. Dated 1 June 2021. Pg 3.

⁹⁰ Plan Change Request, Assessment of Effects and Statutory Assessment for 470 & 476 Great South Road and 2&8 Gatland Road, Papakura prepared by MT Hobson Group, dated November 2020. Pgs. 58, 59

⁹¹ NGATI TE ATA CULTURAL VALUES ASSESSMENT REPORT Private Plan Change Request at 470 and 476 Great South Road and 2 and 8 Gatland Rd, Drury

recognise Mana Whenua values, mātauranga and tikanga, the relationship of Mana Whenua with natural and physical resources and protect Maori cultural heritage (B6.5).

313. Clause 4A to the First Schedule RMA, requires local authorities, before notifying a proposed policy statement or plan, to provide a copy of the draft to iwi authorities, and have particular regard to any advice received from those iwi authorities. While the same obligation does not explicitly apply to private plan change proposals, the requestor has consulted early with iwi with an interest in the plan change land. This consultation is explained further in **section 5** of this report.
314. As acknowledged above Ngāti Te Ata Waiohua prepared a CVA for the plan change area with the understanding that the findings and recommendations will inform future development. Specifically, they recommend:

“that the recommendations in this cultural values assessment be deliberated upon, discussed further and provided for.”

315. Submission 3.1 from Ngāti Te Ata Waiohua seeks to further acknowledge their CVA and to request that its findings and recommendations be considered in the future development proposals for the plan change land. Further submission 2 supports the integration of the recommendations of the CVA into the design of future development of the site.
316. Whilst the RMA decision-making framework requires consideration of the submitter’s cultural preferences, such preferences (or values) need to be determined by Ngāti Te Ata Waiohua. However, to assist the decision-makers, the key preferences/values that Ngāti Te Ata Waiohua may have an interest in are assessed below (in cross-reference to elsewhere in this report):
- a) The quality and quantity of stormwater discharge from the site is likely to be of interest, given the sensitivity of the receiving Otūwairoa / Slippery Creek environment. These effects are addressed in section 7 of this report. Healthy Waters are supportive of the stormwater quality and quantity management approach in the applicant’s SMP, and that these respond to the issues raised by Ngāti Te Ata.
 - b) The quantity and placement of earthworks is of interest given the other environmental effects this can have such as erosion and siltation. This matter is also addressed through the SMP proposed management of the area.
 - c) The recognition and protection of physical landscapes as well as Wahi tapu and other sites of significance is of interest. However, there are no identified historic heritage or cultural heritage items within the PPC58 area. In relation to HNZPT’s submission (refer below to section 7.10 of this report), Mr Brassey from the council’s heritage unit considers that the potential unearthing of archaeological evidence on the site during earthworks can be managed under the AUP(OP)’s accidental discovery protocol and the Heritage New Zealand Pouhere Taonga Act 2014.
 - d) Te Aranga Principles should be incorporated and activated into the urban design planning process. This is supported by Ms Mein in Section 5.0 of her assessment of the plan change⁹².

⁹² Private Plan Change 58 for 470 & 476 Great South Road and 2 & 8 Gatland Road, Papakura, Urban Design Review prepared by Lisa Mein. Dated 4 June 2021. Pg.6

Conclusion

317. I recommend that a decision on PPC58 takes into account the cultural preferences of Ngāti Te Ata Waiohua as expressed through evidence, if such evidence is prepared by the submitters.

7.8 Historic Heritage

318. In addressing Heritage in their AEE (paragraphs 8.66 and 8.67 of their report⁹³) the requestor states that there are no heritage values recorded against the plan change area and therefore PPC58 will not have any adverse effects in this regard. They do state that the normal Accidental Discovery Protocols will likely be included in any future development applications for the site.

Assessment

319. Submission 7 from Heritage New Zealand Pouhere Taonga ('HNPT') seeks that prior to approval of the plan change, an archaeological assessment/ field survey of the site is undertaken by an appropriately qualified archaeologist, and that the plan change is amended as appropriate in response to the assessment to avoid effects on any identified archaeological sites in the first instance.

320. HNPT consider there is potential for archaeological material to be present on the site or downstream within Otūwairoa / Slippery Creek, given that:

- a) Two structures are visible on a 1942 aerial photograph of the subject land, a residential structure and associated farm outbuilding, which may predate 1900 (refer Appendix A of their submission). The presence of these features indicate there is potential for archaeology to be present.
- b) While no archaeological sites are currently recorded within the subject site, the land is located only 350-400 metres from Slippery Creek which connects to the inlet at Drury, therefore the presence of subsurface sites relating to Māori settlement also cannot be discounted.

321. HNPT also supports the continuation of engagement with iwi as development progresses to facilitate the reinsertion of their footprint within the area. This should include the wider iwi consultation forum engaged during the preceding structure planning processes, to enable their whakaaro to inform future development.

322. I have sought advice from Robert Brassey, Principal Specialist Cultural Heritage, on whether an archaeological assessment is required in order to recommend approving PPC58. Mr Brassey advises that:

- a) The building outline and roof form of the dwelling are consistent with a single bay pyramid roof cottage or small villa. The roof form of the dwelling is typical of post 1900 houses, and replaced the centre gutter roof which had earlier predominated.
- b) While the presence of subsurface sites cannot be discounted, there are no indicators that would suggest that they are likely to be present, in my opinion. The principal factors influencing the distribution of pre-European archaeological sites in the Drury-Papakura area are:

⁹³ Plan Change Request, Assessment of Effects and Statutory Assessment for 470 & 476 Great South Road and 2&8 Gatland Road, Papakura prepared by MT Hobson Group, dated November 2020. Pg.49.

- Proximity to the coast or navigable waterways
- The presence of soils suitable for cultivation using traditional methods.

323. Mr Brassey advises that neither of these factors apply to the plan change area. Smaller, non-navigable waterways were used for eeling and gathering of other resources. Evidence of such activity will rarely be detectable archaeologically. Where present it would likely to be in the form of temporary campsites, middens or artefact finds within or in close proximity to the original stream corridor. The plan change area is some distance from the stream corridor.
324. Furthermore, the land directly opposite the plan change area on the west side of Great South Road has been the subject of an archaeological survey by Bioreserches. No sites were found.
325. In Mr Brassey's opinion the potential for archaeological sites to be present in the plan change area is low, and the potential for significant sites meeting the PAUP B5 Historic heritage criteria and thresholds to be present is very low.
326. Mr Brassey also investigated the existence of a Reported Historic Site along the western boundary of 8 Gatland Road, within the road berm of Great South Road. This is recorded as place number 20290 of the Cultural Heritage Index (CHI) of the AUP(OP), or milepost 21. The site pertains to a milepost marker that was erected by the Provincial Council along the Great South Road during the 1860s.
327. A reported site is one that is recorded in written or oral history but which has not been identified or verified on the ground. Therefore the location should be regarded as estimated/approximate. According to the sources cited in the CHI record, there was no post, original or replica, at the milepost 21 location in the vicinity of the plan change area, in 1968. The only evidence of the marker (if any) is likely to be a posthole. The location is uncertain, but it can be assumed to have been somewhere within the current road reserve.
328. Based on Mr Brassey's opinion, I am satisfied that an archaeological assessment is not required prior to the plan change being approved. I agree with Mr Brassey's view that the accidental discovery protocols outlined in Chapters E11 and E12 of the AUP(OP), in conjunction with Heritage New Zealand Pouhere Taonga Act 2014 can be relied upon should subsurface evidence be discovered during earthworks undertaken for the development of the site.

Conclusion

329. I am satisfied that the AUP(OP) provisions will adequately address potential effects on heritage and archaeological values. Therefore, I consider that they are the most appropriate way to achieve the objectives of the AUP(OP) and purpose of the RMA.

8. RECOMMENDATIONS ON SUBMISSIONS

330. The following section addresses the submissions received on PPC58. It discusses the relief sought in the submissions and makes recommendations to the Hearing Commissioners.
331. It is noted that for the various recommendations on each submission below, where there is a relevant further submission then this has also been assessed and recommendations made.
332. For ease of discussion the submissions have been grouped together under the following topic headings:

- Transport matters
- Decline the plan change
- Decline the precinct
- Residential amenity and land use zoning
- Heritage New Zealand Pouhere Taonga - Archaeology
- Water and wastewater servicing
- Other infrastructure
- Effects on Mana Whenua
- Stormwater and other submissions

8.1 Transport matters

Sub. No	Submitter Name	Summary	Further subs
1.3	Stuart Hope	Redesign loop road to provide a link to the proposed link road in 46 Gatland Road for Opāheke Park access - refer attached maps/diagrams	FS01 – support; FS02 – oppose in part;
5.1	Counties Power	Supports Objective I4xx.2(1) that Gatland Road precinct is subdivided and developed in a comprehensive and integrated way	FS02 - oppose
5.2	Counties Power	Seek further detail to understand the potential impact of the road widening on Counties Power assets	FS01 - oppose
5.3	Counties Power	Amend policy I4xx.3(20 to include consideration of existing or proposed infrastructure in the road reserve including electrical	
5.4	Counties Power	Include new policy (8) - To ensure that Gatland Road precinct is subdivided and developed in a comprehensive and integrated way, the timing of development should be coordinated with all infrastructure providers in order to be able to provide the Gatland Road Precinct with appropriate supporting infrastructure and avoid disruption caused by delayed installation of utilities.	FS(2) - oppose
5.5	Counties Power	Supports provision of standard I4xx.5(2) that network utility operators are considered affected persons in terms of the proposed activities listed in activity table I4xx.4.1	FS02 - oppose
5.6	Counties Power	Supports Standard I4xx.7.1.1 All roads within the precinct must be located in general accordance with the Gatland Road Precinct Plan.	FS02 - oppose

5.7	Counties Power	Supports the Precinct standards for road construction and additionally seeks a typical road cross sections to ensure berm is acceptable width for installation of underground electrical reticulation	FS01 – oppose; FS02 - oppose
5.8	Counties Power	Amend matters of discretion (standard I4xx.9.2.1) to include consideration of road design and vehicular access, in particular considerations of whether suitable space for installation of electrical infrastructure. Alternatively, specific provision for these factors may be made within the Precinct Plan.	FS02 - oppose
5.9	Counties Power	Round up point to seeking amendments as outlined in other sections of submission	FS02 - oppose
8.1	Auckland Transport	<p>Decline unless the reasons for this submission, as outlined in the main body of this submission and in this table, including Auckland Transport’s concerns about transport infrastructure and services funding deficit, are appropriately addressed and resolved.</p> <p>If PPC 58 is not declined, then given that there is no certainty around funding and delivery for required infrastructure improvements, there is a need to consider a range of mitigation methods including the potential deferral of development or a review and implementation of land development staging to ensure co-ordination and alignment with the required transport network mitigation.</p>	FS02 – oppose in part
8.2	Auckland Transport	<p>Decline unless provisions are incorporated and / or appropriate mechanisms identified to provide for the upgrades required on Great South Road to an urban standard and to ensure that development does not adversely affect the ability to undertake any necessary upgrades to enable a future Frequent Transport Network.</p> <p>PPC 58 should include appropriate rules and provisions that address the following in relation to the upgrade of Great South Road:</p> <ul style="list-style-type: none"> • formation of frontage upgrades to the extent at least equivalent to that required for a collector road. • timing of upgrade requirements including the ability to consider the staging of works and connections, as well as any transition to existing road formation as matters for discretion. • funding and delivery of the above work. <p>- addition of Great South Road to table 14.x.x.6.1.1 road construction standards with the required detail.</p>	FS02 – oppose in part; FS04 – oppose with amendments
8.3	Auckland Transport	Amend PPC 58 to include appropriate activity rules, standards, matters of discretion and assessment criteria in relation to staging requirements.	FS02 - oppose

		Amend PPC 58 to incorporate provisions that address cross boundary transport network mitigation requirements, determining the responsibility for the delivery to ensure interim adverse effects on the transport network are mitigated.	
8.4	Auckland Transport	Amend PPC 58 to incorporate policies, standards and assessment criteria which provide for efficient and effective active mode routes from the Precinct Plan area and beyond to future FTN routes on Great South Road. Amend the precinct plan to include an additional northern direct East/West pedestrian and cycle route between Great South Road and the eastern boundary of the plan change area as indicatively depicted within attached Figure 1.	FS02 – oppose; FS04 - support
8.5	Auckland Transport	Amend PPC 58 to include appropriate rules and provisions to ensure that improvements can be required to the Gatland Road frontage to bring it to an appropriate urban form. Gatland Road should be added to table 14.x.x.6.1.1 road construction standards with the required detail.	FS02 – oppose; FS04 - support
8.6	Auckland Transport	Amend PPC 58 to incorporate provisions and mechanisms to provide certainty around the delivery of the local network improvements required to mitigate the effects from development enabled under the plan change, including the mitigation measures identified in this submission.	FS02 - oppose
8.7	Auckland Transport	Auckland Transport seeks the following: a. That a feasible and optimal future network link alignment to the eastern boundary be confirmed and integrated with PPC 58 and wider transport requirements. b. That this link be clearly identified in the Precinct Plan (refer to attached Figure 1), so as to enable connection with a future north south extension of Park Way through to Gatland Road. c. Confirmation that the proposed wetland can be located so as to permit the extension of this road past it.	FS02 - oppose
8.8	Auckland Transport	Amend PPC 58 to include provisions relating to the minimum road reserve widths and key design elements and functional requirements of new roads and existing roads which need to be upgraded to applicable urban standards including but not limited to: • Carriageway • Role and Function of Road • Pedestrian provision • Cycleways • Public Transport (dedicated lanes, geometry etc)	FS02 – oppose; FS04 – support with amendments

		<p>- Ancillary Zone (Parking, Public Transport stops, street trees)</p> <ul style="list-style-type: none"> • Berm • Frontage • Building Setback • Design Speed with 30km/h provided for on all new local roads. <p>Amend table 14xx.6.1. with required detail as per Table 1 below (or to the same or similar effect). Please refer to enlarged version of table in discussion below.</p>	
8.10	Auckland Transport	<p>Amend PC58 as required to achieve an integrated development framework with adjoining/adjacent plan changes/development areas to ensure a consistency in approach, including in relation to objectives, policies, rules, methods, precinct plan and maps across the private plan changes within the Drury growth area.</p> <p>Consideration could be given to an integrated precinct plan(s) and associated provisions covering adjoining plan changes in the event both are approved. Refer Table 1 for consistency in road treatments.</p>	FS02 – oppose in part
9.4	Kainga Ora	<p>Specifically opposes subdivision standard 14xx.7.1(1) – which requires all roads within the precinct to be located in general accordance with the Gatland Road Precinct Plan, where non compliance is a discretionary activity. Proposed road layout is indicative at this stage and should not be enforced through a prescriptive precinct provision and non-compliance will subject development to a stringent activity status classification. These matters are generally provided for under Chapter E38 -Subdivision – Urban.</p>	FS01 – support in part

Discussion

333. Submissions 1.3 (Stuart Hope) and 8.7 (Auckland Transport) seek that the proposed road layout be amended to ensure that the indicative eastern link is confirmed and integrated with PPC58 and the wider network, particularly the properties and future development to the east. Auckland Transport supports this again in Further submission 1. Further submission 2 (Kainga Ora) opposes this in part, as it does not support the proposed precinct plan. (This is further expanded on in their submission points 9.3 and 9.4 as noted above). In my opinion it is out of scope to consider the potential form and function of the adjoining proposed roading layout (as detailed in submission 1.3) as this can only be determined through the future development of that land, however, the provision of this eastern link gives certainty of an integrated network for the future development adjoining PPC58 to the east. This is discussed in detail in Section 7.1 above.
334. Submissions 5.1, 5.5 and 5.6 from Counties Power support the intended layout of the precinct plan, particularly the layout of the roads, and that network utility operators are recognised as affected persons with regards to any activity. Further submission 2 opposes these points specifically in regards to not supporting the application of a precinct on the plan change area.

335. Submissions 5.2, 5.3, 5.4, 5.7 - 5.9 from Counties Power generally support the precinct plan provisions regarding the construction and layout of the proposed roads but seek additional information to ensure that the existing, and installation of future, infrastructure in the road can be accommodated and particularly that it be co-ordinated to avoid delay of providing these later. Further submission 1 opposes these submission points and points out that AUP(OP) provisions under Chapter E 38 Subdivision – Urban address these concerns. Specifically, E38.3(17) requires road reserves to be sufficient to accommodate network utilities and the EPA process supported by a standard requiring adequate minimum road reserve widths, will enable the issues raised.
336. Submission 8.3 seeks appropriate mechanisms (activity rules, standards matters of discretion and assessment criteria) in relation to staging requirements for future development. This is discussed in section 7.1 above and is not supported due to the scale and location of the plan change area.
337. Submissions 8.2, 8.5 and 8.6 from Auckland Transport relate to transport improvements necessary to mitigate the effects of the plan change. These are discussed in section 7.1 of this report, which finds that:
- a) Wider network improvements signalled in NZUP, ATAP, the LTP and RLTP, including the upgrade of Great South Road to an FTN standard, should ideally be in place to mitigate the off-site traffic effects of PPC58. However, given the scale of the plan change and the potential traffic generation predicted by the requestors ITA it is considered that any potential traffic generation can be reasonably accommodated by the existing transport network.
 - b) Whilst the AUP(OP) framework could be relied on to provide for local improvements sought by AT, precinct provisions are recommended as they would provide greater certainty that such infrastructure is provided through PPC58.
 - c) Local improvements to the site frontage, provision of pedestrian facilities and road widening to preserve an appropriate corridor width to accommodate a future FTN alignment on Great South Road are provided as provisions in the precinct and can be achieved through resource consents under the Auckland-wide AUP(OP) provisions.
338. Submission 8.4 from AT seeks the inclusion of a northern pedestrian and cycling route (as shown on Figure 1 to their submission) to enable a direct east-west connection for land to the east (and future developments of this) to access Great South Road and future FTN and local destinations. FS2 opposes this (in its mandate to oppose the application of the precinct) and FS4 supports it. In my view there are other acknowledged active mode routes acknowledged and supported which align with the existing and proposed infrastructure and in my view are a better fit. This is discussed further in section 7.6 of this report with regards to greenway paths.
339. Submissions 8.8 and 8.10 from AT seek that Table I4xx.6.1.1 be amended to include road widths, function and design elements for roads within and adjoining PPC58, particularly in regard to the other Drury-Opaheke plan changes. AT seeks greater consistency in of approach across precinct provisions to balance the need for flexibility to respond to changing design standards over time and provide certainty, particularly where roads may be proposed to be constructed over time by a number of different developers. Submission 8.5 also seeks that Gatland Road be included in this table with associated supporting design elements.
340. To this end AT have provided the following amended Table (renumbered I4xx.7.1.1 to accommodate other proposed amendments to the precinct provisions) to ensure this consistent approach to road construction. This is discussed in detail in section 7.1 above and recommended for inclusion in the precinct.

Table I4xx.7.1.1: Minimum road width, function and required design elements

Road name	Proposed role and function of road in precinct area	Minimum road reserve (1)	Total number of lanes	Design speed	median	Cycle provisions (2)	Pedestrian provision	Freight restrictions	Access restrictions	Bus Provision
Great South Rd	Arterial	30m	4	60km/h	Flush	Y	Both sides	Y	Y (5)	Y
Gatland Rd	Local	16m (4)	2	30km/h	N	N	Both sides	N	N	N
Amenity Link Rd	Local	22.2m	2	30km/h	N (3)	N	Both sides	N	N	N
Local internal roads	Local	16m	2	30km/h	N	N	Both sides	N	N	N

Note (1): Typical minimum cross section which may need to be varied in specific locations where required to accommodate batters, structures, intersection design, significant constraints or other localised design requirements.

Note (2): Cycle provision generally not required where design speeds are 30 km/h or less traffic volumes less than 3000 vehicles per day.

Note (3): Median not functionally required but could be provided to accommodate swale/dedicated overland flow path.

Note (4): Current legal width is 20 metres which is greater than that functionally required

Note (5): Refer to Assessment Criteria I410.8.1(2) – Drury South Industrial Precinct.

341. Further submission 2 (Kainga Ora) opposes this on the grounds that they do not support the application of the proposed Gatland Road precinct plan. Further submission 4 (Counties Power) supports this and seeks cross sectional drawings for each road category. These points are discussed earlier in this section and in Section 7.1 of this report.
342. Submission 9.4 (Kainga Ora) opposes provision I4xx.7.1(1) which requires all roads within the precinct to be located in general accordance with the Gatland Road Precinct Plan, where non compliance is a discretionary activity. Kainga Ora consider that as the road is indicative it should not be enforced through a precinct provision. They also note that Chapter E38 generally provides for the configuration of roads etc at the subdivision stage.
343. As discussed in section 7.1 the requestor proposes the road layout to ensure that the future subdivision and development of the plan change area ensures connectivity with the adjoining local transport network and specifically with the future development to the east. To support this, additional provisions have been recommended for inclusion in the

precinct to ensure consistency of approach to construction and design of the roads so as to seamlessly join with the surrounding area.

344. However, I do agree that the activity status for subdivision is confused as proposed. To this end I have amended the activity table to refer to compliance with the relevant standards and that where this is not achieved it is considered a Discretionary Activity. I have removed the reference to non-compliance. As discussed in section 9.0 below, the non-complying status for this activity will not achieve the scenario intended by the provision.

Recommendation

345. I recommend that submissions 5.1, 5.5, 5.6, 8.2, 8.5, 8.6, 8.8 and 8.10 be **accepted**.

346. I recommend that submissions 1.3, 5.2, 5.3, 5.4, 5.7, 5.8, 5.9, and further submission 1 be **accepted in part**, to the extent that these matters can be addressed by the AUP(OP) provisions.

347. I recommend that submissions 8.3 and 8.4 and further submission 2 be **rejected**.

348. I recommend submission 9.4 be **rejected in part**.

349. The amendments associated with this recommendation are outlined in **Appendix 9**.

8.2 Decline the plan change

Submissions and further submissions

Sub. No	Submitter Name	Summary	Further subs
2.1	Dominique Lowry	Oppose the plan change as it needs a fuller scoping of the impact of the development on the local infrastructure and local residents	FS03 – support; FS06 - support
2.2	Dominique Lowry	Oppose plan change due to concerns for residents turning right onto Great South Road during peak traffic queues – traffic more condensed	
2.3	Dominique Lowry	Oppose due to safety concerns of residents entering and exiting their properties along Great South Road during peak traffic	
6.1	Farzana Sakkai	Seek decline of PPC58 as they have not been informed of the timing and duration of the proposed works associated with the plan change.	FS05 - support
6.2	Farzana Sakkai	Decline until assurance provided that any potential damage to adjoining property (boundary fence, services, foundations of house, encroachment, etc) caused by development works on plan change land will be remedied by developer	FS05 - support

Discussion

350. Submission points 2.1 – 2.3 oppose the plan change on the grounds that they do not consider that the full impacts on the existing infrastructure and local residents have been sufficiently scoped. They are particularly concerns for the safety of users and residents along Great South Road in accessing their properties and in safely turning onto and off

Great South Road. The requestors ITA demonstrates that the local network can reasonably accommodate the proposed traffic generation from PPC58 and also includes the proposed traffic generated from PPC52, located in close proximity to the south and relying on adjoining stretches of both Great South and Gatland roads. Mr Temperley concurs with these findings adding that the speed limit along Great South Road has recently been adjusted to 50km/hr therefore improving the safety of this road. These matters are discussed in Section 7.1

351. Submission points 6.1 and 6.2 seek decline of the plan change as they believe the timing and effects of the proposed works have not been explained in detail. They have concerns regarding the potential damage as a result of the proposed works. For all matters of concern raised by the submitter, they seek that should the plan change be approved the developer provide further information and assurances regarding their concerns and the responsibilities of the developer. FS5 is also Ms Sakkai supporting her original submission points.
352. These effects are addressed in section 7.5 of this report which finds that the construction phase of PPC58 can be appropriately managed to avoid any adverse effects beyond the plan change site. However, given the general thrust of the submitters concerns relate to being informed of the proposed development works/construction period and specifics, in my view this can be discussed further through the hearing process and the evidence of the requestor.

Recommendation

353. I recommend that submissions 6.1 and 6.2 and further submission 5 be **accepted in part**, in that their matters can be clarified and potentially resolved at the hearing stage.
354. I recommend that submissions 2.1- 2.3 be **rejected**.
355. There are no amendments associated with this recommendation.

8.3 Decline the plan precinct

Submissions and further submissions

Sub. No	Submitter Name	Summary	Further subs
9.2	Kainga Ora	Opposes proposed precinct designed to manage land-use matters for stormwater quality and roading layouts. The proposed precinct duplicates objectives, policies and provisions of the AUP(OP), does not follow the precinct format of the AUP(OP) and does not add any value to the plan change area.	FS01 - oppose

Discussion

356. Submission 9.2 questions the relevance of the precinct over PPC58 stating that it duplicates existing AUP(OP) objectives, policies and provisions and also does not follow the precinct format of the AUP(OP).
357. With regard to the stormwater matters raised in this regard, Healthy Waters disputes this claim finding no evidence of duplication in the AUP(OP) provisions. This is discussed in detail in section 7.3 of this report.
358. With regard to duplication of transport related matters, this is discussed in section 7.1 of this report. I find that there are relevant provisions in the AUP(OP) that do enable the development and construction of the internal road and also the connections to the

adjoining network, however, I support the precinct and its associated provisions in enabling a layout that futureproofs an integrated connectivity of the plan change land to the local network and also to the land to the east, which has also been signalled for development in accordance with both the AUP(OP) and the DOSP. This approach ensures the future development of the plan change land will work in with the future provision of infrastructure to the area.

359. In my view the internal road layout also compliments the existing nature of the land and therefore supports the existing and proposed stormwater management approach for the conveyance and treatment of stormwater that passes across the land from the west to the pond on the east.

Recommendation

360. I recommend that submission 9.2 **be rejected**.

361. There are no amendments associated with this recommendation.

8.4 Residential amenity and land use zoning

Submissions and further submissions

Sub. No	Submitter Name	Summary	Further subs
9.1	Kainga Ora	Support the rezone as notified	

Discussion

362. Submission 9.1 supports the proposed rezoning of the subject site as consistent with the outcomes in accordance with the findings of the DOSP– Land Use Map 2019. This matter is also discussed in section 7.4 of this report, which outlines that the zoning proposed under PPC58 is consistent with the land uses anticipated by the Drury-Opāheke Structure Plan.

363. The indicative zoning of the PPC58 land and surrounds as MHUZ reflects the structure plan’s policies on residential areas, which are to focus medium and higher densities near major public transport facilities and near or in centres⁹⁴. The proposed rezone to NCZ for a portion of the plan change area also supports the DOSP policies on providing for the local servicing needs of the surrounding residential areas.

Recommendation

364. I recommend that submission 9.1 be **accepted**.

365. There are no amendments associated with these recommendations.

8.5 Heritage New Zealand Pouhere Taonga - Archaeology

Submissions and further submissions

Sub. No	Submitter Name	Summary	Further submissions
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⁹⁴ p. 15, section 3.5 Residential Areas, Drury-Opāheke Structure Plan

7.1	Heritage New Zealand Pouhere Taonga	Seeks that the plan change not be approved until such time as an archaeological assessment/field survey has been completed by an appropriately qualified archaeologist, and the plan change is amended as appropriate in response to the assessment to avoid effects on any identified archaeological sites in the first instance	FS02 – support in part
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Discussion

366. The HNPT submission is discussed in section 7.8 of this report, which finds that an archaeological assessment is not required to approve PPC58 and that the accidental discovery protocol standards in the AUP(OP) can be relied upon should subsurface material be discovered.

Recommendation

367. I recommend that submission 7.1 and further submission 2 **be rejected**.

368. There are no amendments associated with this recommendation.

8.6 Water and wastewater servicing

Submissions and further submissions

Sub. No	Submitter Name	Summary	Further subs
4.1	Veolia Water Services	Seeks water infrastructure to be modelled to determine sufficient capacity exists. Should there be insufficient capacity, it is the responsibility of the Applicant to, at its cost, design and construct required network infrastructure upgrades	
4.2	Veolia Water Services	Seeks that the wastewater disposal from the Plan Change Area is required to be connected to the public wastewater network, discharging to the Slippery Creek Wastewater Pump Station, Motorway Wastewater Pump Station and across State Highway 1 to the Hingaia Wastewater Pump Station.	FS06 - neutral
4.3	Veolia Water Services	Seeks that the Applicant will, at its cost, design and construct: <ul style="list-style-type: none"> i. any wastewater infrastructure required to enable the connection of the Plan Change Area to the public wastewater disposal and collection system ii. any water infrastructure required to enable the connection of the Plan Change Area to the public retail water network. 	FS02 – oppose; FS06 – oppose 4.3(i)
4.4	Veolia Water Services	Seeks that the Applicant obtains approval from Veolia for the connection points to the local network to service the Plan Change Area.	FS02 - Oppose

Discussion

369. Submission 4 and further submissions 2 and 6 are discussed in Section 7.4 of this report in relation to water supply and wastewater effects.

Recommendation

370. I recommend that submission 4.1 be **accepted in part**, in that further evidence is provided by the applicant to demonstrate that sufficient water capacity is available in the public network to service development enabled by PPC58.

371. I recommend that submissions 4.2- 4.4 and further submissions 2 and 6 be **accepted in part**, in that they accept that these matters can be and will be resolved at the later development stage.

372. There are no amendments associated with this recommendation.

8.7 Effects on Mana Whenua

Submissions and further submissions

Sub. No	Submitter Name	Summary	Further subs
3.1	Ngāti Te Ata Waiohua	Supports PPC58 provided the recommendations in the Ngati Te Ata CVA Report be integrated into the overall design	FS02 – support in part

Discussion

373. In accordance with Clause 4A to Scheduled 1 RMA the requestor consulted with eight iwi groups with known interest in the plan change area and a meeting was held on site to discuss the proposal. This is outlined in the requestors report in paragraphs 10.5 – 10.0 and in Appendix 8 to their report⁹⁵. Ngati Te Ata subsequently provided a CVA which is attached to their report as Appendix 9. The submission noted above reflects and supports the recommendations of the CVA.

374. Further submission 2 supports the integration of the recommendations of the CVA into the design of future development of the plan change land.

375. Matters raised in the CVA are identified in section 7.8 of this report. However, as I am not qualified to assume a position on the cultural values of the CVA I leave this instead to Ngāti Te Ata Waiohua to address these in evidence and at the hearing.

Recommendations on Submissions

376. I recommend that submission 3.1 and further submission 2 be **accepted**.

377. There are no amendments associated with this recommendation.

⁹⁵ Plan Change Request, Assessment of Effects and Statutory Assessment for 470 & 476 Great South Road and 2&8 Gatland Road, Papakura prepared by MT Hobson Group, dated November 2020. Pg. 58, 59.

8.8 Stormwater management and other submissions

Submissions

Sub. No	Submitter Name	Summary	Further subs
1.1	Stuart Hope	PPC58 must incorporate the requirement to continue to retain stormwater from the subdivision on the western side of Great South Road as well as stormwater from within the proposed subdivision	FS02 – oppose in part; FS06 - support
1.2	Stuart Hope	The open stormwater drain in 46 and 52 Gatland Road needs to be upgraded to 750mm storwater pipes to connect to the existing pipe in 64 Gatland Road. The 52 Gatland Road drain is poorly maintained and fails to function effectively.	FS02 - oppose
8.9	Auckland Transport	Amend the following precinct rules: a. Matters of discretion 14xx.9.1: Include whole of life costs associated with publicly vested assets as a matter for discretion. b. Amend following subclause under 14xx.9.1 as indicated: iv Efficiency Efficacy and effectiveness of infrastructure. c. Add reference to assessment against stormwater related policies in 14xx.3 d. Amend 14xx.9.2.1 (5) e) as follows: The design and efficacy efficiency of infrastructure and devices (including communal devices) with consideration given to the likely effectiveness, lifecycle costs, ease of access and operation and integration with the built and natural environment.	FS02 – oppose in part
9.3	Kainga Ora	Remove standard 14xx.6.1 as it requires the use of inert building materials to protect water quality. The use of inert building materials does not meet purpose of RMA. Increases costs to developers and limits products able to be used in building. Also it is unclear in the activity table what the activity status of an infringement of this standard would be.	
10.1 LATE	Peter Bolam/ Haines Planning	Decline the plan change until downstream flooding events are modelled and quantified for the maximum possible development enabled by the plan change area	FS02 – oppose in part

10.2 LATE	Peter Bolam/ Haines Planning	Such further amendments, or consequential amendments to the precinct provisions, once the flooding effects are quantified, to ensure that the proposed precinct provisions for stormwater management provide for a nil increase in downstream flood water levels. This may require, for example, provisions for 100% attenuation of the 1% AEP flood event.	FS02 - support
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Discussion

378. As discussed earlier, these submissions and further submissions (with the exception of Further Submission 6 – Peter Bolam) were received before the applicants Stormwater Management Plan was publicly notified. As explained in section 7.3 due to an error in the process the SMP was not included in the original notification package on 11 December 2020. This error was noted on 6 May 2021 and immediately corrected by sending a copy of the SMP to all submitters and further submitters. It was also published on the website. Consequently in some cases these submitters and further submitters seek a course of relief that may be resolved through the SMP. This is discussed below.
379. Submissions 1.1, 1.2, 10.1 and 10.2 raise concerns regarding the potential flooding effects downstream of the plan change site on the existing stormwater assets. They are specifically concerned about the ability of the existing infrastructure on the plan change site in attenuating the stormwater run-off from the Parkhaven estate across Great South Road and the run off from the impervious surfaces of the future housing development. Further submission 2 opposes these points on the grounds that the requestor addresses these matters through their SMP and that the assets referred to are beyond the boundary of the plan change area. As discussed in section 7.3 above, Healthy Waters considers that the SMP and precinct provisions satisfactorily address any potential flooding effects from the future development of the plan change land and that the existing provisions of the AUO(OP) satisfactorily address flooding effects at the time of subdivision.
380. Submission 8.9 (AT) conditionally supports the stormwater management provisions in so far as they require consideration of the whole of life costs and use communal devices to treat road runoff. To this effect AT seeks minor amendments to the precinct provisions. This is discussed in section 7.3 above. Healthy Waters supports the proposed amendments to the provisions to support this issue.
381. Submission 9.3 seeks the removal of provision I4xx.6.1 from the precinct as it considers that the requirement to use inert building materials is onerous on the developer and also raises the fact that water quality treatment for building materials was removed from the AUP(OP) through the hearings process as it was considered that it did not meet the purpose of the RMA.
382. In response, Ms Trenouth states that Healthy Waters does not agree with the submitter instead advising that the proposed permitted standard for inert building materials is required to ensure development implements the stormwater management outcomes of the SMP. Ms Trenouth is at lengths to explain that such provisions were not included in the AUP because of concerns that at a region-wide level they were too broad and may not be appropriate in every situation. In this situation the SMP proposes inert building materials to achieve the Councils Global Network Discharge Consent (NDC) outcome of water quality treatment for 100percent impervious surfaces where the proposed greenfield development discharges into an SEA (in this case Slippery Creek). This is expanded on in section 7.3 of this report.
383. Submission 9.3 also states that the status of an infringement of standard I4xx.6.1 is not clear in the precinct. Ms Trenouth refers the submitter to Rule C1.9(2) of the AUP(OP)

which states that “...any activity that is classed as permitted, controlled or restricted discretionary but that does not comply with one or more standards applying to that activity is a **restricted discretionary activity**...” I agree with Ms Trenouth regarding this interpretation but also empathise with the submitter in that this could be made clearer in the precinct.

384. To this end, I propose amendments to the precinct in line with the standard AUP(OP) format of providing disclaimer statements that the underlying provisions of the AUP(OP) zones, layers etc will apply in addition to those of the precinct. This is discussed in detail in section 9 of this report.

Recommendations

385. I recommend that submissions 1.1, 1.2, 10.1 and 10.3 be **accepted in part** as they are part of an ongoing discussion given they did not receive the SMP prior to their submitting to PPC58. These matters will be discussed further and potentially resolved at the hearing.
386. I recommend that submission 8.9 be **accepted** and appropriate modification be made to the precinct. These amendments are outlined in Appendix 9
387. I recommend that submission 9.3 be **rejected**.

9. OVERALL ASSESSMENT

388. In this section of the report, I provide my assessment of the plan change request against the statutory tests set out in section 4 and taking into account the analysis in sections **7.0** and **8.0** above.
389. This assessment is in the context of the role of Precincts in the AUP(OP). As noted in A1.6.5 of the AUP(OP), precincts enable local differences to be recognised by providing detailed place-based provisions which can vary the outcomes sought by the zone or Auckland-wide provisions and can be more restrictive or more enabling. It is therefore important that Precinct provisions do not just replicate existing AUP provisions. Precinct provisions must also meet the statutory requirements in section 4.
390. To this end, this further evaluation is only made in respect to the changes I propose to the text on **Appendix 9** of this report – the Gatland Road Precinct. These changes are discussed below at a level of detail which in my view is commensurate with the scale and significance of the proposed changes.
391. I consider in order:
- Precinct description
 - Objectives
 - Policies
 - Activity Table
 - Notification clauses
 - Methods
 - Zoning / Precinct Plan

9.1 Precinct description

392. The Gatland Road precinct is predominantly proposed to ensure that the development of the plan change area is carried out in a comprehensive and integrated manner so as to enable and support urban development of the surrounding area without adversely affecting the sensitive receiving environment.

393. In order to ensure this futureproofing, the following sentence is recommended to be added to paragraph three:

The precinct also recognises the planned future frequent and active transport network along Great South Road.

394. In line with standard guidelines for developing Precincts, the following sentence is recommended at the end of the description:

All relevant overlay, Auckland-wide and zone provisions apply in this precinct unless otherwise specified below

9.2 Objectives

395. The statutory test for objectives is whether the objectives are the most appropriate way to achieve the RMA, having considered a range of options.

396. In general, Precinct objectives should be specific to the Precinct and deal with outcomes that are relevant to the Precinct. Objectives that replicate other objectives are not the most appropriate way to implement the RMA. This is reflected in the final statement under 14xx.2 Objectives:

All relevant overlay, Auckland-wide and zone objectives apply in this precinct in addition to those specified above

397. The following table lists the objectives as notified and my assessment of their appropriateness.

Objectives	Comments
(1) Gatland Road precinct is subdivided and developed in a comprehensive and integrated way.	I agree that this objective is appropriate. It identifies relevant local features and elements.
(2) A high-quality built form and landscaped streetscape has developed, reflecting an urban character and amenity.	I agree that this objective is appropriate. It supports the action of 'live' zoning this area from the Future Urban Zone ensuring that the future effect compliments and supports the existing surrounding suburban environment.
(3) A safe, efficient and integrated road network provides strategic connections and improvements, encourages walking and cycling and the use of public transport, and provides strong legible connections through the precinct.	I think this objective sufficiently supports public transport outcomes as well as enabling the integration of the proposed development into the surrounding local network.
(4) Stormwater management is designed to achieve a treatment train approach for hydrology mitigation and quality treatment to avoid adverse effects of stormwater on the sensitive receiving environment.	I consider this objective to be appropriate given one of the primary aims of the precinct is to manage the effects of stormwater on the plan change area and onto the sensitive receiving environment. This has been included through discussions with the requestor and HW to ensure that the receiving environment is addressed as well as the treatment train.

9.3 Policies

398. Turning to policies, in accordance with section 32, policies need to be tested as to whether they are the most appropriate way to achieve the objectives. This requires identification of other reasonably practicable options for achieving the objectives, assessing their efficiency and effectiveness in achieving the objectives, and summarising the reasons for deciding on the provisions.
399. This needs to include consideration of options and the likely costs and benefits of these options. The following table lists the proposed policies (as to be amended by the requestor's submission). I provide my comments on the policies, having regard to their effectiveness and efficiency in achieving the Precinct objectives, as well as relevant objectives of the AUP.

Policies	Comments
<p>I4xx.3 Subdivision and development</p> <p>(1) Require that the design of any subdivision and development within the precinct is undertaken in general accordance with the Gatland Road precinct plan</p>	<p>I agree that the policy is effective as it supports the purpose of the precinct plan to manage the layout to achieve the comprehensive and integrated development of the plan change area with the surrounding environment.</p> <p>In addition to this policy and in line with discussions in section 7.6 above, I consider that open space and greenway links should also be included as a policy enabling development and subdivision to also provide for these elements in PPC58. I consider this particularly relevant given that the DOSP places a neighbourhood park on in the vicinity of the plan change area, identifying this as a shortfall in the future development of wider area. Recognising greenway paths at this level is also the most effective way of ensuring the integration of these into the future subdivision and development of the plan change land. I recommend the following additional policy:</p> <p><i><u>(1A) Ensure that all open space and greenway links as indicated in the Drury-Opaheke Structure Plan (2019) are incorporated into the subdivision and development of the precinct.</u></i></p>
<p>Transport infrastructure</p> <p>(2) Require a safe and interconnected road network which provides for:</p> <p>a. improvements to Great South Road where it adjoins the precinct;</p>	<p>While this policy is similar to policies in the subdivision section of the AUP (such as Policy E38.3(10) and E38.3(17)) it provides the most effective way of ensuring the layout of the proposed internal road. In addition to the following edits I have also recommended amendments to reflect the discussion in 7.1 regarding improvements to Gatland Road frontage as well and to emphasise the proposed new road connections and to strengthen the future extension to the east.</p>

Policies	Comments
<p>b. road connections to Great South Road and Gatland Road; and</p> <p>c. future road connections to land to the east</p>	<p>a. <u>improvements to the Great South Road and Gatland Road frontages to where it adjoins the precinct;</u></p> <p>b. <u>new road connections to Great South Road and Gatland Road; and</u></p> <p>c. <u>a future road connections to land to the east</u></p> <p>Furthermore, in addition to the above and to ensure the futureproofing of Great South Road for the intended upgrade of FTN the following additional sub-policy is recommended for inclusion:</p> <p>d. <u>Great South Road to be widened in the future for the planned frequent and active transport network</u></p>
<p>(3) Require the internal road network, to be consistent with the precinct specific road layouts to achieve an appropriate balance between movement and sense of place functions and to maintain a high quality, safe, environment.</p>	<p>This policy is similar to the matters covered in E38.3(10). Although the dual purpose of the road layout is to align with the naturally occurring overland flow path to enable its function, this is covered in policies below. Subsequently as this policy does not add anything to the precinct I recommend it be removed.</p>
<p>Stormwater</p> <p>(4) Subdivision and development achieve stormwater quality treatment of stormwater runoff from all impervious areas within the precinct through inert building materials and GD01 approved devices for other impervious surfaces.</p>	<p>I support this policy as it specifically enables the inclusion of stormwater management mechanisms to affect the quality of stormwater. It is the most effective method for enabling the provisions of necessary standards to this effect.</p>
<p>(5) Ensure stormwater from subdivision and development is managed in accordance with the following drainage hierarchy:</p> <p>a) Retention for reuse;</p> <p>b) Retention via soakage on-site or at-source;</p> <p>c) Detention;</p> <p>d) Conveyance.</p>	<p>I support this policy as it supports the treatment train approach of the SMP in managing the effects of stormwater.</p>

Policies	Comments
(6) Ensure communal stormwater devices are appropriately located, designed and constructed to minimise the number of devices in roads, contribute to a quality built environment and integrate with open space where practicable.	I support this policy which speaks specifically to the SMP and the design of the proposed road layout.
(7) Ensure that subdivision provides adequate space to convey the overland flow path entering the precinct from Great South Road and that it is appropriately protected.	I support this policy in that it seeks to protect the natural conveyance of the overland flow in addition to the requirements of AUP(OP) policies

400. As with the objectives, the policies should also be specific to the precinct and not replicate those of the AUP(OP). To this end the following statement is included at the end of the Policies section. This replaces the statement proposed by the requestor which was at the beginning of this section:

The underlying zones and Auckland -Wide policies apply in this precinct, in addition to those specified above

9.4 Methods

14xx.4.1 Activity table

401. In line with the general guidelines for developing precincts ⁹⁶ I recommend the replacement of the precursor statement to the activity table, with the following:

All relevant overlay, Auckland-wide and zone activity tables apply unless the activity is otherwise listed in Activity Table lxx1.4.1 below

~~*The provisions in any relevant zone and Auckland-wide provisions apply in this precinct unless otherwise specified below. A blank table cell with no activity status specified means that the underlying zone provisions apply.*~~

Table 14xx.4.1 Activity table specifies the activity status of subdivision and development activities in the Gatland Road Precinct pursuant to sections 9(3) and 11 of the Resource Management Act 1991.

402. I also recommend the removal of the title of the table as this is unnecessary given the headings within the table. I also recommend a minor correction to the format of the number of the table from '14XX.4.1' to 14xx.4.1' although this is an interim reference of little consequence.

⁹⁶ Auckland Unitary Plan Precinct template

403. Although I support the status of a subdivision in the precinct as RD (A1), I consider that the subdivision should be in accordance with the standards of the precinct, not the precinct plan. This enables the supporting standards to affect the layout and overall design of the subdivision. This is appropriate given that the future proportions of the on site stormwater pond will be determined at the subdivision stage and as this is not shown on the plan it may well affect the layout of the road that is shown on the plan.
404. This extends to (A2) in that a subdivision not in accordance with the standards would be a Discretionary activity. A Non Complying activity status does not provide for the scenario described above, whereas a Discretionary activity will. New buildings and additions to buildings are appropriately managed through the AUP(OP) provisions.

Notification clauses

405. Clauses 14xx.5 (1) and (2) are not necessary as they repeat the relevant sections of the AUP(OP). However, a snapshot of precincts in Chapter I does reveal these to be standard.

Standards

406. I recommend the precursor statement be included at the beginning of this section for consistency and confidence in the function of the precinct provisions. It reads as:

All relevant overlay, Auckland-wide and zone standards apply to the activities listed in Activity Table 1xx.4.1 unless otherwise specified below.

All activities listed in Activity Table 1xx.4.1 must also comply with the following standards:

407. I also recommend additional headings in this section to distinguish between the activities and align with the policies. Turning to methods (standards and assessment matters), the Precinct proposes the following additional standards to those in the relevant zone and Auckland Wide rules. My assessment of these methods is set out in the following table.

Methods/ standards	Comments
<p>14xx.6.1 Building materials</p> <p>(1) New buildings, and additions to buildings must be constructed using inert cladding, roofing and spouting building materials that do not have an exposed surface made from contaminants of concern to water quality (i.e. zinc, copper, and lead)</p>	<p>I agree with this permitted standard as a method to protect the water quality in the streams affected by the plan change area. As explained by Ms Trenouth in section 7.3, this standard ensures that development implements the stormwater management outcomes of the SMP, which need to be particularly sensitive to the receiving environment of the Slippery Creek catchment which is a SEA.</p> <p>Ms Trenouth is at pains to point out that although there are relevant matters of discretion applicable at the subdivision stage that require development to manage stormwater in accordance with an approved NDC (Policy E38.3.22), the crucial matter is that building materials are not known at this stage, instead deferring to the development stage. This provision provides flexibility to use appropriate building materials and achieve the water quality standards of the NDC.</p>

Methods/ standards	Comments
<p>I4xx.7.1 Rooding Construction Standards</p> <p>(1) All roads within the precinct must be located in general accordance with the Gatland Road Precinct</p>	<p>I support this standard with recommended modifications to incorporate the location of open space and greenway paths into the equation to ensure they are considered as part of any subdivision layout. I also recommend the inclusion of the 'Potential Local Road Extension' to secure the delivery of this rather than retain its status as potential. The reworded standard reads as:</p> <p>(1) <u>All roads, open space and greenway paths within the precinct must be located in general accordance with the Gatland Road Precinct Plan, including provision for the 'Potential Local Road Extension' to serve the adjoining land to the east.</u></p> <p>NB: The standards and supporting sections are re-numbered from here to reflect the recommended reorder of the standards. Now Standard I4xx.6.2.1 Rooding Construction Standards</p>
<p>I4xx.7.1 (2) All roads to be constructed to standard contained in Table I4xx.6.1.1 Road Construction Standards – Gatland Road Precinct – or in accordance with relevant Auckland-wide rules</p>	<p>I agree that this table be included but also agree with submission points 8.8 and 8.10 from Auckland Transport that this be broadened to ensure consistency in the treatment of the proposed and existing roads in the vicinity with an ultimate aim of consistent treatment of roads/carriageways and for linking with future development of the properties to the east and north east. AT have provided an amended table. This is provided below and discussed further in Section 7.1. This standard directly supports Policies I4xx.3.(2) and (3).</p> <p>NB: the renumbering of the standard and references within.</p>
<p>I4xx.7.1(3) Subdivision that does not comply with (1) and (2) above is a discretionary activity.</p>	<p>I recommend deletion of this policy. I have recommended changes to the activity table that no longer align with this specific provision. Refer to the Activity table.</p>
<p>I4XX.7.1(4) Cul-de-sac roads are a non-complying activity. This rule does not apply to staged road construction as part of a staged subdivision or balance site.</p>	<p>I do not support the wording of this standard or the status of a cul de sac road. I recommend rewording, and renumbering, the standard as:</p> <p><u>I4xx.6.2.1(3) .Cul-de-sac roads are a non-complying activity. This rule does not apply to staged road construction as</u></p>

Methods/ standards	Comments
	<p><i><u>part of a staged subdivision or balance site. Subdivision must not incorporate any cul-de-sac roads but may provide for an incomplete road as part of a staged subdivision to facilitate access to the adjoining land to the east.</u></i></p>
<p>I4.xx.7.1(5) A swale shall be provided for the conveyance of existing overland flows centrally within the precinct aligned with the east-west road.</p>	<p>Now renumbered to <i>I4xx.6.2.1(4)</i> I consider this standard appropriate in that it supports the approach to include the stormwater management methods (of the SMP) in the precinct provisions. The swale assists with the water quality management from the carriageway surfaces.</p> <p>I have recommended amendments to the standard to raise the significance of the swale in this role and to also ensure it's alignment at the later stages of development.</p> <p>This is shown in Appendix 9.</p> <p>Additional standards are also recommended. Refer paragraphs 428 and 429 below.</p>
<p>I4xx.8 Assessment – controlled activities. There are no controlled activities in this precinct.</p>	<p>This is appropriate. Also renumbered to <i>I4xx.7</i></p>
<p>I4xx.9.1 The council will restrict it's discretion to all of the following matters....in addition to the matters specified in .the zones or Auckland-wide provisions</p> <p>(1) Subdivision and development</p> <p>(a) Consistency with the Gatland Road precinct plan</p> <p>(b) Stormwater</p>	<p>I consider these matters as appropriate in supporting the intention of the precinct plan.</p> <p>An additional matter of discretion is also recommended to ensure that the greenway paths and open space requirements are taken into account. Refer paragraph 430 below.</p>
<p>I4xx.9.1(2) For development that does not comply with precinct standards the Council will restrict its discretion to.....</p> <p>a) The matters listed under C1.9.3</p>	<p>I consider this an appropriate provision however it should be expanded to also include subdivision to capture all applicable standards</p> <p><i>For <u>subdivision and development</u> that does not comply..</i></p>
<p>I4xx.9.1(2) b) stormwater management methods proposed or the management of adverse effects on receiving environments, including cumulative effects, having regard to:</p>	<p>This provision is appropriate as it directly relates to the purpose of the precinct in managing the adverse effects on the receiving environment.</p>

Methods/ standards	Comments
i Hydrology ii Quality treatment iii Downstream flooding iv Efficacy and effectiveness of infrastructure v Effects on mana whenua	However it is noted that there is a typo in I4xx.9.1(2) iv . This has been corrected in Appendix 9 . The following additional matter is proposed to ensure that the adjoining transport network is considered: c) <u><i>The safe and efficient operation of the current and future transport network</i></u>
I4xx.9.2 Assessment criteria The Council will consider the relevant assessment criteria below for restricted discretionary activities in addition to the assessment criteria ...in the zones and Auckland-wide provisions.	This is appropriate
I4xx.9.2.1 Consistency with the Gatland Road Precinct Plan (1) The extent to which the subdivision implements and is in general accordance with the Gatland Road Precinct Plan:	This is appropriate in meeting the intention of the precinct plan proposing a road layout and design that ensures the connectivity of the future development of the plan change land with the adjoining transport network and adjoining properties and also supports the management of existing and proposed stormwater effects on the receiving environment
I4xx.9.2.1 (2) Refer to Policy I4xx.3.1	I consider this to be appropriate in ensuring the policies of the precinct plan are included within the assessment of any future subdivision and development proposals. However, rather than state each policy separately I consider it effective to state the following: <i>(2) Refer to Policies within I4xx Gatland Road Precinct</i>
I4xx.9.2.1 (3) Refer to Policy I4xx.3.2:	See above
I4xx.9.2.1 (4) Refer to Policy I4xx.3.3:	

Methods/ standards	Comments
<p>xx.9.2.1 (5) Stormwater management</p> <p>a) Subdivision and development is in accordance with the approved SMP and policies E1.3(1)-(14) and (20b)</p> <p>b) Changes to hydrology are mitigated with reuse and detention the primary methods with infiltration being applied where ground conditions have been identified as being suitable to absorb such discharges without causing, accelerating or contributing to land instability and downstream effects either on site or on neighbouring properties</p> <p>c) A treatment train approach is used to treat runoff from all impervious surfaces so that all contaminant generating surfaces are treated including cumulative effects of lower contaminant generating surfaces</p> <p>d) Where downstream assets affected by flooding are identified at the time of subdivision flood effects are mitigated by attenuating the up to the 100percent AEP flood event within the precinct</p> <p>e) The design and efficacy of infrastructure and devices (including communal devices) with construction given to the likely effectiveness, lifecycle costs, ease of access and operation and integration with the built and natural environment.</p> <p>f) Adverse effects on Mana Whenua values are avoided, remedied or mitigated.</p>	<p>I consider the following matters of discretion to be the most effective method to achieve the purpose of the precinct and to give effect to the AUP(OP).</p> <p>These matters directly align with the SMP in managing the adverse effects of stormwater from the plan change area onto the sensitive receiving environment.</p> <p>A typo is evident in I4.8.2.1(5) e) with the use of the word efficacy instead of efficiency. This minor change is supported.</p>

408. In addition to the assessment above, the following additional provisions are proposed to be included in the precinct.
409. RPS B3.3. seeks to integrate transport infrastructure with adjacent land uses and provide effective and pedestrian and cycle connections (B3.3.2(4)) and improve the integration of land use and transport by ensuring transport infrastructure is planned, funded and staged to integrate with urban growth. As discussed in Section 7.1 of this report, relying on Chapter E27 and E38 to the AUP(OP) provides less certainty that local improvements will be delivered, and that an appropriate corridor width on Great South Road will be retained for future road widening. In my view, I consider it more effective to develop precinct provisions identifying the local improvements required (through subdivision assessment criteria). The following provisions are recommended:

14xx.6.2.2 Building Setback along Great South Road

Purpose: To provide for the future required widening of Great South Road.

- (1) A 5m-wide building setback must be provided along the entire frontage of the land adjoining Great South Road measured from the legal road boundary that existed at the year of 2021. No buildings, structures or parts of a building shall be constructed within this 5m wide setback.*
- (2) The minimum 2.5m front yard setback of the underlying Mixed Housing Urban zone for land adjoining Great South Road shall be measured from the 5m-wide building setback required in (1) above.*
- (3) Subdivision or development that does not comply with Standard 1xx.6.2.2(1) is a discretionary activity*

410. To support the above the precinct plan (14xx.9) has been amended to demonstrate where the 5mtr wide building setback will apply.

411. As discussed in section 7.6 in this report the precinct plan does not acknowledge the greenway path that is proposed through the Papakura Greenways: Local Plan and the Drury- Opāheke Structure Plan. This path runs from the Parkhaven area, south along Great South Road and then east along Gatland Road. It is noted that the infrastructure is currently not in place however PPC58 recommends frontage upgrades along both these roads to support the future urbanisation of the area and especially the PPC58 land. In my opinion, these upgrades can support this specifically anticipated greenway path, which provides for active transport modes between open spaces, as provisions of the precinct. To this end the following provisions are recommended as subdivision standards:

14xx.6.2.3 Greenway paths

Purpose: To ensure the anticipated greenway network for the area is incorporated into the development of the plan change land

- (1) All greenway paths shown on the Gatland Road Precinct Plan shall be constructed to a minimum width of 3.00m.*
- (2) A walkway network, generally in accordance with 14xx.9 Precinct plan including roads and open space area, is created to ensure an interconnected neighbourhood"*

412. This is supported with an additional provision under matters of discretion under I4xx.8.1(1) when assessing subdivision and development. The following additional matter is recommended:

c) Provision of open space and greenway paths in accordance with the Precinct Plan I4xx.9

413. Furthermore the assessment criteria is required to be amended to include the matters in paragraphs 428 and 429 above. These are:

4) Greenway paths and open spaces - the extent to which the open space requirements of the structure plan and greenway s plans are implemented and a local park of approximately 4000m2 is incorporated into the subdivision in a central location.

5) Safe and efficient operation of the current and future transport network

a) Whether the frontage along Great South Road is designed and constructed to an urban standard, including at a minimum footpath, and connectivity to the footpath network, including on the western side of Great South Road

b) Whether a road connection between Great South Road and Gatland Road is enabled through the design and layout of the subdivision

c) Whether the frontage along Gatland Road is designed and constructed to an urban standard

414. Also, as per Mr Barwell's recommendation (in section 7.6), I recommend that the indicative greenway path (as per the PGLP and DOSP) and the indicative neighbourhood park also be incorporated on the precinct plan. Refer I4xx.9 Precinct Plan in **Appendix 9**

415. The following additional matter of discretion is proposed to ensure the consideration of the whole of life costs associated with publicly vested assets:

(3) Whole of life costs associated with publicly vested roading and infrastructure assets

416. This reflects the concerns raised by AT regarding the ongoing operation and maintenance of these assets.

417. As discussed in section 7.1 and in the assessment above I recommend the replacement of Table I4xx.7.1.1 with the following table (recommended by AT through their submission). As discussed by AT this ensures a consistency of approach to the treatment of the construction of roads, particularly where they propose to connect to adjoining future developments. In addition to the provisions of AUP(OP) this enables the local existing and future context of PPC58 to be incorporated and provided for.

Table I4xx.6.2.1.1: Minimum road width, function and required design elements

Road name	Proposed role and function of road in precinct area	Minimum road reserve (1)	Total number of lanes	Design speed	median	Cycle provisions (2)	Pedestrian provision	Freight restrictions	Access restrictions	Bus Provision
Great South Rd	Arterial	30m	4	60km/h	Flush	Y	Both sides	Y	Y (5)	Y
Gatland Rd	Local	16m (4)	2	30km/h	N	N	Both sides	N	N	N
Amenity Link Rd	Local	22.2 m	2	30km/h	N (3)	N	Both sides	N	N	N
Local internal roads	Local	16m	2	30km/h	N	N	Both sides	N	N	N

- Note (1): Typical minimum cross section which may need to be varied in specific locations where required to accommodate batters, structures, intersection design, significant constraints or other localised design requirements.
- Note (2): Cycle provision generally not required where design speeds are 30 km/h or less traffic volumes less than 3000 vehicles per day.
- Note (3): Median not functionally required but could be provided to accommodate swale/dedicated overland flow path.
- Note (4): Current legal width is 20 metres which is greater than that functionally required
- Note (5): Refer to Assessment Criteria I410.8.1(2) – Drury South Industrial Precinct.

418. The changes proposed and discussed above seek to strengthen the proposed Gatland Road Precinct in its role of providing for the comprehensive and integrated development of the plan change area of PPC58. In my opinion they are the most appropriate methods for giving effect to the AUP(OP) and give effect to the RMA.

10. CONCLUSION

419. PPC58 seeks to rezone land at 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura from Future Urban Zone to Residential – Mixed Housing Urban Zone and Neighbourhood Centre Zone in the AUP(OP) and to apply the proposed Gatland Road precinct over the area to provide comprehensive and integrated development of the site.

420. An assessment of effects has been undertaken, supported by a peer review from relevant specialists. This assessment finds that the effects of PPC58 can be appropriately mitigated by the PPC58 provisions, subject to amendments outlined in this report.

421. Submissions have been received in support of and in opposition to PPC58, are on a range of matters, principally transport infrastructure funding delivery and connections, residential amenity, mana whenua, water and wastewater servicing and stormwater management.
422. In terms of the statutory and policy context, PPC58, as proposed to be modified through this report:
- will assist the council in achieving the overall purpose of the Resource Management Act 1991
 - will give effect to the relevant National Policy Statements and the AUP(OP) Regional Policy Statement; and
 - is consistent with the Auckland Plan.
423. Having considered all of the submissions and reviewed all relevant statutory and non-statutory documents, having had regard to all statutory obligations including those under sections 32 and 32AA of the Resource Management Act 1991, I recommend that Proposed Plan Change 58 (Private): 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura should be approved with modifications as outlined in this report.

11. RECOMMENDATIONS

430. That, the Hearing Commissioners accept or reject submissions (and associated further submissions) as outlined in this report.
431. That, as a result of the assessment of the plan change request and submissions, I recommend that PPC58 be approved with modifications and the Auckland Unitary Plan be amended by inclusion of PPC58, but as amended to address the matters set out in Section 9 of this report.
432. If the matters set out in Section 9 cannot be appropriately addressed/resolved, then I would recommend that the plan change request be declined.

12. SIGNATORIES

	Name and title of signatories
Author	 <p style="text-align: right;">26 August 2021</p> <p>Lee-Ann Lucas, Senior Policy Planner, Central and South Planning</p>
Reviewer	 <p style="text-align: right;">26 August 2021</p> <p>Craig Cairncross, Team Leader, Central and South Planning</p>

APPENDIX 2

SUMMARY OF SUBMISSIONS AND SUBMISSIONS

Plan Change 58 (Private): 470 and 476 Great South Road and 2 and 8 Gattland Road, Papakura
Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary
1	1.1	Stuart Hope	stuart@protechdesign.co.nz	Support with amendments	Amend to incorporate the requirement to continue to retain stormwater from the subdivision on the western side of Great South Road as well as the stormwater from within the proposed subdivision. This will require the pond to be enlarged or additional retention ponds/tanks to be added.
1	1.2	Stuart Hope	stuart@protechdesign.co.nz	Support with amendments	Seeks that the open stormwater drains in 46 and 52 Gattland Road be upgraded to 750mm stormwater pipes to connect to the existing pipe in 64 Gattland Road
1	1.3	Stuart Hope	stuart@protechdesign.co.nz	Support with amendments	Redesign loop road to provide a link to the proposed link road in 46 Gattland Road for Opaheke Park access - refer attached maps/diagrams
2	2.1	Dominique Lowry	domy_02@hotmail.com	Oppose	Seeks a fuller scoping of the impact of the development on the local infrastructure and local residents.
2	2.2	Dominique Lowry	domy_02@hotmail.com	Oppose	Seeks explanation of how residents will be able to turn right onto Great South Road during peak traffic cues (once the likes of Park Estate development and Auranga are in full flight) and traffic is more condensed on Great South Road?
2	2.3	Dominique Lowry	domy_02@hotmail.com	Oppose	Seeks explanation of the impact on the safety of existing residents of Great South Road entering and exiting their property during peak traffic?
3	3.1	Ngati Te Ata Waiohau	karl_flavel@hotmail.com	Support with conditions	Seeks that the Recommendations in the Ngati Te Ata CVA Report be integrated into the overall design
4	4.1	Veolia Water Services (ANZ) Pty Ltd	sanjeev.morar@veolia.com	Neutral	Seeks that the existing water infrastructure be modelled to determine if sufficient capacity exists. If insufficient then responsibility of applicant to design, construct and fund required network infrastructure upgrades.
4	4.2	Veolia Water Services (ANZ) Pty Ltd	sanjeev.morar@veolia.com	Neutral	Seeks that the wastewater disposal from the Plan Change Area be connected to the public wastewater network, discharging to the Slippery Creek Wastewater Pump Station, Motoway Wastewater Pump Station and across State Highway 1 to the Hingaia Wastewater Pump Station
4	4.3	Veolia Water Services (ANZ) Pty Ltd	sanjeev.morar@veolia.com	Neutral	Seeks that the Applicant will, at its cost, design and construct: i. any wastewater infrastructure required to enable the connection of the Plan Change Area to the public wastewater disposal and collection system ii. any water infrastructure required to enable the connection of the Plan Change Area to the public retail water network
4	4.4	Veolia Water Services (ANZ) Pty Ltd	sanjeev.morar@veolia.com	Neutral	The Applicant to obtain approval from Veolia for the connection points to the local network to service the Plan Change Area.
5	5.1	Counties Power	qwang@align.net.nz	Support	Include the objective as proposed
5	5.2	Counties Power	qwang@align.net.nz	Support in part	Provide a cross section of area of Great South Road to be widened to understand the potential impact on Counties Power's asset. In addition, any relocation of Counties Power's assets arising from the plan change will need to be funded by those requiring the work.
5	5.3	Counties Power	qwang@align.net.nz	Support in part	Amend policy 14xx:3(2)
5	5.4	Counties Power	qwang@align.net.nz	support	Include new policy under 14xx.3 (b) To ensure that Gattland Road precinct is subdivided and developed in a comprehensive and integrated way, the timing of development should be coordinated with all infrastructure providers in order to be able to provide the Gattland Road Precinct with appropriate supporting infrastructure and avoid disruption caused by delayed installation of utilities.
5	5.5	Counties Power	qwang@align.net.nz	Support	Include amended provision under 14xx:5(2)
5	5.6	Counties Power	qwang@align.net.nz	Support in part	(a) in relation to infrastructure, the network utility operator which operates that infrastructure
5	5.7	Counties Power	qwang@align.net.nz	Support in part	Amend standard 14xx:7.1.1
5	5.8	Counties Power	qwang@align.net.nz	Support in part	Amend standard 14xx:7.1.2
5	5.9	Counties Power	qwang@align.net.nz	Support in part	Amend provisions under 14xx:9.2.1 Matters of discretion
6	6.1	Farzana Sakkai	farzanaag@gmail.com	Decline	Amend provisions to reflect the recommended changes to objectives, policies, standards, matters of discretion as outlined in the other sections of this submission.
6	6.2	Farzana Sakkai	farzanaag@gmail.com	Decline	Seek a meeting with developer to discuss the timing and duration of the proposed works associated with the plan change.
7	7.1	Heritage New Zealand Pouhere Taonga	sandrews@heritage.org.nz	Oppose	Provide assurance that any potential damage to adjoining property (boundary fence, services, foundations of house, encroachment, etc) caused by development works on plan change land will be remedied by developer. Provide an archaeological assessment completed by a suitably qualified professional to establish if any archaeological values are located within the subject land and amend the plan change as necessary to avoid any archaeological sites in the first instance.

Plan Change 58 (Private): 470 and 476 Great South Road and 2 and 8 Gattland Road, Papakura
Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary
8	8.1	Auckland Transport	Chris.Freke@at.govt.nz	Oppose	Decline unless the reasons for this submission, as outlined in the main body of this submission and in this table, including Auckland Transport's concerns about transport infrastructure and services funding deficit, are appropriately addressed and resolved. If PPC 58 is not declined, then given that there is no certainty around funding and delivery for required infrastructure improvements, there is a need to consider a range of mitigation methods including the potential deferral of development or a review and implementation of land development staging to ensure coordination and alignment with the required transport network mitigation.
8	8.2	Auckland Transport	Chris.Freke@at.govt.nz	Oppose	Decline unless provisions are incorporated and / or appropriate mechanisms identified to provide for the upgrades required on Great South Road to an urban standard and to ensure that development does not adversely affect the ability to undertake any necessary upgrades to enable a future Frequent Transport Network. PPC 58 should include appropriate rules and provisions that address the following in relation to the upgrade of Great South Road: <ul style="list-style-type: none"> • formation of frontage upgrades to the extent at least equivalent to that required for a collector road. • timing of upgrade requirements including the ability to consider the staging of works and connections, as well as any transition to existing road formation as matters for discretion. • funding and delivery of the above work. • addition of Great South Road to table 14.x.x.6.1.1 road construction standards with the required detail.
8	8.3	Auckland Transport	Chris.Freke@at.govt.nz	Oppose	Amend PPC 58 to include appropriate activity rules, standards, matters of discretion and assessment criteria in relation to staging requirements. Amend PPC 58 to incorporate provisions that address cross boundary transport network mitigation requirements, determining the responsibility for the delivery to ensure interim adverse effects on the transport network are mitigated.
8	8.4	Auckland Transport	Chris.Freke@at.govt.nz	Oppose in part	Amend PPC 58 to incorporate policies, standards and assessment criteria which provide for efficient and effective active mode routes from the Precinct Plan area and beyond to future FTN routes on Great South Road. Amend the precinct plan to include an additional northern direct East/West pedestrian and cycle route between Great South Road and the eastern boundary of the plan change area as indicatively depicted within attached Figure 1.
8	8.5	Auckland Transport	Chris.Freke@at.govt.nz	Oppose	Amend PPC 58 to include appropriate rules and provisions to ensure that improvements can be required to the Gattland Road frontage to bring it to an appropriate urban form. Gattland Road should be added to table 14.x.x.6.1.1 road construction standards with the required detail.
8	8.6	Auckland Transport	Chris.Freke@at.govt.nz	Oppose	Amend PPC 58 to incorporate provisions and mechanisms to provide certainty around the delivery of the local network improvements required to mitigate the effects from development enabled under the plan change, including the mitigation measures identified in this submission.
8	8.7	Auckland Transport	Chris.Freke@at.govt.nz	Oppose in part	Auckland Transport seeks the following: a. That a feasible and optimal future network link alignment to the eastern boundary be confirmed and integrated with PPC 58 and wider transport requirements. b. That this link be clearly identified in the Precinct Plan (refer to attached Figure 1), so as to enable connection with a future north south extension of Park Way through to Gattland Road. c. Confirmation that the proposed wetland can be located so as to permit the extension of this road past it.

Plan Change 58 (Private): 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura
Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary
8		Auckland Transport	Chris.Freke@at.govt.nz	Oppose in part	Amend PPC 58 to include provisions relating to the minimum road reserve widths and key design elements and functional requirements of new roads and existing roads which need to be upgraded to applicable urban standards including but not limited to: <ul style="list-style-type: none"> • Carriageway • Role and Function of Road • Pedestrian provision • Cycleways • Public Transport (dedicated lanes, geometry etc) - Ancillary Zone (Parking, Public Transport stops, street trees) • Berm • Frontage • Building Setback • Design Speed with 30km/h provided for on all new local roads. Amend table 14xx.6.1, with required detail as per Table 1 below (or to the same or similar effect). Please refer to attached enlarged version at the end of this table.
8.8		Auckland Transport	Chris.Freke@at.govt.nz	Support in part	Amend the following precinct rules: <ol style="list-style-type: none"> Matters of discretion 14xx.9.1; Include whole of life costs associated with publicly vested assets as a matter for discretion. Amend following subclause under 14xx.9.1 as indicated: <ol style="list-style-type: none"> Efficiency, Efficacy and effectiveness of infrastructure; Add reference to assessment against stormwater related policies in 14xx.3 Amend 14xx.9.2.1 (5) e) as follows: <p>The design and efficacy efficiency of infrastructure and devices (including communal devices) with consideration given to the likely effectiveness, lifecycle costs, ease of access and operation and integration with the built and natural environment.</p>
8.9		Auckland Transport	Chris.Freke@at.govt.nz	Oppose in part	Amend PC58 as required to achieve an integrated development framework with adjoining/adjacent plan changes/development areas to ensure a consistency in approach, including in relation to objectives, policies, rules, methods, precinct plan and maps across the private plan changes within the Drury growth area. Consideration could be given to an integrated precinct plan(s) and associated provisions covering adjoining plan changes in the event both are approved.
8.10					rezone the site as notified
9	9.1	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	support in part	decline the precinct in it's entirety
9	9.2	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	decline precinct	Amend precinct - remove standard 14xx.6.1
9	9.3	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	support in part	Amend precinct - remove standard 14xx.7(3)
9	9.4	Kāinga Ora – Homes and Communities	developmentplanning@kaingaora.govt.nz	support in part	Decline the Plan Change to the extent necessary until the downstream flooding effects are modelled and quantified for the maximum possible development enabled under the Plan Change area
10	10.1	Peter Bolam	kaaren.rosser@hainesplanning.co.nz	decline in part	Oppose 14xx.1 Objective 4; 14.33 Policies; stds under 14xx.6 and 14xx.7; and 14xx.9.2.1(5) as these do not adequately address flooding potential
10	10.2	Peter Bolam	kaaren.rosser@hainesplanning.co.nz	decline in part	

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

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



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

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

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

Mr Stuart Hope

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

Address for service of Submitter

46 & 50 Gatland Road, Papakura 2113

Telephone:

0274 896 999

Fax/Email:

stuart@protechdesign.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 58

Plan Change/Variation Name

470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura

The specific provisions that my submission relates to are:

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

Plan provision(s)

Storm water, flood management and roading plan of proposed PC58

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: The proposed 'pass-it-forward' approach to floodwater management of the PC58 subdivision is unreasonable as this will inundate my properties at 46 and 50 Gatland Road. The existing storm water pond receives run-off from the subdivision on the western side of Great South Road. The open culvert downstream of the pond struggles to cope with the pond's run-off during heavy rains. Adding the impervious surfaces proposed in PC58 will further exacerbate the floodwaters. Removing the attenuation by replacing the pond with a rain garden and 'passing-it-forward' onto my properties from both the existing and proposed subdivisions is unreasonable and unacceptable. In addition, provision should be made to connect to the proposed link road in 46 Gatland Road to provide better access to Bellfield Estate and Opaheke Park (see attachment). **(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.

Wetlands or rain gardens are not considered detention or attenuation. PC58 must incorporate the requirement to continue to retain the stormwater from the subdivision on the western side of Great South Road as well as the stormwater from within the proposed subdivision. This will require the pond to be enlarged or additional retention ponds/tanks to be added. Additionally, the open storm water drains in 46 and 52 Gatland Road need to be upgraded to 750mm stormwater pipes to connect to the existing pipe in 64 Gatland Road. The 52 Gatland Rd drain is poorly maintained and fails to function effectively. The proposed loop road should be redesigned to provide a link to the proposed link road in 46 Gatland Road for Opaheke Park access.

- I wish to be heard in support of my submission (see attachment).
- 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

Stuart Hope

12 December 2020

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

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.

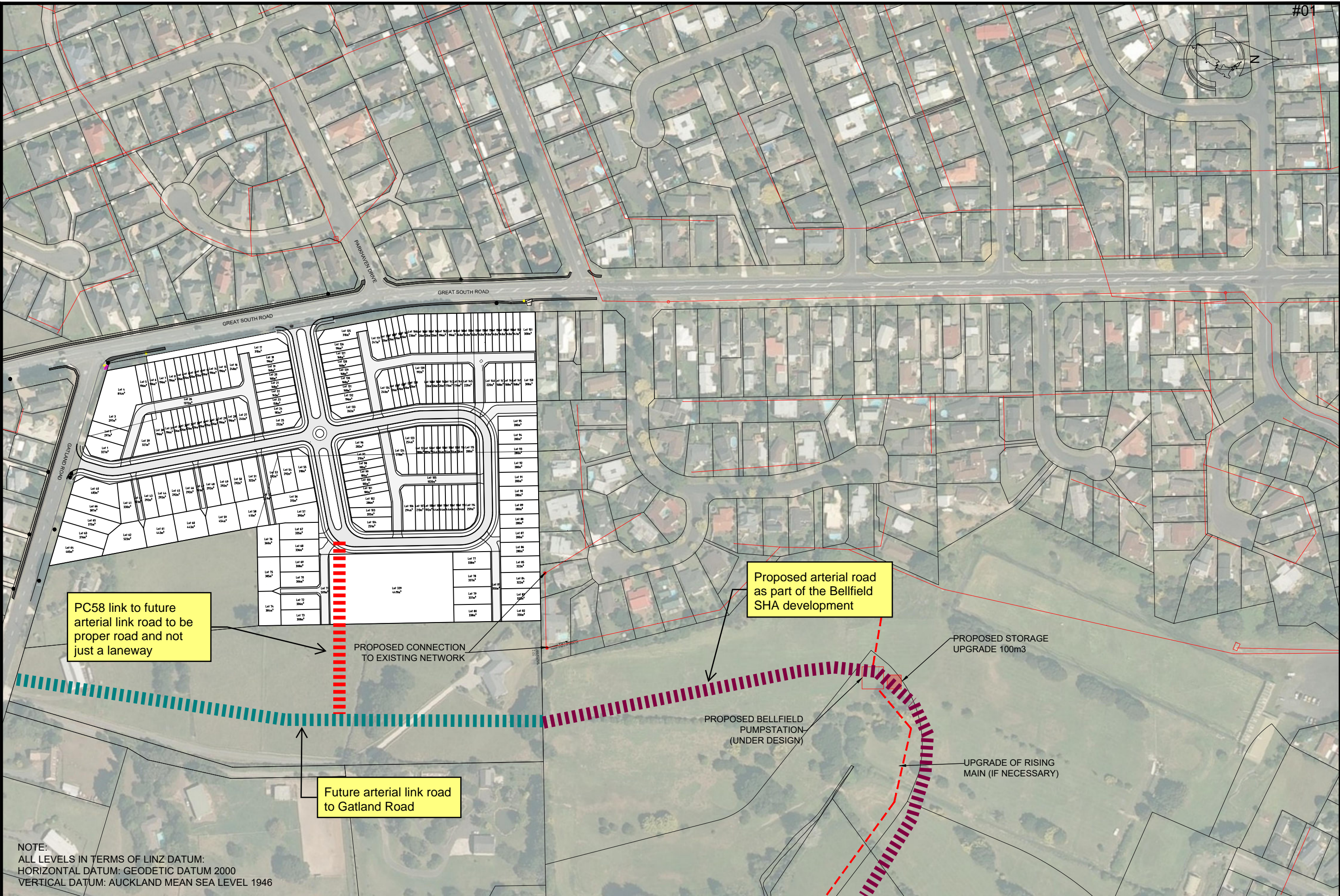
If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

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.



NOTE:
 ALL LEVELS IN TERMS OF LINZ DATUM:
 HORIZONTAL DATUM: GEODETIC DATUM 2000
 VERTICAL DATUM: AUCKLAND MEAN SEA LEVEL 1946

REV.	DESCRIPTION	CHECK	APPD	DATE	SCALE	1:2500 AT A3
					DESIGN	EP JUL 20
					DRAWN	EP JUL 20
					DRAWING CHECK	MJ JUL 20
					DESIGN CHECK	PF JUL 20
					APPROVED	EP JUL 20

CLIENT
GREG AND NICKY HAYHOW

Conditions of Use:
 These drawings shall only be used for the purpose for which they were supplied. Do not measure off this drawing. If doubt please contact Engineer.

SITE ADDRESS
 470, 476 & 490 GREAT SOUTH ROAD
 PAPAURA

DRAWING TITLE
PROPOSED WASTEWATER OPTION 1

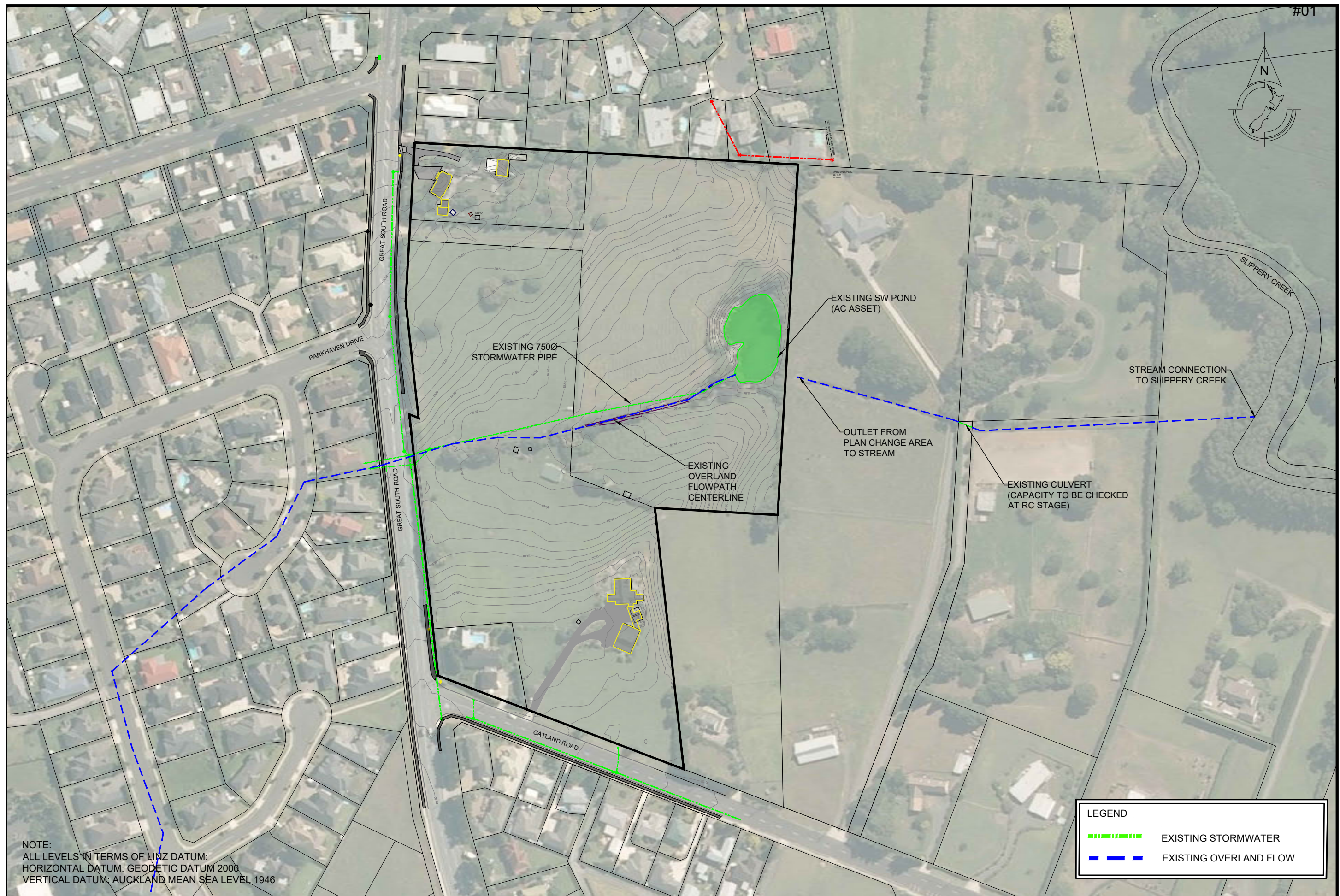
DRAWING NUMBER
 1554 - PC - WW501

DATE
 JULY 20

REVISION
 -

Ph: 09 426 6552
 Web: www.aspire.co.nz

Page 4 of 15



NOTE:
ALL LEVELS IN TERMS OF LINZ DATUM:
HORIZONTAL DATUM: GEODETIC DATUM 2000
VERTICAL DATUM: AUCKLAND MEAN SEA LEVEL 1946

LEGEND	
	EXISTING STORMWATER
	EXISTING OVERLAND FLOW

REV.	DESCRIPTION	CHECK	APP'D	DATE	SCALE	1:2000 AT A3	
						NAME	DATE
						DESIGN	EP 03/20
						DRAWN	EP 03/20
						DRAWING CHECK	XX XXX
						DESIGN CHECK	XX XXX
						APPROVED	XX XXX

CLIENT
GREG HAYHOW

Conditions of Use:
These drawings shall only be used for the purpose for which they were supplied. Do not measure off this drawing. If doubt please contact Engineer.

SITE ADDRESS
**470, 476 & 490 GREAT SOUTH ROAD
PAPAKURA**

DRAWING TITLE
EXISTING DRAINAGE PLAN

DRAWING NUMBER
1554 - PC - SW401

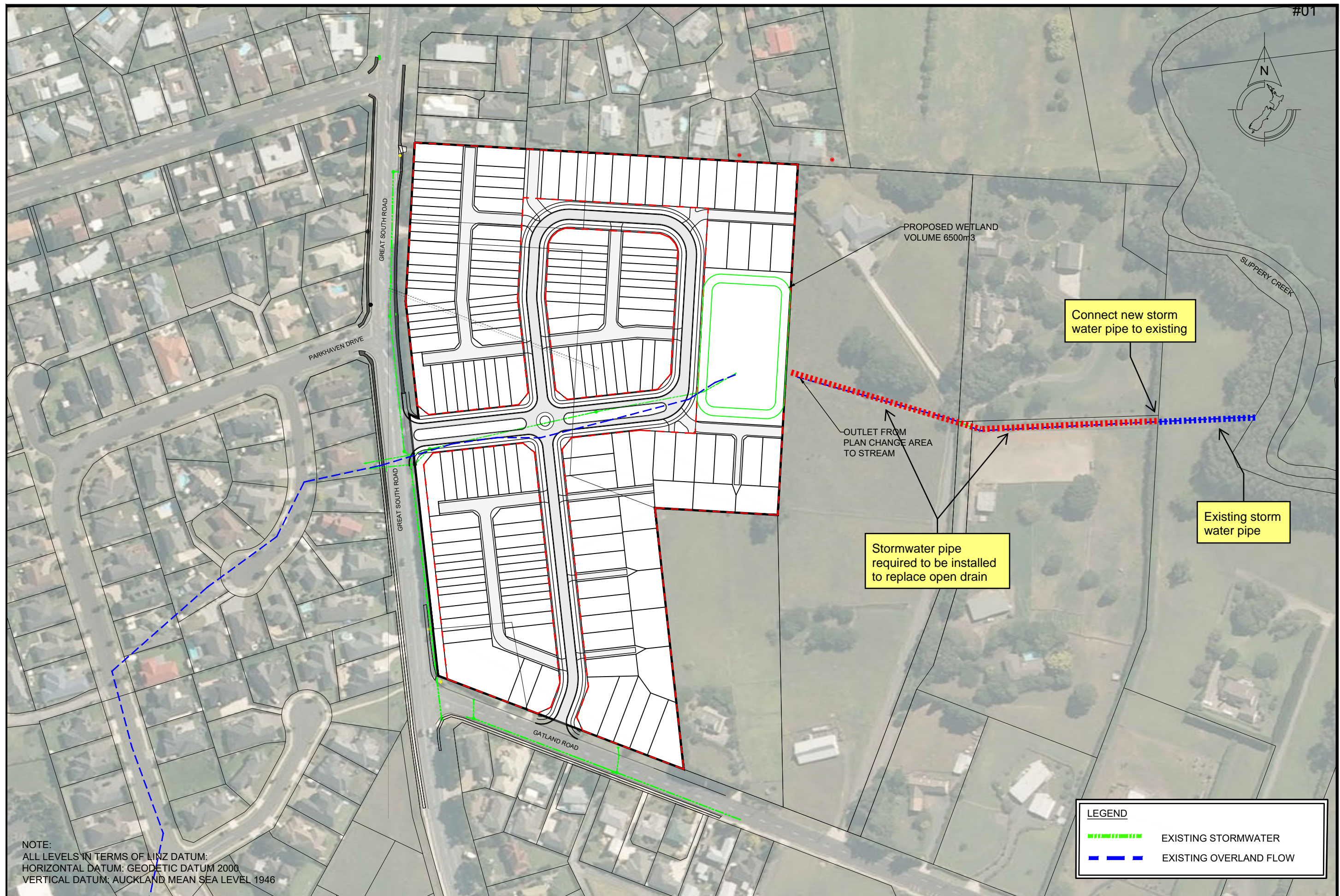
DATE
JULY 20

REVISION
-

ASPIRE
CONSULTING ENGINEERS

Ph: 09 426 6552
Web: www.aspire.co.nz

Page 114



LEGEND	
	EXISTING STORMWATER
	EXISTING OVERLAND FLOW

REV.	DESCRIPTION	CHECK	APP'D	DATE	SCALE	1:2000 AT A3
	DESIGN	EP		03/20		
	DRAWN	EP		03/20		
	DRAWING CHECK	XX	XXX			
	DESIGN CHECK	XX	XXX			
	APPROVED	XX	XXX			

CLIENT
GREG HAYHOW

Conditions of Use:
These drawings shall only be used for the purpose for which they were supplied. Do not measure off this drawing. If doubt please contact Engineer.

SITE ADDRESS
**470, 476 & 490 GREAT SOUTH ROAD
PAPAKURA**

DRAWING TITLE
PROPOSED DRAINAGE PLAN

DRAWING NUMBER
1554 - PC - SW403

DATE
JULY 20

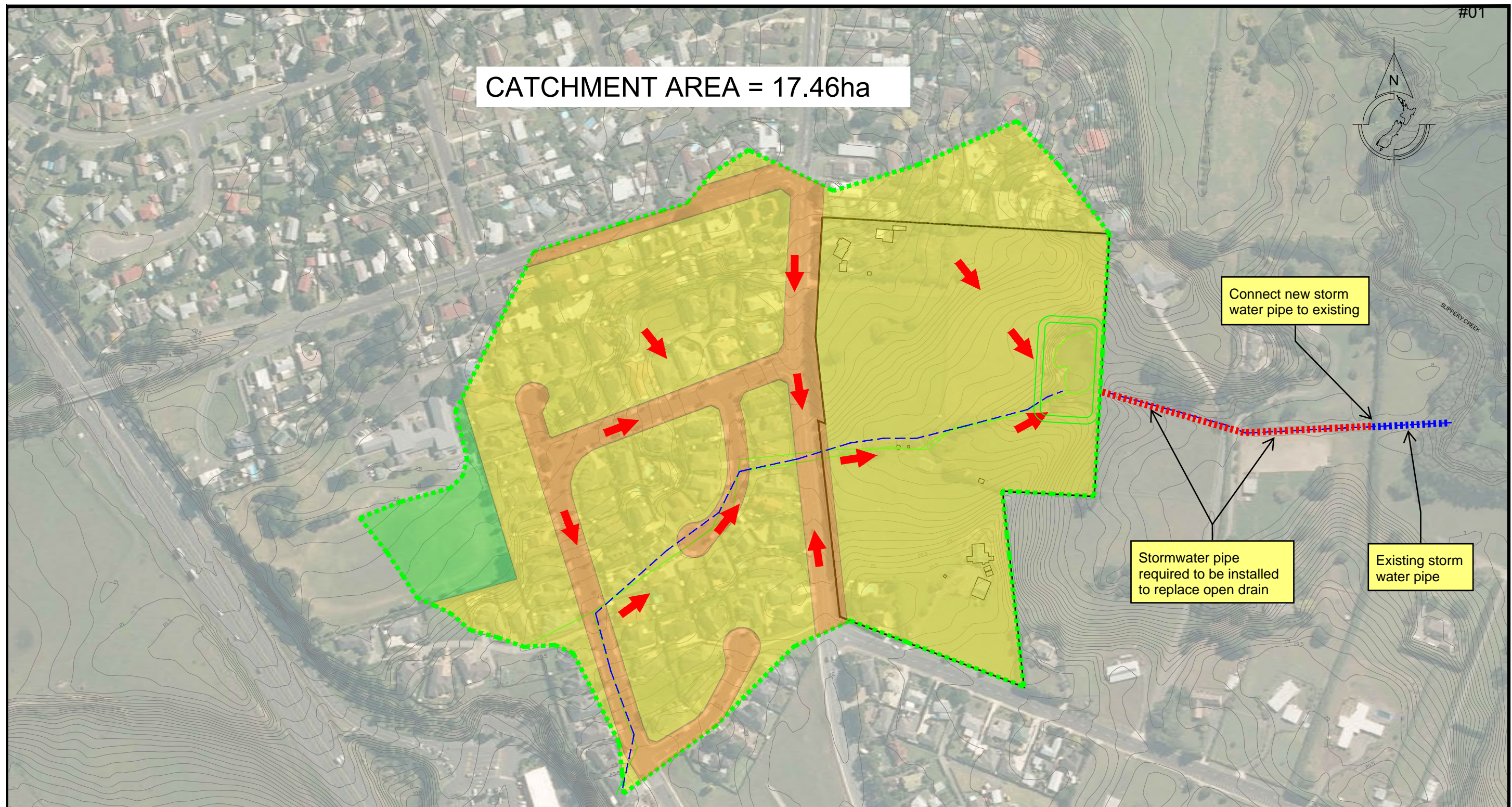
REVISION
-

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Web: www.aspire.co.nz

Page 1 of 15

CATCHMENT AREA = 17.46ha



Connect new storm water pipe to existing

Stormwater pipe required to be installed to replace open drain

Existing storm water pipe

CATCHMENT SUMMARY TABLE		
TYPE	CN	AREA(ha)
OPEN SPACE	74	0.70
SITE (IMPERVIOUS)	98	3.93
SITE (PERVIOUS)	74	1.68
EX RESIDENTIAL (IMP) 70%	98	5.88
EX RESIDENTIAL (PERV) 30%	74	2.52
ROADS	98	2.75
TOTAL		17.46

LEGEND	
	ROAD CATCHMENT AREA
	RESIDENTIAL CATCHMENT AREA
	OPEN SPACE CATCHMENT AREA
	PROPOSED SITE EXTENTS
	EXISTING FLOOD EXTENTS

NOTE:
ALL LEVELS IN TERMS OF LINZ DATUM:
HORIZONTAL DATUM: GEODETIC DATUM 2000
VERTICAL DATUM: AUCKLAND MEAN SEA LEVEL 1946

REV.	DESCRIPTION	CHECK	APP'D	DATE	SCALE	1:3000 AT A3	CLIENT	SITE ADDRESS	DRAWING NUMBER				
							GREG HAYHOW	470, 476 & 490 GREAT SOUTH ROAD PAPAKURA	1554 - PC - SW411				
							Conditions of Use: These drawings shall only be used for the purpose for which they were supplied. Do not measure off this drawing. If doubt please contact Engineer.	DRAWING TITLE	DATE				
										PROPOSED STORMWATER CATCHMENT PLAN	JULY 20		
												REVISION	-

ASPIRE
CONSULTING ENGINEERS

Ph: 09 426 6552
Web: www.aspire.co.nz

Page 116

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 58 (Private) - Dominique Lowry
Date: Saturday, 6 February 2021 9:30:44 AM

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Dominique Lowry

Organisation name:

Agent's full name:

Email address: domy_02@hotmail.com

Contact phone number: 021519327

Postal address:
2/465 Great South Road
Opaheke
Auckland 2113

Submission details

This is a submission to:

Plan change number: Plan Change 58 (Private)

Plan change name: PC 58 (Private): 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura

My submission relates to

Rule or rules:

This proposed development is going ahead before sufficient infrastructure is in place to support it. This is one of a number of developments in the local area including a development on Park Estate Road where an additional 1250 homes are in progress, Auranga, plus many other subsidising of single plot sections into around 4- 6 properties each all occurring in this area. The impact on the community and local infrastructure is profound if not thoroughly considered and planned for.

Property address: 2/465 Great South Road, Opaheke

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:

As above. I don't think the full scale and scope of all the developments going on in our area have been scoped together to fully understand the scope of the pressure we are going to put on the local infrastructure and the impact to local residents. Great South road doesn't even have proper footpaths in the area where this development is proposed, and how are the residents of this development going to be able to turn right onto Great South Road during peak traffic cues (once the likes of the Park Estate development and Auranga) are in full flight and traffic is more condensed on great south road. What is the impact on existing residents on great south road to be able to enter and exit their property safely during peak traffic?

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

Submission date: 6 February 2021

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.

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 (including personal details, names and addresses) will be made public.

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



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

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

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Ngati Te Ata Waiohua

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

Address for service of Submitter

Po Box 437 Pukekohe 2340, Auckland

Telephone: Fax/Email:

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

Plan Change/Variation Name

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 conditional support

I **oppose** the specific provisions identified above

I wish to have the provisions identified above amended Yes No

The reasons for my views are:

Providing that the Recommendations in the Ngati Te Ata CVA Report are provided for and/or integrated into the overall design then Ngati Te Ata Waiohua have no issue with this Plan Change being adopted.

(continue on a separate sheet if necessary)

I seek the following decision by Council:

- Accept the proposed plan change / variation (conditional to the above)
- 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 (to be determined)
- 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)
 KARL FLAVELL

26th February 2021

 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.



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

Attn.: Planning Technician

unitaryplan@aucklandcouncil.govt.nz

TO: Auckland Council

SUBMISSION ON: Plan Change 58 (Private) - 470 and 476 Great South Road
and 2 and 8 Gatland Road, Papakura

FROM: Veolia Water Services (ANZ) Pty Ltd

ADDRESS FOR SERVICE: sanjeev.morar@veolia.com

DATE: 1 March 2021

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

1. INTRODUCTION

1.1. Background

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

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

- 100 million people supplied with drinking water

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

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

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

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

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

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

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

2. SUBMISSION

2.1. General

This is a submission on a change proposed by Greg and Nicky Hayhow to the Auckland Unitary Plan (Operative in Part) that was publicly notified on 11 December 2020 ("**Proposal**").

The Applicant proposes to rezone 6.1 hectares of Future Urban land at 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura to a Residential - Mixed Housing Suburban with a block of Business Neighbourhood Centre Zone ("**Plan Change Area**").

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

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

- (a) in the short term, is feasible, zoned and serviced with development infrastructure (including water and wastewater);
- (b) in the medium term, is feasible, zoned and either:
 - (i) serviced with development infrastructure, or
 - (ii) the funding for the development infrastructure required to service that development capacity must be identified in a Long Term Plan required under the Local Government Act 2002; and
- (c) in the long term, is feasible, identified in relevant plans and strategies, and the development infrastructure required to service it is identified in the relevant Infrastructure Strategy required under the Local Government Act 2002.¹

2.2. Specific parts of the Proposal

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

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

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

2.2.1. Water supply

2.2.1.1. Water supply infrastructure

The two properties, 470 and 476 Great South Road, Papakura are positioned with a public 150mm public watermain along their western boundaries. The other two properties, 2 and 8 Gatland Road, Papakura are positioned with a 40mm public watermain along their southern boundaries.

¹ National Policy Statement on Urban Development Capacity 2016, policy PA1.

2.2.1.2. Water supply servicing for the Plan Change Area

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

- (a) network modelling of the existing network with the additional demand proposed
- (b) an assessment of the water infrastructure upgrades that might be required to service the development

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

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

2.2.2. Wastewater

2.2.2.1. Wastewater infrastructure

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

2.2.2.2. Wastewater servicing for the Plan Change Area

A total of six wastewater servicing options has been proposed. Although not in its entirety, a feasible option, Option 3, proposes that the Plan Change Area be serviced via a proposed then existing gravity wastewater network, through to the existing Slippery Creek Wastewater Pump Station, to the Motorway Wastewater Pump Station, where wastewater is pumped via a rising main across State Highway 1, into the Bulk Hingaia Wastewater Pump Station.

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

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

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

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

All upgrades are to be reviewed and agreed with Veolia.

3. DECISION SOUGHT

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

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

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

4. HEARING

Veolia wishes to be heard in support of its submission.



Sanjeev Morar
Developments Manager

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 58 (Private) - Rachel Bilbe
Date: Monday, 1 March 2021 4:15:37 PM
Attachments: [Counties Power Plan Change 58 Submission Appendix 1.pdf](#)
[Counties Power Plan Change 58 Submission Report.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Rachel Bilbe
Organisation name: Counties Power
Agent's full name: Qiuan Wang
Email address: qwang@align.net.nz
Contact phone number: 09 972 3624

Postal address:
PO Box 147105
Ponsonby
Auckland 1021

Submission details

This is a submission to:

Plan change number: Plan Change 58 (Private)
Plan change name: PC 58 (Private): 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura

My submission relates to

Rule or rules:
Please refer to documents attached for details

Property address:

Map or maps:

Other provisions:
Please refer to documents attached for details

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 documents attached for details

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

Details of amendments: Please refer to documents attached for details

Submission date: 1 March 2021

Supporting documents

Counties Power Plan Change 58 Submission Appendix 1.pdf
Counties Power Plan Change 58 Submission Report.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.

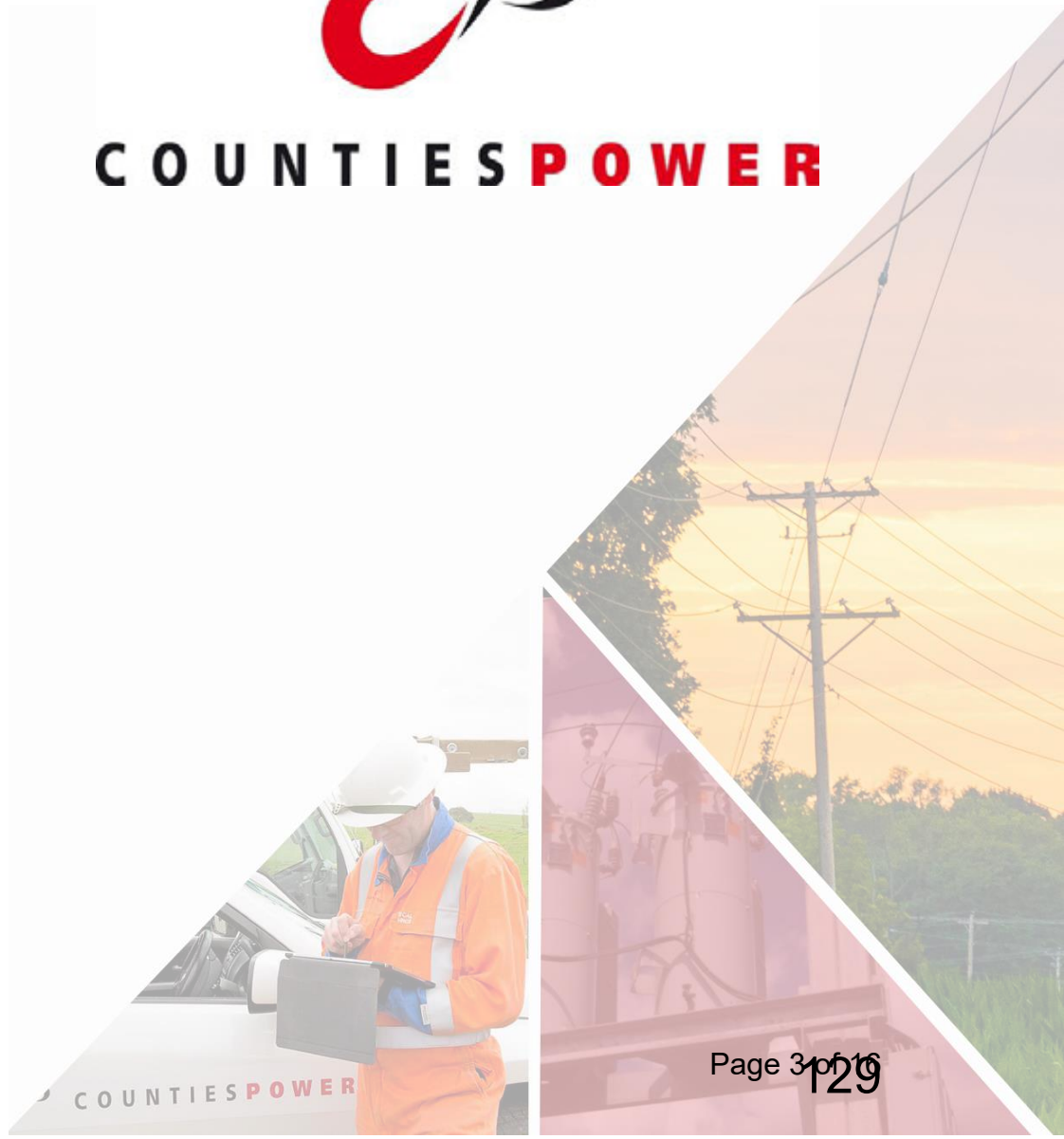
Yes

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

Auckland Unitary Plan PC 58(Private): Gatland Road Precinct submission



COUNTIES POWER



Quality Control Sheet

Submitter: Counties Power Limited

Asset: Counties Power Electricity Distribution Network

Plan: Auckland Unitary Plan - Proposed Plan Change 58 (Private) Gatland Road Precinct

Document: Submission

Counties Power Contact: Rachel Bilbe, Land Access Coordinator

Consultant Contact: Qiuang Wang, Planning Consultant, Align Limited

File Reference: COUNT040

Version:

Issue 1.0	1 March 2021	For submission
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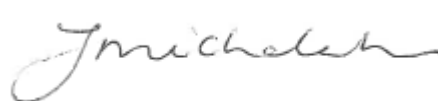
Distribution:

Rachel Bilbe	Counties Power	Email
AC Policy Team	Auckland Council	Online Submission



Produced by:

Qiuang Wang



Review by:

Jo Michalakis

Align Limited

Date: 1 March 2021

Limitations:

This report has been prepared for the client according to their instructions. The information in this report should not be used by anyone else, or for any other purposed. Some of the information presented in this report is based on information supplied by the client. Align Limited does not guarantee the accuracy of any such information. Any advice contained in this report is subject to this limitation.

1. Introduction

This document provides a submission on Plan Change 58 (Private): Gatland Road Precinct. The document contains a table with submission points both supporting and opposing policies, matters of discretion and assessment criteria to the following parts of the proposed plan change:

- Objective I4xx.2 (1);
- Objective I4xx.2 (3);
- Policy I4xx.3 (2);
- New Policy I4xx.3 (8);
- I4xx.5 Notification (2);
- Standard Ixx4.7.1.1;
- Standard Ixx4.7.1.2;
- I4xx.9.1 Matters of discretion; and
- Assessment criteria I4xx.9.2.1;

Overall, Counties Power are strong in their support of the developments and have the ability to supply power to enable this development. Counties Power are well positioned to support the developments from both a funding and forward planning perspective (i.e. have either purchased or identified land for future zone substations and a future option to create a new GXP at Transpower's Drury site in addition to the existing Transpower Bombay GXP). Counties Power is currently constructing a new zone substation at Bombay (at a lower voltage than the Bombay GXP), which combined with its existing Opaheke substation can provide capacity to the development. In addition, the recent completion of the Beach Road and Great South Road feeder upgrades will increase the Network reliability and boost capacity for future developments such as that proposed by Plan Change 58, occurring in the southern Papakura, Hingaia and Karaka areas. It should be noted however, that proposed road widening in conjunction with Plan Change 58 will need to consider these underground services if Counties Power is to maintain a safe and reliable network, capable of supporting future growth. Counties Power are also working with Kiwirail to build a 25kV line from Quarry Rd, Drury to Burt Rd to support the Papakura to Pukekohe rail electrification programme.

Counties Power wishes to be heard in support of their submission.

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

2. About Counties Power

Counties Power is an electricity operator under the Electricity Act, a network operator under the Telecommunications Act, and a network utility operator under the Resource Management Act (RMA). Counties Power is a requiring authority in respect of its electricity network (NZ Gazette 13 January 1994, p55).

Counties Power owns, manages, and operates an electricity distribution network in southern Auckland, Waikato, and Hauraki District areas with a system length of 3,400km covering an area of approximately 2,250km². The Auckland Council portion of their network covers 830km² and makes up 37% of the Counties Power network. In the Auckland Region, this includes urban centres such as Pukekohe, Waiuku and Southern Papakura; rural residential areas like Hunua; and rural areas with very low customer density. It also includes Drury. The company also provides telecommunications and smart metering services.

Counties Power is 100% consumer owned. All shares are held by the Trustees of the Counties Power Consumer Trust (Trust) on behalf of all local power consumers. The Trust has a total of five Trustees, of which two are required to be elected every two years. Counties Power is managed for the benefit of its consumers and their communities. The Trust oversees the performance of Counties Power through the appointment of a Board of Directors (Board). The Board and Management of Counties Power consult the Trust on the strategic direction, business plans, and asset management measures and targets. Information about the Trust can be obtained from www.countiespowertrust.co.nz.

By length, 72% of the Counties Power network is rural overhead, however the urban networks supplying Pukekohe, Waiuku, Tuakau, Pokeno, Drury and parts of Papakura comprise a split of overhead and underground assets. Generally, the eastern part of the network is newer, higher in network connection densities and subject to high levels of growth in the areas adjacent to motorway and state highway corridors. The western side of the network is older, more remote, lower density and subject to little growth. The Counties Power network is exposed to a range of environmental conditions, including weather – particularly the harsh coastal environment around the Awhitu peninsula, and vegetation – most notable in the areas around Hunua Ranges, but with effects across the entire network.

3. The Counties Electricity Network

Counties Power has two points of supply from Transpower's National Grid via GXP's at Glenbrook and Bombay. From there, power is distributed to consumers via nine zone substations and their extensive network of lines, cables, transformers, and other equipment. The Glenbrook GXP supplies the western substations at 33kV whilst Bombay GXP supplies the eastern 110kV and 33kV.

Counties Power's network is made up of both High Voltage (HV) and Low Voltage (LV) lines made up as follows:

HV network comprises:

- sub-transmission lines (33kV and 110kV) which carry electricity from the Grid Exit Point (GXP) to zone substations or between zone substations. Typically serving 500 to 12,000 customer connections.

- feeder lines (11kV and 22kV) which carry electricity from zone substations to transformers or in some cases direct to customers with a large demand (e.g. some industrial customers). These typically serve 80 to 2,500 customer connections.

LV Network (400V) comprises lines from transformers to individual connection points, typically serving 1 to 20 customer connections.

More than 20 years ago, Counties Power decided to provide for future growth by converting the backbone of its network from 33kV (for sub-transmission) and 11kV (for feeders) to 110kV and 22kV, respectively. These voltages carry significant loads with a reasonably unobtrusive overhead line network and have provided the consumer-shareholders of Counties Power with a network that is cost effective to construct, flexible and resilient.

Approximately 8,500 customers (or 20% of Counties Powers total network load) are in the Hingaia, Drury, Papakura and Hunua areas with this number expected to rise as part of the proposed plan changes currently in motion.

The customers in these areas rely on power from the Counties Power zone substation at Opaheke, which is supplied from the Transpower GXP at Bombay. Electricity is conveyed between these two points by means of two sub-transmission lines operating at 110kV, referred to as the Bombay-Opaheke (west) and Bombay-Opaheke (east) lines.

There are 22kV underground lines traversing along Great South Road and Gatland Road. These are shown in the attached **Appendix 1**.

4. Low carbon development

The Government is targeting 100% renewable electricity generation. Non-renewable alternatives, such as the reticulation of natural gas, unnecessarily increases carbon dioxide emissions when alternative electricity solutions already exist. These solutions are locked in for the economic life of the equipment (e.g. gas boilers, home gas heaters). With this in mind, Counties Power requests that Auckland Council uses this opportunity to implement policies that will enable low carbon energy options within the development precinct that will reduce future carbon emissions for the Auckland and be cost effective for households and businesses.

- Enabling security of electricity supply (targeted to be 100% renewable) to provide for end-use electricity consumption activities where cost-effective.
- Reducing transport carbon dioxide emissions through encouraging the electrification of transport infrastructure, including rail. The development should consider the need for provision of charging stations for an increasing electric vehicle fleet, with numerous OECD countries now looking to stop the sale of petrol and diesel vehicles around 2035.

14xx Gatland Road Precinct

Objective/Policy	Provision	Position	Reason for position	Relief Sought
14xx Gatland Road Precinct				
Objective 14xx.2 (1)	Gatland Road precinct is subdivided and developed in a comprehensive and integrated way	Support	<p>Counties Power will have capacity to service this area. The network in the area has recently been the focus of an extensive upgrade and rehabilitation programme. This would assist in the development of the Plan Change area.</p> <p>Counties Power promotes integrated subdivision and development to avoid disruption caused by the delayed installation of utilities. The timing of development should be coordinated with all infrastructure providers to ensure this.</p>	Include objective as proposed.
Objective 14xx.2 (3)	A safe, efficient and integrated road network provides strategic connections and improvements, encourages walking and cycling and the use of	Support in part	Counties Power acknowledges the importance of providing a safe, efficient and integrated road network which provides strategic connections and improvements within the precinct. However, Counties Power has recently completed a comprehensive upgrade of	It is noted that a section of Great South Road is proposed to be widened. Counties Power seeks a cross-section of the Great South Road widening to understand the potential impact the widening of

	<p>public transport, and provides strong legible connections through the precinct.</p>		<p>its high voltage network along Great South Road and Gatland Road, involving the undergrounding of three feeders which are critical for achieving and maintaining security of electricity supply not only to the Plan Change area, but a much wider and more densely populated area of the Counties Power network in southern Papakura, Hingaia and Karaka. Integration of these underground circuits with future roading is crucial if Counties Power is to maintain a safe and reliable network, capable of supporting future growth.</p>	<p>Great South Road has on Counties Power's asset.</p> <p>In addition, any relocation of Counties Power's assets arising from the plan change will need to be funded by those requiring the work.</p>
<p>Policy 14xx.3 (2)</p>	<p>Require a safe and interconnected road network which provides for:</p> <ul style="list-style-type: none"> a. improvements to Great South Road where it adjoins the precinct; b. road connections to Great South Road and Gatland Road; and 	<p>Support in part</p>	<p>Counties Power acknowledges the importance of providing a safe and interconnected road network. However, the improvements proposed to Great South Road and connection to Gatland Road does not specifically consider existing or proposed infrastructure within the road reserve including electrical infrastructure.</p>	<p>Counties Power seeks that this policy is amended to consider these factors.</p>

	c. future road connections to land to the east.			
New Policy 14xx.3 (8)	Ensure that development in Gatland Road precinct is coordinated with supporting stormwater, wastewater water supply and electrical infrastructure.	Support	To ensure that Gatland Road precinct is subdivided and developed in a comprehensive and integrated way, the timing of development should be coordinated with all infrastructure providers in order to be able to provide the Gatland Road Precinct with appropriate supporting infrastructure and avoid disruption caused by delayed installation of utilities.	Include new policy as drafted.
14xx.5(2) Notification	When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).	Support	Counties Power supplies electricity to the Plan Change Area. Counties Power considers itself as one of the persons listed in Rule C1.13(4), namely: <i>(a) in relation to infrastructure, the network utility operator which operates that infrastructure</i>	Include provision as proposed.
Rules/Standards	Provision	Position	Reason for position	Relief Sought

<p>Standard Ixx4.7.1.1</p>	<p>All roads within the precinct must be located in general accordance with the Gatland Road Precinct Plan.</p>	<p>Support in part</p>	<p>Counties Power generally supports the location of the proposed roads within the Plan Change area as outlined in Gatland Road Precinct Plan. However, the detail design of roads needs to be carefully considered, taking into account any existing and proposed infrastructure within the road reserve</p>	<p>Include provision as proposed</p>						
<p>Standard Ixx4.7.1.2</p>	<p>All roads provided within the precinct must be constructed to the standards contained within Table I4xx.6.1.1: Road Construction Standards within the Gatland Road Precinct or, where not contained in Table I4xx.6.1.1 below, the relevant Auckland-wide rules apply.</p> <table border="1" data-bbox="1007 1496 1098 1809"> <caption>Table I4xx.6.1.1: Road Construction Standards – Gatland Road Precinct</caption> <thead> <tr> <th>Road typology</th> <th>Road Reserve Width</th> </tr> </thead> <tbody> <tr> <td>Local Road Amenity Link</td> <td>22.2m</td> </tr> <tr> <td>Local Road</td> <td>16.0m</td> </tr> </tbody> </table>	Road typology	Road Reserve Width	Local Road Amenity Link	22.2m	Local Road	16.0m	<p>Support in part</p>	<p>Each category of road must provide suitable space for installation of electrical infrastructure to meet the needs of the area or building, as well as adequate separation between the different utilities, landscaping and other road users in order to maintain the integrity of network infrastructure . Where electrical infrastructure is required, vehicular access of a suitable construction standard must be provided to allow access for maintenance of electrical infrastructure.</p> <p>A minimum 700mm grassed berm width will need to be in place within the back berm of the road reserve to accommodate underground electrical infrastructure, with the preference for wider to accommodate further growth.</p>	<p>Counties Power seeks a typical road cross-section for local roads and local road amenity link to ensure that the berm is an acceptable width for installation of underground electrical reticulation.</p> <p>Counties Power also seeks this standard to be amended to include cross-sections of local roads and local road amenity links rather than just the width.</p>
Road typology	Road Reserve Width									
Local Road Amenity Link	22.2m									
Local Road	16.0m									
<p>I4xx.9.1 Matters of discretion</p>	<p>(1) Subdivision and development</p>	<p>Support in part</p>	<p>Subdivision and development in the Plan Change Area should be designed to include suitable space for installation of electrical infrastructure to meet the</p>	<p>Counties Power seeks the provisions to be amended to include consideration of road design and vehicular access to be included in</p>						

	<p>a. Consistency with the Gatland Road precinct plan</p> <p>b. Stormwater</p> <p>(2) For development that does not comply with precinct standards the Council will restrict its discretion to all of the following matters when assessing a restricted discretionary resource consent application:</p> <ol style="list-style-type: none"> a. the matters listed under C1.9(3); b. Stormwater management methods proposed for the management of adverse effects on receiving environments, including cumulative effects, having regard to: <ol style="list-style-type: none"> i. Hydrology mitigation ii. Quality treatment iii. Downstream flooding 		<p>needs of the area or building, as well as adequate separation between the different utilities, landscaping and other road users in order to maintain the integrity of network infrastructure. Where electrical infrastructure is required, vehicular access of a suitable construction standard must be provided to allow access for maintenance of electrical infrastructure.</p>	<p>the matters of discretion, in particular considerations of whether suitable space for installation of electrical infrastructure.</p> <p>Alternatively, specific provision for these factors may be made within the Precinct Plan.</p>
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<p>Assessment criteria 14xx.9.2.1</p>	<p>iv. Efficacy and effectiveness of infrastructure v. Effects on mana whenua values</p>	<p>Support in part</p>	<p>Electrical infrastructure must be taken into consideration when planning landscaping and planting of street trees and should be carried out in consultation with Counties Power.</p> <p>Each category of road must provide suitable space for installation and safe operation of electrical infrastructure. Roots from trees and other plants can cause problems where there are underground cables in terms of access for maintenance of the cables and leading to faults.</p>	<p>Counties Power seeks that the provisions are amended to reflect the recommended changes to objectives, policies, standards, matters of discretion as outlined in the other sections of this submission.</p>
<p>Consistency with the Gatland Road Precinct Plan (1) The extent to which the subdivision implements and is in general accordance with the Gatland Road Precinct Plan; (2) Refer to Policy 14xx.3.1; (3) Refer to Policy 14xx.3.2; (4) Refer to Policy 14xx.3.3; (5) Stormwater management a. Subdivision and development is in accordance with the approved Stormwater Management Plan and policies E1.3(1) – (14) and (20b). b. Changes in hydrology are mitigated with reuse and detention the primary mitigation</p>				

	<p>methods with infiltration being applied where ground conditions have been identified as being suitable to absorb such discharges without causing, accelerating or contributing to land instability and downstream effects either on site or on neighbouring properties.</p> <p>c. A treatment train approach is used to treat runoff from all impervious surfaces so that all contaminant generating surfaces are treated including cumulative effects of lower contaminant generating surfaces.</p> <p>d. Where downstream assets affected by flooding are</p>			
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	<p>identified at the time of subdivision flood effects are mitigated by attenuating the up to the 100% AEP flood event within the precinct.</p> <p>e. The design and efficacy of infrastructure and devices (including communal devices) with consideration given to the likely effectiveness, lifecycle costs, ease of access and operation and integration with the built and natural environment.</p> <p>f. Adverse effects on Mana Whenua values are avoided, remedied or mitigated.</p>			
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From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 58 (Private) - Farzana Sakkai
Date: Tuesday, 2 March 2021 1:15:27 PM

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Farzana Sakkai

Organisation name:

Agent's full name: Farzana Sakkai

Email address: farzanag@gmail.com

Contact phone number: 0220260090

Postal address:
468A Great South Road
Opaheke
Auckland
Auckland 1061

Submission details

This is a submission to:

Plan change number: Plan Change 58 (Private)

Plan change name: PC 58 (Private): 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura

My submission relates to

Rule or rules:

Property address: 468A Great South Road, Opaheke, Papakura

Map or maps:

Other provisions:

After review of the proposed plan we have major concerns in regards with the work that is going to be carried out next door. We have a shared boundary fence and retaining wall that would be damaged hence we need to understand what will be done in regards with the same. We also have concerns in regards with the major development happening as what it means for us in terms of the noise, pollution, damage to our land and property etc.

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:

We were only sent a letter and than told to go through heaps of paper work to understand if there is any damage to our property. A layman find it hard to go through all this paper work and during covid times. If the development goes ahead that means a lot of inconvenience for us in terms of noise, damage and we don't even know how long this will go on. Can someone in person arrange for a meeting or let us know exactly what is happening when.

After review of the proposed plan we have a couple of questions that we need answers

- If our land is affected in any manner due to the work carried out e.g. ground work, sewage or

wastewater pipes etc. Who is responsible for taking care of the damage to our land.

- If there is any damage to our property due to the work, eg our fence gets damaged due to the work. Who is responsible for taking care of the damage?

- We have our fiber connection on the shared boundary fence that will be demolished due to the development next door. Who is responsible for the damage?

- Our retaining wall is also on the same side of the shared boundary fence, what happens with that? Does the builder/developer rebuild it?

- Noise, will we be advised from what time to what time is the work going to be done? We are especially worried as it seems that the house next us is going to be taken down.

- Heavy equipment like diggers etc will be used. If there are any cracks in our house or on our driveway and land due to the heavy equipment or work being carried next door, will there be any way that the council would intervene or would the builders/developer take care of the repairs? We need some form of assurance for this.

- I do not want any sort of encroachment on the shared boundary fence by the builder/developer. We would appreciate some form of clear communication from the council or the builder in regards with the above concerns.

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 mentioned under other provisions

Submission date: 2 March 2021

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 58 (Private) - Susan Andrews
Date: Tuesday, 2 March 2021 2:45:39 PM
Attachments: [HNZPT Submission PPC58 - 470 and 476 Great South Road and 2 and 8 Gatland Road Papakura 02 03 21 FINAL.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Susan Andrews

Organisation name: Heritage New Zealand Pouhere Taonga

Agent's full name:

Email address: sandrews@heritage.org.nz

Contact phone number: 09 307 9920

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 58 (Private)

Plan change name: PC 58 (Private): 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura

My submission relates to

Rule or rules:

Please see submission attached.

Property address: Please see submission attached.

Map or maps: Please see submission attached.

Other provisions:

Please see submission 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:

Please see submission attached.

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

Details of amendments: Please see submission attached.

Submission date: 2 March 2021

Supporting documents

HNZPT Submission PPC58 - 470 and 476 Great South Road and 2 and 8 Gatland Road Papakura

02 03 21 FINAL.pdf

Attend a hearing

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

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

Declaration

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

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

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

No

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



2nd March 2021

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

Dear Sir or Madam

SUBMISSION OF HERITAGE NEW ZEALAND POUHERE TAONGA

PROPOSED PLAN CHANGE 58 (PRIVATE): 470 & 476 GREAT SOUTH ROAD AND 2 & 8 GATLAND ROAD, PAPA KURA

To: Auckland Council

Name of submitter: Heritage New Zealand Pouhere Taonga

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

PC 58 (Private): To live zone approx. 6.1ha of land at 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura from Future Urban zone to Residential Mixed Housing Suburban with a block of Business Neighbourhood Centre zone. The request includes a precinct to enable comprehensive and integrated management of the plan change area.

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

- Heritage New Zealand is an autonomous Crown Entity with statutory responsibilities under the Heritage New Zealand Pouhere Taonga Act 2014 for the identification, protection, preservation and conservation of New Zealand's historical and cultural heritage.

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

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

4. Heritage New Zealand's submission is:

- Heritage New Zealand seeks that an archaeological assessment is completed by a suitably qualified professional to establish if any archaeological values are located within the subject land and that the plan change is amended as necessary to avoid any archaeological sites in the first instance.

5. The reasons for Heritage New Zealand's position are as follows:

- Two structures are visible on a 1942 aerial photograph of the subject land, a residential structure and associated farm outbuilding, which may predate 1900 (see Appendix A). The presence of these features indicate there is potential for archaeology to be present.
- Additionally, while no archaeological sites are currently recorded within the subject site, the land is located only 350-400 metres from Slippery Creek which connects to the inlet at Drury, therefore the presence of subsurface sites relating to Māori settlement also cannot be discounted.
- Heritage New Zealand seeks that the plan change be reviewed following completion of a professional archaeological assessment and be modified as appropriate to ensure effects on any archaeological remains are avoided in the first instance.
- This will also enable any pre-1900 features located to be recorded as an archaeological site/s on the New Zealand Archaeological Association (NZAA) ArchSite database and the Auckland Council Cultural Heritage Index (CHI) and assist owners to plan developments appropriately with regards to avoidance or minimisation of effects, including determining whether an archaeological authority pursuant to the Heritage New Zealand Pouhere Taonga Act (2014) may be required.
- Reliance on the Accidental Discovery Protocol provisions of the Auckland Unitary Plan is only appropriate in the instance where it has been established that the potential for archaeological remains is low.
- Heritage New Zealand supports the continuation of engagement with iwi as development progresses to facilitate the reinsertion of their footprint within the area. This should include the wider iwi consultation forum engaged during the preceding structure planning processes, to enable their whakaaro to inform future development.

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

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

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

Yours sincerely



Sherry Reynolds
Director Northern Region

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

Appendix A:

1942 aerial with approximate plan change area outlined in red, residence and associated farm outbuilding indicated by the blue arrows.



1961 aerial showing in higher resolution the same residence and associated farm outbuilding indicated by the blue arrows (now with new buildings on the two lots immediately to the north).



2 March 2021

Plans and Places
Auckland Council
Private Bag 92300
Auckland 1142

Attn: Planning Technician

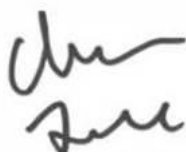
Email: unitaryplan@aucklandcouncil.govt.nz

**Re: Proposed Private Plan Change 58 – 470 and 476 Great South Road and 2 and 8
Gatland Road, Papakura**

Please find attached Auckland Transport's submission on the Proposed Private Plan Change 58 from Greg and Nicky Hayhow.

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

Yours sincerely



Chris Freke
Principal Planner, Land Use Policy and Planning

cc: MarkB@mhg.co.nz

Mt Hobson Group
PO Box 37964 Parnell, Auckland 1151
ATTN: Mark Benjamin

Encl: Auckland Transport's submission on Proposed Private Plan Change 58 – 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura



FORM 5 – SUBMISSION ON NOTIFIED PROPOSAL FOR PRIVATE PLAN CHANGE 58 470 AND 476 GREAT SOUTH ROAD AND 2 AND 8 GATLAND ROAD, PAPAURA UNDER CLAUSE 6 OF SCHEDULE 1, RESOURCE MANAGEMENT ACT 1991

To Auckland Council
Private Bag 92300
Auckland 1142

From Auckland Transport
Private Bag 92250
Auckland 1142

1.0 Introduction

- 1.1 Greg and Nicky Hayhow (**the applicants**) have lodged a proposed private plan change (**PPC 58** or **the plan change**) to the Auckland Unitary Plan: Operative in Part (**AUPOP**) to rezone 6.1 hectares of land in Papakura from Future Urban zone to approximately 6 hectares of Residential: Mixed Housing Urban zone and approximately 1,800m² Business Neighbourhood Centre zone. PPC 58 also seeks to introduce a new Gatland Road Precinct across the extent of the plan change area.
- 1.2 According to the documents provided with the plan change application, the rezoning is expected to provide capacity for approximately 200 dwellings.
- 1.3 Auckland Transport is a Council-Controlled Organisation (**CCO**) of Auckland Council (**the Council**) and the Road Controlling Authority for the Auckland region. Auckland Transport has the legislated purpose to contribute to an “*effective, efficient and safe Auckland land transport system in the public interest*”.¹ Auckland Transport is responsible for the planning and funding of most public transport; operating the local roading network; and developing and enhancing the local road, public transport, walking and cycling network for the Auckland Region.
- 1.4 Urban development on greenfield land generates transport effects and the need for investment in transport infrastructure and services to support construction, land use activities, and the communities that will live and work in these areas. Auckland Transport's submission seeks to ensure that the potential transport-related direct and cumulative effects raised by PPC 58 are appropriately considered and mitigated.
- 1.5 Auckland Transport makes this submission to ensure that PPC 58 appropriately manages the effects of the proposal on the local and wider transport network.
- 1.6 Auckland Transport could not gain an advantage in trade competition through this submission.

2.0 Auckland Transport's submission is:

¹ Local Government (Auckland Council) Act 2009, section 39.



- 2.1 The key overarching considerations and concerns for Auckland Transport are described as follows:

Auckland Plan 2050

- 2.2 The Auckland Plan 2050 (**Auckland Plan**) is a 30-year plan for the Auckland region outlining the long-term strategy for Auckland's growth and development, including social, economic, environmental and cultural goals. The Auckland Plan is a statutory spatial plan required under section 79 of the Local Government (Auckland Council) Act 2009. The plan provides for between 60 and 70 per cent of total new dwellings to be built within the existing urban footprint. Consequently, between 30 and 40 per cent of new dwellings will be in new greenfield developments, satellite towns, and rural and coastal towns.
- 2.3 Transport outcomes identified in the Auckland Plan to enable this growth 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 identifies future urban form outcomes and informs the strategic transport priorities to support growth. It is recognised that not all transport effects generated by PPC 58 will be addressed by strategic transport projects, and the mitigation of these effects is required by the applicant, including mitigating the interim effects of staged development and local network upgrades.

Managing Auckland-wide growth and rezoning

- 2.4 The high-level spatial pattern of future regional development in the Auckland Plan is represented by the Future Urban zone in the AUPOP and further defined through sub-regional level planning, including the Drury – Opāheke Structure Plan, to then be enabled through appropriate plan change processes. At the regional level, PPC 58 and the proposed precinct is located in a greenfield area contributing to the overall growth in transport demands in parallel with the on-going smaller scale incremental growth that is enabled through the AUPOP.
- 2.5 This wide scale growth across the region places greater pressure on the available and limited transport resources that are required to support the movement of additional people, goods and services. In this regard, the alignment of the AUPOP enabled growth and plan changes with the provision of transport infrastructure and services is contingent on having a high level of certainty around the funding and delivery of the required infrastructure and services. Without this certainty, Auckland Transport is concerned that there will continue to be significant transport network deficiency in the provision and co-ordination of transport responses to the dispersed growth enabled across the region.



Sequencing of growth and alignment with the provision of transport infrastructure and services

- 2.6 Guidance on the sequencing and timing of future urban land identified in the Auckland Plan (i.e. “unzoned” greenfield areas of development) was discussed in the Future Urban Land Supply Strategy 2017 (**FULSS**), subsequently incorporated into the updated Auckland Plan in 2018. This document sets out the anticipated timeframes for “development ready” areas over a 30-year period. Although non-statutory, it helps to inform the Council’s (and CCOs’) infrastructure asset planning and funding priorities and, in turn, enables development capacity to be provided in a coordinated and cost-efficient way via the release of “ready to go” land. The Auckland Plan 2050 (2018) includes this managed expansion into future urban areas as part of Auckland’s Development Strategy.
- 2.7 The PPC 58 staging of development is out of sequence with the FULSS which flags the site as development ready in “first half, decade two, 2028-2032”. The analysis undertaken for the FULSS provided for a broad determination of bulk infrastructure requirements, acknowledging the need for more detailed planning through structure planning and bulk infrastructure planning and build, being two processes to have land ready for development.
- 2.8 The urbanisation of future urban land enabled through plan changes (such as PPC 58) that precedes the wider staging and delivery of planned infrastructure and services requires careful consideration of the transport needs. This includes the requirement for applicants/developers to mitigate the transport effects associated with their developments and to provide transport infrastructure needed to service their developments. In addition, there is the need to provide for strategic transport infrastructure to service the whole growth area identified in FULSS or Supporting Growth² network that needs to be brought forward because of their development. Any misalignment between the timing to provide infrastructure and services and the urbanisation of greenfield areas brings into question whether the proposed development area is “development ready”.
- 2.9 Addressing the effects arising from development occurring ahead of the provision of the required transport network improvements and services is dependent on funding to support the planning, design, consenting and construction of the transport infrastructure, services and improvements. There is a need to assess and clearly define the responsibilities relating to the required infrastructure and the potential range of funding and delivery mechanisms, including the role of applicants/developers, and the financially constrained environment that Auckland Council and Auckland Transport are operating within. Discussions between the Council, landowners in the Drury-Opāheke area and the Government on this fundamental issue are ongoing. Auckland Council and Auckland Transport are

² The Supporting Growth Programme is a collaboration between Waka Kotahi NZ Transport Agency, Auckland Transport and Auckland Council.



hopeful that a solution to the infrastructure funding and financing issues can be found. However, at this stage such a solution is not in place.

- 2.10 The plan change proposal (i.e. the amended provisions and the resulting anticipated development enabled by these amendments) will lead to urbanisation that requires the provision (including funding and delivery) of the transport infrastructure and services to the area. 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**) which 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:

- (a) **integrated with infrastructure planning and funding decisions**; and*
- (b) strategic over the medium term and long term; and*
- (c) responsive, particularly in relation to proposals that would supply significant development capacity.*

- 2.11 The Regional Policy Statement (**RPS**) objectives and policies in the AUPOP 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), B2.4.2(6) and B3.3.2(5)(a) (e.g. 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”*).

- 2.12 Auckland Transport considers this lack of alignment between the planned staging and “early release” of the subject site as a key consideration in the assessment of effects associated with the proposal and ensuring that these effects are able to be appropriately mitigated. Auckland Transport considers that effects may arise from this development occurring ahead of the provision of the required transport network improvements. In addition, there is significant uncertainty as to whether these effects will be addressed under the general AUPOP provisions that apply to development



and subdivision in the proposed zone, noting that PPC 58 does not include any additional or alternative mechanism / provisions.

Supporting transport and land use integration opportunities

- 2.13 The integration of transport and land use is a prerequisite to managing potential and actual adverse transport effects, as well as encouraging positive transport effects. In the context of PPC 58, the investigation, planning and delivery of the strategic transport infrastructure and services needed to support the wider growth identified in the Drury – Opāheke Structure Plan area is being undertaken through the Supporting Growth Programme.
- 2.14 The planned transport investments facilitated by planning being undertaken by Supporting Growth represent a significant investment in new and upgraded transport infrastructure and services. To realise and optimise the benefits of these investments, there is a need to assess and provide or safeguard for the integration of the land use development enabled by the plan change with the immediate and wider transport network and facilities. This integration may take the form of supporting the mutually reinforcing benefits of increased intensity along high quality and accessible public transport corridors, safeguarding the future connectivity of the wider transport network or providing for street frontages and facilities that are consistent with the wider planned transport network requirements.

Cumulative effects

- 2.15 Cumulative adverse effects on the transport network can result from multiple developments that may individually have minor effects but in combination with others result in significant effects. In this case, the transport effects of PPC 58 should be considered in conjunction with the potential effects from plan changes which also seek to rezone Future Urban zoned land within the Drury – Opāheke Structure Plan area for urban developments that will potentially start at around the same time. Therefore, these plan changes should be read and considered together. These include notified plan changes PPC 48 (Drury Centre Precinct), PPC 49 (Drury East Precinct), and PPC 50 (Waihoehoe Precinct), PPC 51 (Drury 2 Precinct), PPC61 (Waipupuke) and the adjoining PPC 52 (520 Great South Road) to rezone Future Urban zoned land in the wider Drury – Opāheke area for urban developments. The estimated yield of dwellings enabled by the lodged and notified Drury Plan Changes is upwards of 11,000 dwellings.
- 2.16 It is also important from a transport and land use perspective to consider the need to integrate the PPC 58 Precinct Plan with the likely future networks and land uses located on land outside of the Precinct Plan area. In addition to the suite of plan changes currently under consideration, over time it can be expected that other land holdings will also seek to rezone their sites to enable further incremental urbanisation. From the transport viewpoint, this approach of responding to the piecemeal development of non-contiguous and fragmented land ownership patterns is potentially problematic in regard to planning for and securing an integrated transport network. This includes the need to consider consistency in provisions with



adjacent development sites/precincts, address cross site/ boundary transport network mitigation requirements and determine the responsibility for the delivery of transport related mitigation where there are multiple property and frontages under different land ownership.

Assessment and identification of effects and mitigation

- 2.17 The capacity to address the transport effects of PPC 58 is reliant and dependent on a suite of wider strategic transport network connections, upgrades and facilities that are programmed to support the Drury – Opāheke Structure Plan area. The identification and programming of these transport network improvements is being undertaken as part of the Supporting Growth Programme and is subject to a separate investigation, planning and delivery process. Ideally, these transport network improvements would be in place before the land use development is implemented. The scale of the Supporting Growth Programme means that there will be a lag time relating to the planning, design, consenting and construction of the strategic transport network connections, upgrades and facilities.
- 2.18 Given this inter-dependency on a separate process where there is no certainty around funding for all the identified network improvements, there is a need to consider a range of mitigation methods including the potential deferral of development or a review of land development staging to ensure co-ordination and alignment with the required transport network mitigation.
- 2.19 The above overarching considerations have informed the following specific submission points addressed in Auckland Transport's submission.

3.0 Specific parts of the plan change that this submission relates to:

- 3.0 Auckland Transport's submission seeks to ensure that PPC 58 appropriately manages the effects of the proposal (i.e. the amended provisions and the resulting anticipated development enabled by these amendments) on the local and wider transport network. The specific parts of the plan change that this submission relates to are set out in the main body of this submission and **Attachment 1** and include the following:
- Lack of infrastructure/funding and uncertainty around its delivery to support development;
 - Misalignment of out of sequence release of development site and the provision of transport infrastructure upgrades;
 - Provision of transport upgrades and mitigation;
 - Land use integration with active mode networks;
 - The transport network proposed within the Precinct Plan and requirement for a road layout that is integrated with likely future development in the wider area;
 - Design elements for new and upgraded roads;



- Amendments to stormwater management provisions as they relate to roads.

3.1 Auckland Transport **opposes** PPC 58, **unless** the matters/concerns raised in this submission (including the main body and **Attachment 1**) are appropriately addressed, and any adverse effects of the proposal on the transport network can be adequately avoided or mitigated.

4.0 Decisions sought from the Council

4.0 Auckland Transport's primary position at this time is that the Council should decline PPC 58 unless the concerns raised in this submission including the main body and **Attachment 1** are appropriately addressed and resolved.

4.1 **Attachment 1** provides further detail of the decisions sought from the Council, including alternative relief in the event that Auckland Transport's primary relief (that PPC 58 be declined) is not accepted.

4.2 In all cases where amendments to the plan change are proposed, Auckland Transport would consider alternative wording or amendments to the objectives, policies, rules, methods and maps which address the reason for Auckland Transport's submission. Auckland Transport also seeks any further, other or consequential relief required to respond to the reasons for this submission and/or give effect to the decisions requested.

4.3 Auckland Transport is available and willing to work through the matters raised in this submission with the applicant.

5.0 Appearance at the hearing

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

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

Name: Auckland Transport

Signature:

A handwritten signature in dark ink, appearing to read 'CR.' or similar initials.

Christina Robertson
Group Manager, Strategic Land Use and Spatial
Management



Date: 2 March 2021

Contact person: Chris Freke
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Attachment 1

The following table sets out where amendments are sought to PPC 58 Gatland Road Precinct provisions and AUPOP maps and also identifies those provisions which Auckland Transport supports.

Italics = *PPC 58 notified text*

Strikethrough = ~~proposed deletions~~

Bold and underline = **proposed additions**

Issue Provision /	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
Plan change not addressed adverse transport effects	Entire plan change	Oppose	Auckland Transport is concerned that the adverse transport effects, including cumulative effects have not been adequately mitigated. A number of other amendments are requested to the precinct provisions for the reasons outlined below.	Decline the plan change unless Auckland Transport's concerns as outlined in this submission are resolved.
Lack of infrastructure funding and delivery certainty	Entire Plan Change	Oppose	Auckland Transport is concerned that PPC 58 has not provided a clear indication of how transport infrastructure would be financed and funded. PPC 58 is reliant on transport infrastructure projects and operational services to be provided by third parties to service and support the rezoning of the precinct area from Future Urban Zone to a mix of Business and Residential zones. There is no identified or allocated funding in the Regional Land Transport Plan 2018-2028 for major transport infrastructure or new services to support the urbanisation in Drury – Opāheke area and specifically this development area. The provision of	PPC 58 be declined unless the reasons for this submission, as outlined in the main body of this submission and in this table, including Auckland Transport's concerns about transport infrastructure and services funding deficit, are appropriately addressed and resolved. If PPC 58 is not declined, then given that there is no certainty around funding and delivery for required infrastructure improvements, there is a need to consider a range of mitigation methods including the potential deferral of development or a review and implementation of land development staging to



Issue / Provision	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
			<p>infrastructure also has a long lag time – funding allocation, approvals, design, and construction.</p> <p>Developments happening ahead of any supporting transport infrastructure being in place is not sound resource management practice and is contrary to, and does not give effect to, the NPS-UD, which supports out of sequence only when the funding and delivery of transport infrastructures/upgrades is available and being provided to support the development.</p> <p>Moreover, uncoordinated transport infrastructure provision will not result in well-functioning urban environments as anticipated by the NPS-UD and will lead to poor land use-transport integration outcomes.</p>	<p>ensure co-ordination and alignment with the required transport network mitigation.</p>
<p>Misalignment of out of sequence release of development site and the provision of transport infrastructure upgrades</p>	<p>Entire Plan Change</p>	<p>Oppose</p>	<p>Auckland Transport is not supportive of development proposals where there is no provision, or there is inadequate provision, for the necessary infrastructure to enable development to be appropriately serviced, such as the upgrading of the surrounding transport network where it will be required.</p> <p>The Supporting Growth Alliance (a partnership of Auckland Transport and Waka Kotahi) has identified Great South Road as a proposed future Frequent Transport Network route requiring bus lanes. There is currently no funding to enable detailed confirmation of what is needed for this part of the arterial corridor. It is understood, however, that 5 metres of road widening will likely be required across the frontage of the plan change area as has been vested in front of the urban zoned properties to the north of the PPC 58 area.</p> <p>Required upgrades along the Great South Road frontage would include provision of footpath, kerbs and channels, earthworks to integrate with development levels, separated cycle lane, street lights, undergrounding of overhead services, berm and street</p>	<p>If PPC 58 is not declined, that provisions are incorporated and / or appropriate mechanisms identified to provide for the upgrades required on Great South Road to an urban standard and to ensure that development does not adversely affect the ability to undertake any necessary upgrades to enable a future Frequent Transport Network.</p> <p>While the applicant has identified the area for improvement in the proposed Precinct Plan, the provisions and / or mechanisms used are unclear. PPC 58 should include appropriate rules and provisions that address the following in relation to the upgrade of Great South Road:</p> <ul style="list-style-type: none"> • formation of frontage upgrades to the extent at least equivalent to that required for a collector road. • timing of upgrade requirements including the ability to consider the staging of works and connections, as well as any transition to existing road formation as matters for discretion. • funding and delivery of the above work.



Issue Provision	/ Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
			<p>trees as well as a portion of carriageway widening, any land vesting and stormwater treatment. For 470 Great South Road, it is noted that there are some minor level differences with the current Great South Road and Auckland Transport would expect earthworks to integrate this level with the adjoining ultimate development levels if possible.</p> <p>Some improvements to facilitate safe access to Great South Road will also be required.</p>	<ul style="list-style-type: none"> addition of Great South Road to table 14.x.x.6.1.1 road construction standards with the required detail.
Staging requirements	Entire Plan Change	Oppose	<p>PPC 58 does not include general provisions which would enable the consideration of the staging applied to subdivision and development proposed in line with the delivery of required infrastructure to mitigate adverse effects and service the development:</p> <p>Where network connections/links cross several properties, staging can affect the level of interim connectivity leading to adverse effects including the inability to efficiently and safely access public transport services on Great South Road.</p>	<p>Amend PPC 58 to include appropriate activity rules, standards, matters of discretion and assessment criteria in relation to staging requirements.</p> <p>Amend PPC 58 to incorporate provisions that address cross boundary transport network mitigation requirements, determining the responsibility for the delivery to ensure interim adverse effects on the transport network are mitigated.</p>
Active mode permeability to future frequent transport network passenger transport routes and local destinations.	Policies and assessment criteria. Precinct Plan.	Oppose in part	<p>Auckland Transport seeks appropriate connectivity for vehicles and active modes from Great South Road to the Future Urban zoned land to the east of the plan change area.</p> <p>The AUPOP Regional Policy Statement provisions in B2.4 and B3.3 seek to integrate land use and transport development with increased intensification around public transport facilities.</p> <p>Through the development of the Supporting Growth preferred network, a future Frequent Transport Network (FTN) route has been identified along Great South Road (as noted above this is unfunded). When complete, this will provide a high frequency bus service. This will service the northern area of Drury West, both</p>	<p>Amend PPC 58 to incorporate policies, standards and assessment criteria which provide for efficient and effective active mode routes from the Precinct Plan area and beyond to future FTN routes on Great South Road.</p> <p>Amend the precinct plan to include an additional northern direct East/West pedestrian and cycle route between Great South Road and the eastern boundary of the plan change area as indicatively depicted within attached Figure 1.</p>



Issue Provision	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
			<p>Drury rail stations and connect to the rest of Auckland via the extended FTN.</p> <p>Local roads and active mode routes need to be developed so that they efficiently and effectively connect the new urban areas to this arterial road. This will help maximise the active mode catchments around public transport routes and key local destinations.</p> <p>The Park Estate Road and Great South Road intersection is intended to be signalised and Park Estate Road will connect to the shared path on the western side of State Highway 1 that is being built by Waka Kotahi – NZ Transport Agency. Crossing Great South Road to Park Estate Road is likely to be a key desire line from the PPC 58 area (bus stops, schools, access to motorway shared path etc.). As an example, Auckland Transport has recently provided feedback on an Outline Plan of Works for the relocation of Park Estate School from 32 to 202 Park Estate Road. The new Park Estate School will have an estimated roll of 800 students. The school currently has a significantly smaller student population.</p> <p>PPC58 does not include efficient and effective connections for pedestrians and cyclists from the development area to Great South Road. It is considered that the precinct plan should be amended to provide for an additional northern direct East/West pedestrian and cycle route between Great South Road and the eastern boundary of the plan change area in order to provide more direct active mode access to destinations such as the Park Estate School and major reserve network to the north east.</p>	



Issue Provision	/	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
Upgrade of existing roads to required urban standard		Precinct Plan and Table 14.x.x.6.1.1	Oppose	<p>PPC 58 does not address the need for frontage upgrades to be provided at the time of development.</p> <p>PPC 58 could lead to development along Gatland Road without associated frontage improvements. These frontage improvements should be provided for at the time of development by the developer as mitigation of effects generated by each respective site or area. This road is currently built to a rural standard and developers should be required to form the site frontage. Required upgrades could include, without limitation, provision of footpath, kerbs and channels, earthworks to integrate with development levels, traffic calming, street lights, berm and street trees, and stormwater treatment and conveyance.</p> <p>Safe provision for cyclists along Gatland Road will need to be addressed, including ensuring a safe speed environment.</p>	<p>Amend PPC 58 to include appropriate rules and provisions to ensure that improvements can be required to the Gatland Road frontage to bring it to an appropriate urban form.</p> <p>Gatland Road should be added to table 14.x.x.6.1.1 road construction standards with the required detail.</p>
Mechanisms to ensure implementation of mitigation measures to address effects		Entire Plan Change	Oppose	<p>Auckland Transport's assessment of PPC 58, including the supporting Integrated Transport Assessment, has identified a number of mitigation measures to address the potential effects on the transport network. These include:</p> <ul style="list-style-type: none"> • Continuation of the existing painted flush median on Great South Road (north of Park Haven Drive) to the south along the site frontage to (and including) the Gatland Road intersection. • Vegetation removal at the Gatland Road intersection to achieve Safe Intersection Sight Distance of 150m (for 70km/hr). • Modifications to the intersection of Gatland Road and Great South Road which is wider than desirable for an urban local road intersection. 	<p>Amend PPC 58 to incorporate provisions and mechanisms to provide certainty around the delivery of the local network improvements required to mitigate the effects from development enabled under the plan change, including the mitigation measures identified in this submission.</p>



Issue / Provision	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
			<ul style="list-style-type: none"> • Pedestrian crossing facilities on Gatland Road in the vicinity of the intersection with Great South Road and the proposed neighbourhood centre. <p>PPC 58 needs to include appropriate provisions to reflect the required mitigation measures. There is a need to ensure that the provisions enabling the proposed development also provide certainty around the implementation and timing of required mitigation measures.</p>	
Integration of the plan change road layout with the existing and anticipated local transport network	Precinct plan	Oppose in part	<p>The proposed Precinct Plan shows a potential future road connection to the east of the plan change area. It is unclear if the local Road (amenity link) identified in proposed Precinct Plan as “potential local road extension” (dashed line) is intended to be formed. Auckland Transport seeks that this is continued to the eastern boundary with a view to it potentially being continued to connect with a future north south extension of Park Way through to Gatland Road.</p> <p>Auckland Transport also seeks confirmation that the proposed wetland can be located so as to permit the extension of the above road past it.</p>	<p>Auckland Transport seeks the following:</p> <ol style="list-style-type: none"> That a feasible and optimal future network link alignment to the eastern boundary be confirmed and integrated with PPC 58 and wider transport requirements. That this link be clearly identified in the Precinct Plan (refer to attached Figure 1), so as to enable connection with a future north south extension of Park Way through to Gatland Road. Confirmation that the proposed wetland can be located so as to permit the extension of this road past it.
Roading requirements	Table 14xx.6.1.1 Road construction standards	Oppose in part	<p>Auckland Transport seeks a consistency of approach across precinct provisions to the use of cross sections which outline the standards to be applied to future road construction. This approach should balance the need for flexibility to respond to changing design standards over time and the need for certainty, particularly where roads may be proposed to be constructed over time by a number of different developers.</p> <p>Auckland Transport seeks provisions within the Precinct Plan which indicate overall minimum road reserve widths as well as the functional requirements and key design elements for street design. These should be supported by appropriate activity status.</p>	<p>Amend PPC 58 to include provisions relating to the minimum road reserve widths and key design elements and functional requirements of new roads and existing roads which need to be upgraded to applicable urban standards including but not limited to:</p> <ul style="list-style-type: none"> • Carriageway • Role and Function of Road • Pedestrian provision • Cycleways • Public Transport (dedicated lanes, geometry etc)



Issue Provision /	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
			<p>matters for discretion and assessment criteria to provide for instances where these provisions are not met.</p> <p>PPC 58 includes limited material on future road design parameters and Auckland Transport seeks that these be introduced in accordance with the above point.</p> <p>It is noted that the “local road amenity” does not have separated cycle lanes. If 30 km/h operating speeds cannot be achieved through speed calming inherent in the design of this road, then dedicated cycle lanes would be required.</p> <p>Great South Road and Gattland Road should also be added to the table with the associated required detail.</p>	<ul style="list-style-type: none"> Ancillary Zone (Parking, Public Transport stops, street trees) Berm Frontage Building Setback Design Speed with 30km/h provided for on all new local roads. <p>Amend table 14xx.6.1. with required detail as per Table 1 below (or to the same or similar effect). Please refer to attached enlarged version at the end of this table.</p>
Stormwater management	Matters for discretion and assessment criteria	Support in part	<p>Auckland Transport supports the proposed stormwater provisions in so far as they require consideration of whole of life costs and use of communal devices to treat road runoff.</p> <p>However, it seeks minor drafting changes to further reinforce this.</p>	<p>Make the following amendments to Precinct rules:</p> <p>a. Matters of discretion 14xx.9.1:</p> <p>Include whole of life costs associated with publicly vested assets as a matter for discretion.</p>

Amend table 14xx.6.1. as follows - Table 1 below sets the required signage and functional elements for the road width, and adjoining, Non-PPC 58 Precinct

Table 1: Minimum Road Width, Function and Required Design Elements

Road Type	Proposed Road Width (m)	Proposed Road Type	Proposed Road Type	Proposed Road Type	Proposed Road Type	Proposed Road Type	Proposed Road Type	Proposed Road Type	Proposed Road Type
Local Road	10m	4	4	4	4	4	4	4	4
Local Road	12m	4	4	4	4	4	4	4	4
Local Road	15m	4	4	4	4	4	4	4	4
Local Road	18m	4	4	4	4	4	4	4	4
Local Road	21m	4	4	4	4	4	4	4	4
Local Road	24m	4	4	4	4	4	4	4	4
Local Road	27m	4	4	4	4	4	4	4	4
Local Road	30m	4	4	4	4	4	4	4	4
Local Road	33m	4	4	4	4	4	4	4	4
Local Road	36m	4	4	4	4	4	4	4	4
Local Road	39m	4	4	4	4	4	4	4	4
Local Road	42m	4	4	4	4	4	4	4	4
Local Road	45m	4	4	4	4	4	4	4	4
Local Road	48m	4	4	4	4	4	4	4	4
Local Road	51m	4	4	4	4	4	4	4	4
Local Road	54m	4	4	4	4	4	4	4	4
Local Road	57m	4	4	4	4	4	4	4	4
Local Road	60m	4	4	4	4	4	4	4	4
Local Road	63m	4	4	4	4	4	4	4	4
Local Road	66m	4	4	4	4	4	4	4	4
Local Road	69m	4	4	4	4	4	4	4	4
Local Road	72m	4	4	4	4	4	4	4	4
Local Road	75m	4	4	4	4	4	4	4	4
Local Road	78m	4	4	4	4	4	4	4	4
Local Road	81m	4	4	4	4	4	4	4	4
Local Road	84m	4	4	4	4	4	4	4	4
Local Road	87m	4	4	4	4	4	4	4	4
Local Road	90m	4	4	4	4	4	4	4	4
Local Road	93m	4	4	4	4	4	4	4	4
Local Road	96m	4	4	4	4	4	4	4	4
Local Road	99m	4	4	4	4	4	4	4	4
Local Road	102m	4	4	4	4	4	4	4	4
Local Road	105m	4	4	4	4	4	4	4	4
Local Road	108m	4	4	4	4	4	4	4	4
Local Road	111m	4	4	4	4	4	4	4	4
Local Road	114m	4	4	4	4	4	4	4	4
Local Road	117m	4	4	4	4	4	4	4	4
Local Road	120m	4	4	4	4	4	4	4	4
Local Road	123m	4	4	4	4	4	4	4	4
Local Road	126m	4	4	4	4	4	4	4	4
Local Road	129m	4	4	4	4	4	4	4	4
Local Road	132m	4	4	4	4	4	4	4	4
Local Road	135m	4	4	4	4	4	4	4	4
Local Road	138m	4	4	4	4	4	4	4	4
Local Road	141m	4	4	4	4	4	4	4	4
Local Road	144m	4	4	4	4	4	4	4	4
Local Road	147m	4	4	4	4	4	4	4	4
Local Road	150m	4	4	4	4	4	4	4	4
Local Road	153m	4	4	4	4	4	4	4	4
Local Road	156m	4	4	4	4	4	4	4	4
Local Road	159m	4	4	4	4	4	4	4	4
Local Road	162m	4	4	4	4	4	4	4	4
Local Road	165m	4	4	4	4	4	4	4	4
Local Road	168m	4	4	4	4	4	4	4	4
Local Road	171m	4	4	4	4	4	4	4	4
Local Road	174m	4	4	4	4	4	4	4	4
Local Road	177m	4	4	4	4	4	4	4	4
Local Road	180m	4	4	4	4	4	4	4	4
Local Road	183m	4	4	4	4	4	4	4	4
Local Road	186m	4	4	4	4	4	4	4	4
Local Road	189m	4	4	4	4	4	4	4	4
Local Road	192m	4	4	4	4	4	4	4	4
Local Road	195m	4	4	4	4	4	4	4	4
Local Road	198m	4	4	4	4	4	4	4	4
Local Road	201m	4	4	4	4	4	4	4	4
Local Road	204m	4	4	4	4	4	4	4	4
Local Road	207m	4	4	4	4	4	4	4	4
Local Road	210m	4	4	4	4	4	4	4	4
Local Road	213m	4	4	4	4	4	4	4	4
Local Road	216m	4	4	4	4	4	4	4	4
Local Road	219m	4	4	4	4	4	4	4	4
Local Road	222m	4	4	4	4	4	4	4	4
Local Road	225m	4	4	4	4	4	4	4	4
Local Road	228m	4	4	4	4	4	4	4	4
Local Road	231m	4	4	4	4	4	4	4	4
Local Road	234m	4	4	4	4	4	4	4	4
Local Road	237m	4	4	4	4	4	4	4	4
Local Road	240m	4	4	4	4	4	4	4	4
Local Road	243m	4	4	4	4	4	4	4	4
Local Road	246m	4	4	4	4	4	4	4	4
Local Road	249m	4	4	4	4	4	4	4	4
Local Road	252m	4	4	4	4	4	4	4	4
Local Road	255m	4	4	4	4	4	4	4	4
Local Road	258m	4	4	4	4	4	4	4	4
Local Road	261m	4	4	4	4	4	4	4	4
Local Road	264m	4	4	4	4	4	4	4	4
Local Road	267m	4	4	4	4	4	4	4	4
Local Road	270m	4	4	4	4	4	4	4	4
Local Road	273m	4	4	4	4	4	4	4	4
Local Road	276m	4	4	4	4	4	4	4	4
Local Road	279m	4	4	4	4	4	4	4	4
Local Road	282m	4	4	4	4	4	4	4	4
Local Road	285m	4	4	4	4	4	4	4	4
Local Road	288m	4	4	4	4	4	4	4	4
Local Road	291m	4	4	4	4	4	4	4	4
Local Road	294m	4	4	4	4	4	4	4	4
Local Road	297m	4	4	4	4	4	4	4	4
Local Road	300m	4	4	4	4	4	4	4	4

Note 1: Typical minimum cross-sections which may need to be used at specific locations where required to accommodate future stormwater management design, significant constraints or other localised design requirements.

Note 2: Cycle provision generally not required where design speeds are 30 km/h or less, unless less than 200 m before the end of the road.

Note 3: Median and functional width could be provided to accommodate unidirectional travel.

Note 4: Current legal width is 22 metres which is greater than that functionally required.

Note 5: Refer to Amendment 2 (July 2018) S.12.



Issue Provision /	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
Consistency across Private Plan Changes	Entire Plan Change	Oppose in part	Auckland Transport seeks a consistency of approach and drafting across the policies and other provisions contained within the Drury – Opāheke private plan changes and the adjoining PPC 52 in particular, provided that this exercise does not adversely affect the outcomes it is seeking.	<p>b. Amend following subclause under 14xx.9.1 as indicated:</p> <p>iv <u>Efficiency</u> Effieaeey and effectiveness of infrastructure.</p> <p>c. Add reference to assessment against stormwater related policies in 14xx.3</p> <p>d. Amend 14xx.9.2.1 (5) e) as follows:</p> <p>The design and effieaeey <u>efficiency</u> of infrastructure and devices (including communal devices) with consideration given to the likely effectiveness, lifecycle costs, ease of access and operation and integration with the built and natural environment.</p> <p>Make necessary amendments to PPC 58 as required to achieve an integrated development framework with adjoining/adjacent plan changes/development areas to ensure a consistency in approach, including in relation to objectives, policies, rules, methods, precinct plan and maps across the private plan changes within the Drury growth area.</p> <p>Consideration could be given to an integrated precinct plan(s) and associated provisions covering adjoining plan changes in the event both are approved.</p>



Amend table 14xx.6.1. as follows - Table 1 below sets out the total required widths and functional elements for the roads within, and adjoining, the PPC 58 Precinct

Table 1 Minimum Road width, function and required Design Elements

Road name	Proposed Role and Function of Road in Precinct Area	Minimum Road Reserve ¹	Total number of lanes	Design Speed	Median	Cycle provision ²	Pedestrian provision	Freight Heavy Vehicle route	Access Restrictions	Bus Provision
Great South Road	Arterial	30m	4	60km/h	flush	Yes	Both Sides	Yes	Yes ⁵	Yes
Gatland Road	Local	16m ⁴	2	30km/h	No	No	Both Sides	No	No	No
Amenity Link Road	Local	22.2m	2	30km/h	No ³	No	Both Sides	No	No	No
Local Internal Roads	Local	16m	2	30km/	No	No	Both Sides	No	No	No

Note 1: Typical minimum cross section which may need to be varied in specific locations where required to accommodate batters, structures, intersection design, significant constraints or other localised design requirements.

Note 2: Cycle provision generally not required where design speeds are 30 km/h or less traffic volumes less than 3000 vehicles per day.

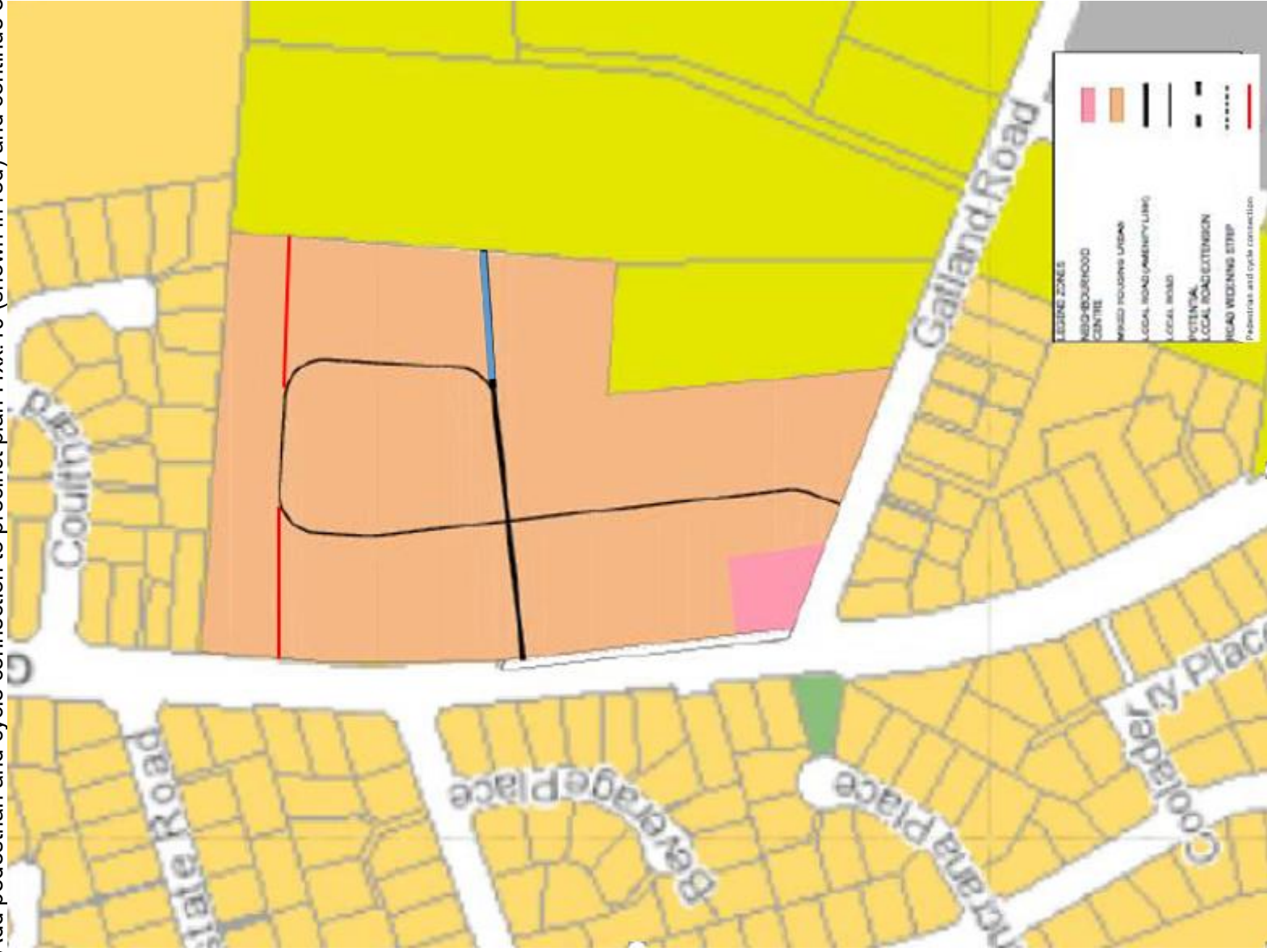
Note 3: Median not functionally required but could be provided to accommodate swale/dedicated overland flow path.

Note 4: Current legal width is 20 metres which is greater than that functionally required.

Note 5: Refer to Assessment Criteria I410.8.1(2).



Figure 1
Add pedestrian and cycle connection to precinct plan I4xx.10 (shown in red) and continue east west local road to eastern boundary (shown in blue)





2 March 2021

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

Submission sent via email: unitaryplan@aucklandcouncil.govt.nz

**SUBMISSION ON PROPOSED PLAN CHANGE 58 (PRIVATE): 470 AND 476
 GREAT SOUTH ROAD AND 2 AND 8 GATLAND ROAD, PAPAURA
 AUCKLAND UNITARY PLAN (OPERATIVE IN PART)**

Introduction

Kāinga Ora – Homes and Communities (“**Kāinga Ora**”) at the address for service set out below, provides the following feedback on the Proposed Plan Change 58 (Private); 470 & 476 Great South Road, 2 & 8 Gatland Road (“**PC58**”), Papakura. PC58 seeks changes to the Auckland Unitary Plan (Operative in Part) (“**AUP(OP)**”) to rezone 6.1ha of land on the corner of Great South Road and Gatland Road in Papakura. The plan change seeks to rezone the land from Future Urban Zone (“**FUZ**”) to Residential Mixed Housing Urban (“**MHU**”) and a portion of land to the Business Neighbourhood Centre Zone (“**BNC**”), with frontages to Gatland Road and Great South Road. It’s also proposed to create a new precinct to overly the plan change area; I4xx – Gatland Road Precinct. The precinct seeks to provide for stormwater quality management and roading connections. A Stormwater Management Area – Flow 1 overlay is also applied for the area.

Background

1. Kāinga Ora was established in 2019 as a statutory entity under the Kāinga Ora - Homes and Communities Act 2019 (“**KOHC Act**”). Kāinga Ora merged together the Housing New Zealand Corporation (“**Housing NZ**”), HLC (2017) Ltd and parts of the KiwiBuild Unit in October 2019. Under the Crown Entities Act 2004, Kāinga Ora is listed as a Crown agent and is required to give effects to Government policies.

2. Kāinga Ora is now the Government's delivery entity for housing and urban development as mandated under the KOHC Act. Kāinga Ora therefore work across the entire housing spectrum in New Zealand to create complete, diverse communities that enable New Zealanders from all backgrounds to have similar opportunities in life. As a result, Kāinga Ora has two core roles:
 - a) Being a world class public housing landlord; and
 - b) Leading and co-ordinating urban development projects.
3. Kāinga Ora's statutory objective requires it to contribute to sustainable, inclusive, and thriving communities that:
 - a) provide people with good quality, affordable housing choices that meet diverse needs; and
 - b) support good access to jobs, amenities and services; and
 - c) otherwise sustain or enhance the overall economic, social, environmental and cultural well-being of current and future generations.
4. Kāinga Ora is focused on delivering quality urban developments by accelerating the availability of build-ready land, and building a mix of housing including public housing, affordable housing, homes for first home buyers, and market housing of different types, sizes and tenures.
5. In the Auckland region, the public housing portfolio managed by Kāinga Ora comprises approximately 29,100 dwellings^[1]. Auckland is a continued priority to reconfigure and grow Kāinga Ora's housing stock to provide efficient and effective public and affordable housing that is aligned with current and future residential demand in the area, and the country as a whole.
6. Kāinga Ora has a shared interest in the community as a key stakeholder, alongside local authorities. Kāinga Ora works with local authorities to ensure that appropriate services and infrastructure are delivered for its developments. In addition, Kāinga Ora seeks that local authorities across the country are abiding to national direction as mandated by the

¹ Sourced from: *Managed Kāinga Ora Rental Properties by Territorial Local Authority as at 30 September 2020*
<https://kaingaora.govt.nz/assets/Publications/Managed-stock/Managed-Stock-TLA-Sept-2020.pdf>

Government, providing sufficient development capacity and potential across both the public and private housing markets, to address growing housing demand.

7. In addition to its role as a public housing provider, Kāinga Ora also has a significant role as a landowner, landlord, ratepayer and developer of residential housing in urban development more generally. Strong relationships between local authorities and central government are key to delivering government's priorities on increasing housing supply.
8. Policy decisions made at both central and local government level have impacts on housing affordability. The challenge of providing affordable housing requires close collaboration between central and local government, to address planning and governance issues, reduce the cost of construction, land supply constraints, infrastructure provisions and capacity as well as improved urban environments.
9. Kāinga Ora is interested in all issues that may affect the supply and affordability of housing. These include the provision of services and infrastructure and how this may impact on Kāinga Ora existing and planned housing, community development and Community Group Housing providers.
10. In addition to the above, Kāinga Ora will play a greater role in urban development in New Zealand. The legislative functions of Kāinga Ora illustrate this broadened mandate and outlines two key roles of Kāinga Ora in that regard:
 - a) Initiating, facilitating and/or undertaking development not just for itself, but in partnership or on behalf of others; and
 - b) Providing a leadership or coordination role more generally.

Scope of Submission

11. The submission relates to Plan Change 58 as a whole.
12. It should be noted that Kāinga Ora does not own any property within the area subject to PC58. However, it has an interest in the proposed plan change for the reasons listed above.

The submission is:

13. Kāinga Ora is **supportive in part** towards PC58 in that it supports the proposed rezoning but opposes the proposed Gatland Road precinct.

14. Kāinga Ora supports the proposed rezoning of the plan change area from Future Urban Zone to MHU and BNC. The rezoning of approximately 6.1 hectares of land from the FUZ to MHU, is supported as this will contribute to creating additional housing supply both in Papakura and the wider Auckland area. The proposed rezoning of the FUZ to MHU is consistent with the outcomes sought in the Drury-Opāheke Structure Plan 2019 – Land Use Map 2019.
15. The rezoning of a block of land with frontages to Gatland Road and Great South Road from FUZ to the BNC is also supported. This will create opportunity for fundamental services to be located near an area subject to future residential intensification. This is also consistent with the Auckland Regional Policy Statement; Policy B2.2.2(6) of the AUP(OP), as well as the Drury-Opāheke Structure Plan 2019 – Land Use Map 2019. Kāinga Ora is supportive in the assessment provided by the applicant in relation to the rationale for the rezoning of the site.
16. Kāinga Ora acknowledges that the rezoning of land may not be sequenced within the Future Urban Land Supply Strategy 2017, which is cross-referenced within the Drury-Opāheke Structure Plan, mentioning that the area is to be rezoned during ‘2028-2038’. Kāinga Ora is generally supportive in the planning assessment undertaken in support of PC58 because the proposed rezoning has taken place following the Drury-Opāheke Structure Plan 2019 and is therefore aligned with the sequence for urban land rezoning outlined within the RPS Policy B2.2.2(3).
17. PC 58 as notified requests a precinct over the plan change area to manage stormwater quality and roading layouts. Kāinga Ora considers that the use of precinct to manage two land-use matters creates added complexity to the interpretation of the AUP(OP), which is unnecessary. There are existing AUP(OP) provisions that manage the effects and outcomes as those sought in the proposed precinct. Furthermore, the proposed precinct does not follow the precinct format as per the standard layout of those in the AUP(OP). In general, the objectives and policies proposed in the precinct duplicate those already provided for in the AUP(OP), not providing any additional value to the plan change area.
18. Specifically, Kāinga Ora **opposes** the proposed Precinct Standard 14xx.6.1 - Building materials. This standard requires the use of inert building materials for all new buildings and additions to buildings within the precinct. The standard’s purpose is to protect water quality in streams by avoiding the release of contaminants from building materials. It is unclear from the activity table, what the activity status for an application will be if this

standard is infringed. The requirement to use inert building material to manage stormwater quality was a matter that has been discussed and removed as part of the hearing process for the AUP(OP). The Independent Hearing Panel considered that such provisions do not meet the purpose of the Resource Management Act 1991 (“**RMA**”). Such requirements will increase the cost for developers and renders that only certain products may be used as part of construction for the precinct area. It should be noted that during initial phase of development, building materials are not considered until such time where the proposal progresses to detailed design and building consent.

19. Furthermore, Kāinga Ora understands that Auckland Council’s Healthy Waters Department requires developers to provide a Stormwater Management Plan (“SMP”) that will manage the quality of stormwater discharge from development. The SMP is required when a site connects to the Council’s public network in accordance with the region-wide Stormwater Network Discharge Consent. Generally, stormwater treatment for roofing and impervious areas are required as part of the SMP process, rather than during an application for resource consent.

20. Kāinga Ora questions the need for the proposed Gatland Road Precinct Plan. Subdivision standard I4xx.7.1(1) requires all roads within the precinct must be located in general accordance with the Gatland Road Precinct Plan, where non-compliance is a discretionary activity. Given the proposed roading layout is indicative at this stage, then it should not be enforced through a prescriptive precinct provision and non-compliance with this roading layout will subject development to a stringent activity status classification. Currently the provisions in Chapter E38 Subdivision – Urban of the AUP(OP) requires subdivision layout to be safe, efficient, convenient and accessible. It also requires subdivision to provide street and block patterns that support liveable, walkable and connected neighbourhood. These matters are generally already provided for by Objective E38.2.(6) and Policy E38.3(10) of the AUP(OP). Subdivision is also assessed against the assessment criteria of the plan with the support of an integrated traffic assessment based upon the development in terms of intensity, scale and the traffic environment at the time of development. Therefore the proposed precinct objectives, policies and provisions in relation to transport do not add any value to the development within the plan change area than what’s already been provided for in the AUP(OP). These add further complexity to the AUP(OP) that development will need to comply with.

21. The remaining standards relate to road width and mandating a non-complying activity status if cul-de-sacs are proposed. In relation to these specific standards, Kāinga Ora

is in a neutral position. However, the outcomes sought by these standards are already provided for in other parts of the AUP(OP) (e.g. E38 Subdivision – Urban and E27 Transport).

22. Given the concerns identified above, it is requested that the Gatland Road Precinct is **removed in its entirety** and is therefore not included as part of the AUP(OP) under this plan change. Kāinga Ora are of the view that the proposed precinct chapter does not necessarily add any other considerations that aren't already required to be considered under the provisions of the AUP(OP). Therefore, this adds another unnecessary statutory layer to the development for the proposed plan change area. This will be confusing for land owners and developers, particularly when it does not provide any other value to what the AUP(OP) seeks to provide for; seeking to achieve the purpose of the RMA.

Relief Sought

23. Kāinga Ora seek the following decisions from Auckland Council on PC58 and any consequential relief necessary to satisfy Kāinga Ora's concerns:
- a) Rezone the site as notified;
 - b) Remove the Gatland Road Precinct from PC58 in its entirety;
 - c) Amend the Gatland Road precinct to remove Precinct Standard I4xx.6.1 - Building material;
 - d) Amend the Gatland Road precinct to remove the Precinct Standard I4xx.7(3) which makes non-compliance with the Gatland Road precinct plan a discretionary activity; and
 - e) Ensure any consequential relief necessary is adopted to satisfy Kāinga Ora's concerns.
24. Kāinga Ora does not consider it can gain an advantage in trade competition through this submission.
25. Kāinga Ora does wish to be heard in support of this submission.

Dated this 2nd day of March 2021



Brendon Liggett
Development Planning Manager
Urban Planning and Design

ADDRESS FOR SERVICE:

Kāinga Ora – Homes and Communities

PO Box 74598, Greenlane, Auckland

Email: developmentplanning@kaingaora.govt.nz

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 58 (Private) - Peter Bolam
Date: Tuesday, 2 March 2021 5:30:35 PM
Attachments: [P Bolam PPC 58 Submission.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Peter Bolam
Organisation name:
Agent's full name: Haines Planning
Email address: kaaren.rosser@hainesplanning.co.nz
Contact phone number: 0211146831
Postal address:
c/o PO Box 90842
Victoria Street West
Auckland 1142

Submission details

This is a submission to:

Plan change number: Plan Change 58 (Private)
Plan change name: PC 58 (Private): 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura

My submission relates to

Rule or rules:
Please see attached submission
Property address: 91, 95 Gatland Road and 524 Great South Road, Papakura
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:
Please see attached submission
I or we seek the following decision by council: Approve the plan change with the amendments I requested
Details of amendments: Please see attached submission
Submission date: 2 March 2021
Supporting documents
[P Bolam PPC 58 Submission.pdf](#)

Attend a hearing

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

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

Declaration

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

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

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

Yes

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

SUBMISSION ON PRIVATE PLAN CHANGE 58 FOR 470 & 476 GREAT SOUTH ROAD AND 2 & 8 GATLAND ROAD, PAPA KURA

Submitter Details:

1. Name: Peter Bolam
2. Address for Service:
Postal: C/- Haines Planning
PO Box 90842
Victoria Street West
AUCKLAND 1142

Email: kaaren.rosser@hainesplanning.co.nz
3. Contact Person: Kaaren Rosser
Associate
4. Date of Submission: 2 March 2021

Scope of Submission:

5. Property Addresses: 91, 95 Gatland Road and 524 Great South Road, Papakura
6. The aspects of Plan Change 58 that this submission relates to are:
 - a) The establishment of a new Mixed Housing Urban Zone together with a new Gatland Road Precinct over the sites within the proposed Plan Change area;
 - b) The stormwater management provisions of the proposed precinct.

Submission:

7. This submission is made under Clause 6 of the First Schedule, Resource Management Act, 1991.
8. The submitter owns the properties at 91, 95 Gatland Road and 524 Great South Road, which lie south of the Plan Change area, within the Slippery Creek catchment.
9. The submitter conditionally opposes the Plan Change. It is considered that, unless the relief sought below is granted, the Plan Change is contrary to the

sustainable management of natural and physical resources and is otherwise inconsistent with Part 2 of the Act.

10. In particular, but notwithstanding the generality of the above, the Gatland Road precinct provisions that are not supported are as follows:
 - a) 14xx.1 Objective 4 – this objective needs to address flooding effects of downstream properties;
 - b) 14xx.3 Stormwater Policies – there are no stormwater policies to address potential downstream flooding effects;
 - c) The standards under 14xx.6 and 14xx.7;
 - d) The stormwater management assessment criteria under 14xx.9.2.1(5).
11. The above listed provisions do not adequately address the potential downstream flooding effects resulting from the urbanisation of the Plan Change area. The submitter is concerned that potential flooding risks and Slippery Creek erosion impacts of development will be addressed ineffectually during any future resource consent applications, given the absence of policies or standards relating to the known downstream flood risk. The proposed provisions will lead to a piecemeal approach where cumulative effects may increase the flood levels for downstream properties. Furthermore, the assessment criteria for restricted discretionary activities, appear to apply to only subdivision activities, thereby precluding future intensive building developments, that are to be held in single ownership, from needing to satisfy the stormwater assessment criteria.

Relief Sought

12. The submitter seeks the following decision from Auckland Council on the Plan Change:
 - a) Decline the Plan Change to the extent necessary until the downstream flooding effects are modelled and quantified for the maximum possible development enabled under the Plan Change area;
 - b) Such further amendments, or consequential amendments to the precinct provisions, once the flooding effects are quantified, to ensure that the proposed precinct provisions for stormwater management provide for a nil increase in downstream flood water levels. This may require, for example, provisions for 100% attenuation of the 1% AEP flood event.
13. The submitter wishes to be heard in support of this submission.
14. If others make a similar submission, the submitter would be willing to consider presenting a joint case with them at hearing.

Signed for and on behalf of Peter Bolam:



Kaaren Rosser
Associate BSc, DipNatRes, CPlan, Assoc. NZPI

2310 SUB PC58

12 April 2021

Plans and Places

Auckland Council

Private Bag 92300

Auckland 1142

Attn: Planning Technician

Email: unitaryplan@aucklandcouncil.govt.nz

**Re: Proposed Private Plan Change 58 – 470 and 476 Great South Road and 2 and 8
Gatland Road, Papakura**

Please find attached Auckland Transport's submission on the Proposed Private Plan
Change 58 from Greg and Nicky Hayhow.

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

Yours sincerely



Chris Freke
Principal Planner, Land Use Policy and Planning

cc: MarkB@mhg.co.nz

Mt Hobson Group
PO Box 37964 Parnell, Auckland 1151
ATTN: Mark Benjamin

Encl: Auckland Transport's further submission on Proposed Private Plan Change 58 – 470
and 476 Great South Road and 2 and 8 Gatland Road, Papakura

Form 6: Further submission by Auckland Transport on proposed Private Plan Change 58 - 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura under Clause 6 of Schedule 1, Resource Management Act 1991

To: Auckland Council
Private Bag 92300
Auckland 1142

Further submission on: Submissions to Proposed Private Plan Change 58 – 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura. This Plan Change is to to rezone 6.1 hectares of land in Papakura from Future Urban zone to approximately 6 hectares of Residential: Mixed Housing Urban zone and approximately 1,800m² Business Neighbourhood Centre zone. Private Plan Change 58 also seeks to introduce a new Gatland Road Precinct across the extent of the Plan Change area.

From: Auckland Transport
Private Bag 92250
Auckland 1142

1. Introduction

1.1 Auckland Transport represents a relevant aspect of the public interest and also has an interest in the proposal that is greater than the interest that the general public has. Auckland Transport's grounds for specifying this are that it is a Council-Controlled Organisation of Auckland Council ('the Council') and Road Controlling Authority for the Auckland region.

1.2 Auckland Transport's legislated purpose is "to contribute to an effective, efficient and safe Auckland land transport system in the public interest."

2. Scope of further submission

2.1 The specific parts of the submissions supported, opposed or where Auckland Transport has a neutral position providing any transport implications arising from accepting a submission are addressed, and the reasons for Auckland Transport's position, are set out in **Attachment 1**.

2.2 The decisions which Auckland Transport seeks from the Council in terms of allowing or disallowing submissions are also set out in **Attachment 1**.

3. Appearance at the hearing

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

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



Signed for and on behalf of Auckland Transport

Christina Robertson
Group Manager: Strategic Land Use and Spatial Management

12 April 2021

Address for service of further submitter:

Contact person: Chris Freke
Principal Planner, Land Use Policy and Planning

Address for service: Auckland Transport
Private Bag 92250
Auckland 1142

Telephone: 0274 661119

Email: Chris.Freke@at.govt.nz

Attachment 1

Submitter	Submission point	Summary of submission	Support or oppose	Reason for AT further submission	Decision sought
1. Stuart Hope	1.3	Redesign Loop Road to provide a link to the proposed link road in 46 Gatland Road for Opaheke Park access - refer attached maps/diagrams	Support	Auckland Transport's original submission (submission point 8.7) also seeks that this link be clearly identified in the Precinct Plan so as to enable connection with a future north-south extension of Park Way through to Gatland Road.	Auckland Transport supports the relief sought by the submitter to link the Plan Change road layout with the existing and anticipated local transport network.
5. Counties Power	5.2	Provide a cross section of area of Great South Road to be widened to understand the potential impact on Counties Power's assets. In addition, any relocation of Counties Power's assets arising from the Plan Change will need to be funded by those requiring the work.	Oppose	The Auckland Unitary Plan – Operative in Part (AUP) provisions (Policy E38.3.(17)) require road reserves to be sufficient to accommodate network utilities. In addition, the subsequent subdivision consent and the Engineering Plan Approval processes, along with a standard requiring adequate minimum road reserve widths, will enable the issue raised by the submitter to be addressed.	Auckland Transport requests that this submitter's request be declined.
	5.7	Amend standard 14xx.7.1.2 Counties Power seeks a typical road cross-section for local roads and local road amenity links to ensure that the berm is an acceptable width for installation of underground electrical reticulation. Counties Power also seeks this standard to be amended to include	Oppose	Auckland Transport submitted on the Plan Change seeking a consistency of approach across private plan change precinct provisions in the use of cross sections (submission point 8.8). Auckland Transport seeks the inclusion of the standards to be applied to future road construction in preference to use of typical cross sections. Such an approach should balance the need for flexibility to respond to changing design	Auckland Transport requests that this submitter's request be declined.

		cross-sections of local roads and local road amenity links rather than just the width.		standards over time and the need for certainty. The AUP provisions (Policy E38.3.(17)) require road reserves to be sufficient to accommodate network utilities. In addition, the subsequent subdivision consent and Engineering Plan Approval processes, along with a standard requiring adequate minimum road reserve widths, will enable the issue raised by the submitter to be addressed.	
9. Kainga Ora – Homes and Communities	9.2	Decline the precinct in its entirety	Oppose	Auckland Transport generally supports the use of precinct provisions setting out transport requirements relating to road standards, mitigation, assessment, connectivity and/or staging requirements. It considers that this approach provides more certainty that the transport-related effects arising from development of the proposed Private Plan Change 58 area will be addressed, rather than relying on the general AUP provisions alone. The use of precinct provisions also provides the opportunity to ensure consistency of approach across the Drury Private Plan changes.	Auckland Transport requests that this submitter's request be declined.
	9.4	Amend precinct - remove standard 14xx.7(3) which	Support in part	Auckland Transport supports precinct plan provisions outlining the minimum required road reserve widths and	Auckland Transport requests that the submitter's request be granted subject to the activity status for non-

		<p>makes non-compliance with the Gatland Road precinct plan a discretionary activity.</p>		<p>elements required to be provided for each type of road. However, it considers that restricted discretionary activity status is more appropriate than discretionary activity status for proposals that do not comply with the road construction standards, provided that this is accompanied by appropriate matters for discretion and assessment criteria.</p>	<p>compliance with roading construction standards being changed to restricted discretionary status provided that this is accompanied by appropriate matters for discretion and assessment criteria.</p>
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Further Submission on Plan Change 58 (Private) by Kāinga Ora – Homes and Communities - 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura

Clause 8 of Schedule 1 to the Resource Management Act 1991

TO: Planning Technician

Auckland Council

Level 24, 135 Albert Street

Private Bag 92300

Auckland 1142

Further submission sent via email: unitaryplan@aucklandcouncil.govt.nz

1. **Kāinga Ora – Homes and Communities (“Kāinga Ora”)** makes this further submission on Proposed Plan Change 58 – 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura (“PC58”). Further submissions are made in support of/in opposition to original submissions to PC58.
2. Kāinga Ora makes this further submission in respect of submissions by third parties to the Proposed Plan Change to the extent that they directly affect the relief sought in its own submission, which seeks to support the adoption of PC58 with amendments, including to remove the proposed Gatland Road Precinct from the plan change. Further submissions are made in light of enabling Kāinga Ora to meet its statutory functions under the Kāinga Ora – Homes and Communities Act 2019.
3. Kāinga Ora submits the following in reference to the Summary of Decisions Requested (“SDR”) by Auckland Council:
 - (a) The relief sought as set out in Kāinga Ora 's original submission on PC58.
 - (b) In the case of the Original Submissions that are opposed:

- (i) The Original Submissions do not promote the sustainable management of natural and physical resources and are otherwise inconsistent with the purpose and principles of the Resource Management Act 1991 (“**RMA**”);
 - (ii) The relief sought in the Original Submissions is not the most appropriate in terms of section 32 of the RMA;
 - (iii) Rejecting the relief sought in the Original Submissions opposed would more fully serve the statutory purpose than would implementing that relief; and
 - (iv) The Original Submissions are inconsistent with the policy intent of Kāinga Ora’s original submission.
- (c) In the case of Original Submissions that are supported:
- (i) The Original Submissions promote the sustainable management of natural and physical resources and are consistent with the purpose and principles of the RMA and with section 32 of the RMA;
 - (ii) The reasons set out in the Original Submissions to the extent that they are consistent with Kāinga Ora’s submission; and
 - (iii) Allowing the relief sought in the Original Submissions supported would more fully serve the statutory purpose than would disallowing that relief.
- (d) Such additional reasons (if any) in respect of each of the Original Submissions supported or opposed as are set out in the **attached** Schedule.
4. The specific relief in respect of each Original Submission that is supported or opposed is set out in the **attached** Schedule derived from Auckland Council’s ‘Summary of Decisions Requested’. Of particular relevance to Kāinga Ora’s further submission:
- (a) Kāinga Ora opposed the inclusion of the Gatland Road Precinct under PC58 in its original submission, because the precinct did not appear to add any value to the site from a planning perspective, other than what existing objectives, policies and provisions already provide for. Therefore, Kāinga Ora also oppose submissions seeking to retain or amend certain proposed precinct provisions. Kāinga Ora would however be open to discussions around precinct provisions

where submissions seek to propose new provisions that otherwise might add additional value to the plan change area not already included in the Auckland Unitary Plan's Auckland-wide or zone provisions.

- (b) Kāinga Ora seeks that a clear distinction is made through what is reasonably imposed on the applicant during a plan change process and what is the responsibility of developers through other mechanisms, such as resource consent processes. Therefore, Kāinga opposes submissions made to the effect that the applicants for PC58 should be responsible for providing stormwater mitigation and solving infrastructure funding shortfalls. Rather, these issues are better assessed through the resource consent stages of a development and it would be the responsibility of developers applying for resource consent.

5. Kāinga Ora wishes to be heard in support of its further submission.
6. If others make a similar submission, Kāinga Ora will consider presenting a joint case with them at a hearing.

DATED 12 April 2021

Kāinga Ora – Homes and Communities

PP



Brendon Liggett

ADDRESS FOR SERVICE:

Kāinga Ora – Homes and Communities
PO Box 74598
Greenlane, Auckland
Attention: Brendon Liggett
Email: developmentplanning@hnzc.govt.nz

Copies to:

Kāinga Ora – Homes and Communities

PO Box 74598

Greenlane, Auckland

Attention: Tim Matthews & Crystal Chan

Email: Tim.Matthews@kaingaora.govt.nz

Crystal.Chan@kaingaora.govt.nz

Plan Change 58 (Private): 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura

Summary of Decisions Requested

Sub Point	Submitter Name	Theme	Summary	Kāinga Ora position	Kāinga Ora further submission
1.1	Stuart Hope	Support with amendments	Amend to incorporate the requirement to continue to retain stormwater from the subdivision on the western side of Great South Road as well as the stormwater from within the proposed subdivision. This will require the pond to be enlarged or additional retention ponds/tanks to be added.	Oppose in part	Kāinga Ora oppose this submission as this matter has already been addressed in paragraphs 8.52 - 8.58 of the private plan change request analysis report prepared by Mt Hobson Group.
1.2	Stuart Hope	Support with amendments	Seeks that the open stormwater drains in 46 and 52 Gatland Road be upgraded to 750mm stormwater pipes to connect to the existing pipe in 64 Gatland Road	Oppose	Kāinga Ora oppose this submission as these properties are located outside the proposed plan change area.
1.3	Stuart Hope	Support with amendments	Redesign loop road to provide a link to the proposed link road in 46 Gatland Road for Opaheke Park access - refer attached maps/diagrams	Oppose in part	Kāinga Ora generally oppose this submission as it is inconsistent with its primary submission.
3.1	Ngati Te Ata Waiohū	Support with conditions	Seeks that the Recommendations in the Ngati Te Ata CVA Report be integrated into the overall design	Support in part	Kāinga Ora support to the submission to the extent it is consistent with its primary submission.
4.3	Veolia Water Services (ANZ) Pty Ltd	Neutral	Seeks that the Applicant will, at its cost, design and construct: i. any wastewater infrastructure required to enable the connection of the Plan Change Area to the public wastewater disposal and collection system ii. any water infrastructure required to enable the connection of the Plan Change Area to the public retail water network	Oppose	Kāinga Ora oppose the submission for the reasons set out in its primary submission.
4.4	Veolia Water Services (ANZ) Pty Ltd	Neutral	The Applicant to obtain approval from Veolia for the connection points to the local network to service the Plan Change Area.	Oppose	Kāinga Ora oppose the submission for the reasons set out in its primary submission.
5.1	Counties Power	Support	Include the objective as proposed	Oppose	Kāinga Ora oppose the submission for the reasons set out in its primary submission.
5.3	Counties Power	Support in part	Amend policy I4xx.3(2)	Oppose	Kāinga Ora oppose the submission for the reasons set out in its primary submission.
5.4	Counties Power	support	Include new policy under I4xx.3 (8) To ensure that Gatland Road precinct is subdivided and developed in a comprehensive and integrated way, the timing of development should be coordinated with all infrastructure providers in order to be able to provide the Gatland Road Precinct with appropriate supporting infrastructure and avoid disruption caused by delayed installation of utilities.	Oppose	Kāinga Ora oppose the submission for the reasons set out in its primary submission.
5.5	Counties Power	Support	Include amended provision under I4xx.5(2) (a) in relation to infrastructure, the network utility operator which operates that infrastructure	Oppose	Kāinga Ora oppose the submission for the reasons set out in its primary submission.
5.6	Counties Power	Support in part	Amend standard I4xx.7.1.1	Oppose	Kāinga Ora oppose the submission for the reasons set out in its primary submission.
5.7	Counties Power	Support in part	Amend standard I4xx.7.1.2	Oppose	Kāinga Ora oppose the submission for the reasons set out in its primary submission.
5.8	Counties Power	Support in part	Amend provisions under I4xx.9.2.1 Matters of discretion	Oppose	Kāinga Ora oppose the submission for the reasons set out in its primary submission.
5.9	Counties Power	Support in part	Amend provisions to reflect the recommended changes to objectives, policies, standards, matters of discretion as outlined in the other sections of this submission.	Oppose	Kāinga Ora oppose the submission for the reasons set out in its primary submission.
7.1	Heritage New Zealand Pouhere Taonga	Oppose	Provide an archaeological assessment completed by a suitably qualified professional to establish if any archaeological values are located within the subject land and amend the plan change as necessary to avoid any archaeological sites in the first instance.	Support in part	Kāinga Ora support to the submission to the extent it is consistent with its primary submission.
8.1	Auckland Transport	Oppose	Decline unless the reasons for this submission, as outlined in the main body of this submission and in this table, including Auckland Transport's concerns about transport infrastructure and services funding deficit, are appropriately addressed and resolved. If PPC 58 is not declined, then given that there is no certainty around funding and delivery for required infrastructure improvements, there is a need to consider a range of mitigation methods including the potential deferral of development or a review and implementation of land development staging to ensure co-ordination and alignment with the required transport network mitigation.	Oppose in part	Kāinga Ora oppose the submission for the reasons set out in its primary submission.

8.2	Auckland Transport	Oppose	Decline unless provisions are incorporated and / or appropriate mechanisms identified to provide for the upgrades required on Great South Road to an urban standard and to ensure that development does not adversely affect the ability to undertake any necessary upgrades to enable a future Frequent Transport Network. PPC 58 should include appropriate rules and provisions that address the following in relation to the upgrade of Great South Road: • formation of frontage upgrades to the extent at least equivalent to that required for a collector road. • timing of upgrade requirements including the ability to consider the staging of works and connections, as well as any transition to existing road formation as matters for discretion. • funding and delivery of the above work. - addition of Great South Road to table 14.x.x.6.1.1 road construction standards with the required detail.	Oppose in part	Kāinga Ora oppose the submission for the reasons set out in its primary submission.
8.3	Auckland Transport	Oppose	Amend PPC 58 to include appropriate activity rules, standards, matters of discretion and assessment criteria in relation to staging requirements. Amend PPC 58 to incorporate provisions that address cross boundary transport network mitigation requirements, determining the responsibility for the delivery to ensure interim adverse effects on the transport network are mitigated.	Oppose	Kāinga Ora oppose the submission for the reasons set out in its primary submission.
8.4	Auckland Transport	Oppose in part	Amend PPC 58 to incorporate policies, standards and assessment criteria which provide for efficient and effective active mode routes from the Precinct Plan area and beyond to future FTN routes on Great South Road. Amend the precinct plan to include an additional northern direct East/West pedestrian and cycle route between Great South Road and the eastern boundary of the plan change area as indicatively depicted within attached Figure 1.	Oppose	Kāinga Ora oppose the submission for the reasons set out in its primary submission.
8.5	Auckland Transport	Oppose	Amend PPC 58 to include appropriate rules and provisions to ensure that improvements can be required to the Gatland Road frontage to bring it to an appropriate urban form. Gatland Road should be added to table 14.x.x.6.1.1 road construction standards with the required detail.	Oppose	Kāinga Ora oppose the submission for the reasons set out in its primary submission.
8.6	Auckland Transport	Oppose	Amend PPC 58 to incorporate provisions and mechanisms to provide certainty around the delivery of the local network improvements required to mitigate the effects from development enabled under the plan change, including the mitigation measures identified in this submission.	Oppose	Kāinga Ora oppose the submission for the reasons set out in its primary submission.
8.7	Auckland Transport	Oppose in part	Auckland Transport seeks the following: a. That a feasible and optimal future network link alignment to the eastern boundary be confirmed and integrated with PPC 58 and wider transport requirements. b. That this link be clearly identified in the Precinct Plan (refer to attached Figure 1), so as to enable connection with a future north south extension of Park Way through to Gatland Road. c. Confirmation that the proposed wetland can be located so as to permit the extension of this road past it.	Oppose	Kāinga Ora oppose the submission for the reasons set out in its primary submission.
8.8	Auckland Transport	Oppose in part	Amend PPC 58 to include provisions relating to the minimum road reserve widths and key design elements and functional requirements of new roads and existing roads which need to be upgraded to applicable urban standards including but not limited to: • Carriageway • Role and Function of Road • Pedestrian provision • Cycleways • Public Transport (dedicated lanes, geometry etc) - Ancillary Zone (Parking, Public Transport stops, street trees) • Berm • Frontage • Building Setback • Design Speed with 30km/h provided for on all new local roads. Amend table 14xx.6.1. with required detail as per Table 1 below (or to the same or similar effect). Please refer to attached enlarged version at the end of this table.	Oppose	Kāinga Ora oppose the submission for the reasons set out in its primary submission.

8.9	Auckland Transport	Support in part	<p>Amend the following precinct rules:</p> <p>a. Matters of discretion 14xx.9.1: Include whole of life costs associated with publicly vested assets as a matter for discretion.</p> <p>b. Amend following subclause under 14xx.9.1 as indicated: iv Efficiency Efficacy and effectiveness of infrastructure.</p> <p>c. Add reference to assessment against stormwater related policies in 14xx.3</p> <p>d. Amend 14xx.9.2.1 (5) e) as follows: The design and efficacy efficiency of infrastructure and devices (including communal devices) with consideration given to the likely effectiveness, lifecycle costs, ease of access and operation and integration with the built and natural environment.</p>	Oppose in part	Kāinga Ora oppose the submission for the reasons set out in its primary submission.
8.10	Auckland Transport	Oppose in part	<p>Amend PC58 as required to achieve an integrated development framework with adjoining/adjacent plan changes/development areas to ensure a consistency in approach, including in relation to objectives, policies, rules, methods, precinct plan and maps across the private plan changes within the Drury growth area. Consideration could be given to an integrated precinct plan(s) and associated provisions covering adjoining plan changes in the event both are approved.</p>	Oppose in part	Kāinga Ora oppose the submission for the reasons set out in its primary submission.
10.1	Peter Bolam	decline in part	<p>Decline the Plan Change to the extent necessary until the downstream flooding effects are modelled and quantified for the maximum possible development enabled under the Plan Change area</p>	Oppose	Kāinga Ora oppose the submission for the reasons set out in its primary submission.
10.2	Peter Bolam	decline in part	<p>Oppose 14xx.1Objective 4; 14.33 Policies; stds under 14xx.6 and 14xx.7; and 14xx.9.2.1(5) as these do not adequately address flooding potential</p>	Support	Kāinga Ora oppose the submission for the reasons set out in its primary submission.

From: UnitaryPlanFurtherSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan further submission - Plan Change 58 (Private) - Malcolm Glasgow
Date: Monday, 12 April 2021 2:30:34 PM

The following customer has submitted a Unitary Plan online further submission.

Contact details

Full name of person making a further submission: Malcolm Glasgow

Organisation name:

Full name of your agent: Malcolm Glasgow

Email address: malcolm@glasgowdesign.co.nz

Contact phone number: 0274770992

Postal address:
2 Gatland Road
Opaheke;Papakura
Auckland 2113

Submission details

This is a further submission to:

Plan change number: Plan Change 58 (Private)

Plan change name: PC 58 (Private): 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura

Original submission details

Original submitters name and address:

Dominique Lowry
2/465 Great South Road
papakura

Submission number: 02

Do you support or oppose the original submission? I or we support the submission

Specific parts of the original submission that your submission relates to:

Point number 2.1

The reasons for my or our support or opposition are:

I support the submission in respect to the impact on local residents and infrastructure.

As part of the proposed plan change (2 Gatland Road), I find it unusual that I was not notified in writing from the Auckland Council about my participation in the plan change.

I am, in principle, not opposed to the plan change, but as my land has been designated "Business - Neighbourhood Centre Zone" I am concerned that I might be left out of any future subdivision proposal. This plan change has been put forward as Residential Mixed Housing Urban and the Business - Neighbourhood Centre Zone is part of that proposal and should be tied to it.

Also, as I am losing some of my site to road widening, this will have more than a minor effect on my site area as a percentage, relative to the main land area.

I or we want Auckland council to make a decision to: Allow part of original submission

Specify the parts of the original submission you want to allow or disallow:

2.1

Submission date: 12 April 2021

Attend a hearing

I or we wish to be heard in support of this submission: Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
No

Declaration

What is your interest in the proposal? I am a person who has an interest in the proposal that is greater than the interest that the general public has

Specify upon which grounds you come within this category:

My site is 2 Gatland Road Opaheke Papakura and is part of the proposal.

I declare that:

- I understand that I must serve a copy of my or our further submission on the original submitter within five working days after it is served on the local authority
- I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

From: UnitaryPlanFurtherSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan further submission - Plan Change 58 (Private) - Rachel Bilbe
Date: Monday, 12 April 2021 4:00:25 PM
Attachments: [PC 58 Further Submission_Final.pdf](#)

The following customer has submitted a Unitary Plan online further submission.

Contact details

Full name of person making a further submission: Rachel Bilbe

Organisation name: Counties Power Limited

Full name of your agent: Qian Wang

Email address: qwang@align.net.nz

Contact phone number: 09 972 3624

Postal address:
PO Box 147105
Ponsonby
Auckland 1021

Submission details

This is a further submission to:

Plan change number: Plan Change 58 (Private)

Plan change name: PC 58 (Private): 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura

Original submission details

Original submitters name and address:
Please refer to the further submission document attached

Submission number: Please refer to the further submission document attached

Do you support or oppose the original submission? I or we support the submission

Specific parts of the original submission that your submission relates to:
Point number Please refer to the further submission document

The reasons for my or our support or opposition are:
Please refer to the further submission document attached

I or we want Auckland council to make a decision to: Allow part of original submission

Specify the parts of the original submission you want to allow or disallow:
Please refer to attached document

Submission date: 12 April 2021

Supporting documents
PC 58 Further Submission_Final.pdf

Attend a hearing

I or we wish to be heard in support of this submission: Yes

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

Declaration

What is your interest in the proposal? I am a person who has an interest in the proposal that is greater than the interest that the general public has

Specify upon which grounds you come within this category:

Counties Power (CP) has an interest in the proposed plan that is greater than the interest the general public has because they own significant electricity infrastructure within the area that is subject to the plan change. Counties Power is therefore able to make a further submission on Plan Change 58. Information about the operation of the Counties Power network is contained in the original submission.

I declare that:

- I understand that I must serve a copy of my or our further submission on the original submitter within five working days after it is served on the local authority
- I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

Auckland Unitary Plan
PC 58 (Private): Gatland Road
Precinct
Further Submission



C O U N T I E S P O W E R

Quality Control Sheet

Submitter: Counties Power Limited
Asset: Counties Power Electricity Distribution Network
Plan: Auckland Unitary Plan - Proposed Plan Change 58 (Private) Gatland Road Precinct
Document: Further Submission
Counties Power Contact: Rachel Bilbe, Land Access Coordinator
Consultant Contact: Qiuang Wang, Planning Consultant, Align Limited
File Reference: COUNT040

Version:

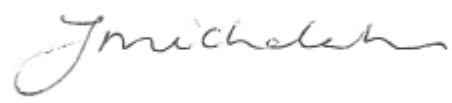
Issue 3.0	12 April 2021	For approval
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Distribution:

Rachel Bilbe	Counties Power	Email
AC Policy Team	Auckland Council	Online Submission



Produced by:
Qiuang Wang



Review by:
Jo Michalakis

Align Limited

Date: 12 April 2021

Limitations:

This report has been prepared for the client according to their instructions. The information in this report should not be used by anyone else, or for any other purpose. Some of the information presented in this report is based on information supplied by the client. Align Limited does not guarantee the accuracy of any such information. Any advice contained in this report is subject to this limitation.

1. Introduction

This document provides a further submission on Plan Change 58 (Private): Gatland Road Precinct. The document contains a spreadsheet with submission points in relation to the following submitter(s):

- Auckland Transport

Counties Power (CP) has an interest in the proposed plan that is greater than the interest the general public has because they own significant electricity infrastructure within the area that is subject to the plan change. Counties Power is therefore able to make a further submission on Plan Change 58. Information about the operation of the Counties Power network is contained in the original submission.

Counties Power wishes to be heard in support of their submission.

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

2. Further submission points

Plan Change 58 Road Precinct					
Relevant Provision	Submitter (Submission No.)	Submission Point	Submission "summary"	Support/Oppose	Reason
14.x.x.6.1.1	Auckland Transport -08	8.2	<p>Decline unless provisions are incorporated and / or appropriate mechanisms identified to provide for the upgrades required on Great South Road to an urban standard and to ensure that development does not adversely affect the ability to undertake any necessary upgrades to enable a future Frequent Transport Network.</p> <p>PPC 58 should include appropriate rules and provisions that address the following in relation to the upgrade of Great South Road:</p> <ul style="list-style-type: none"> formation of frontage upgrades to the extent at 	Oppose with amendments	<p>Counties Power supports the plan change in principle and have capacity to supply electricity to the plan change area.</p> <p>However, Counties Power acknowledges the importance of looking at the timing and delivery of infrastructure across all of the Drury plan change areas to ensure that the infrastructure requirements can be met in a timely manner. This will be particularly important if these developments will require relocation of existing infrastructure as well as new infrastructure. Delivery will be reliant on new road corridors being</p>

			<p>least equivalent to that required for a collector road.</p> <ul style="list-style-type: none"> • timing of upgrade requirements including the ability to consider the staging of works and connections, as well as any transition to existing road formation as matters for discretion. • funding and delivery of the above work. <p>addition of Great South Road to table 14.x.6.1.1 road construction standards with the required detail.</p>		<p>made available either before or in conjunction with the installation of new or replacement electrical infrastructure, prior to the existing infrastructure being removed. The whole approach needs to be carefully coordinated.</p>
General	Auckland Transport -08	8.4	Amend PPC 58 to incorporate policies, standards and assessment criteria which provide for efficient and effective active mode routes from the Precinct Plan area and beyond to future FTN routes on Great South Road.	Support	<p>Countries Power supports additional northern direct East/West pedestrian and cycle route between Great South Road and the eastern boundary of the plan change area.</p>

14.x.x.6.1.1	Auckland Transport -08	8.5	<p>Amend the precinct plan to include an additional northern direct East/West pedestrian and cycle route between Great South Road and the eastern boundary of the plan change area as indicatively depicted within attached Figure 1.</p> <p>Amend PPC 58 to include appropriate rules and provisions to ensure that improvements can be required to the Gatland Road frontage to bring it to an appropriate urban form.</p> <ul style="list-style-type: none"> Gatland Road should be added to table 14.x.x.6.1.1 road construction standards with the required detail. 	Support	<p>Counties Power requires more information on any upgrade of Gatland Road to understand the effects of any upgrade on Counties Power's asset along Gatland Road, including but not limited to the location/ extent of any upgrade and construction methodology. Counties Power supports the inclusion of rules and standards to address Gatland Road upgrade.</p>
14.x.x.6.1.1	Auckland Transport -08	8.8	<p>Amend PPC 58 to include provisions relating to the minimum road reserve widths and key design elements and</p>	Support with amendments	<p>Counties Power supports the inclusion of provisions relating to the minimum road reserve widths, key</p>

			<p>functional requirements of new roads and existing roads which need to be upgraded to applicable urban standards including but not limited to:</p> <ul style="list-style-type: none"> • Carriageway • Role and Function of Road • Pedestrian provision • Cycleways • Public Transport (dedicated lanes, geometry etc) • Ancillary Zone (Parking, Public Transport stops, street trees) • Berm • Frontage • Building Setback • Design Speed with 30km/h provided for on all new local roads. <p>Amend table 14xx.6.1. with required detail as per Table 1 below (or to the same or similar effect). Please refer to</p>		<p>design elements and functional requirements of new and existing roads which need to be upgraded to applicable urban standards. However, it would be helpful to include a cross sectional drawings for each road category.</p>
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			attached enlarged version of the end of this table.			
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From: [Farzana Sakkai](#)
To: [Unitary Plan](#)
Cc: [Rumi Mistry](#)
Subject: Re: Unitary Plan further submission - Plan Change 58 (Private) - Farzana Sakkai
Date: Tuesday, 13 April 2021 12:00:07 PM
Attachments: [image001.png](#)

Good afternoon Harry,

Thank you for your email and apologies for delay in reply.

Mentioned below further submission

Submission point 6.1 – Support

Submission point 6.2 – Support

Look forward to hearing from you.

Kind regards

Farzana

On Mon, 12 Apr 2021 at 14:01, Unitary Plan <unitaryplan@aucklandcouncil.govt.nz> wrote:

Kia ora Farzana,

Unfortunately with a further submission we require clear direction about submission points and whether you support or oppose each point. For example:

Submission point 1.1 – oppose

Submission point 4.3 – Support

If you wish to make a further submission, please do it in this format and send it back to this address.

Please do not hesitate to reach out if you have any questions.

Thanks,

Harry

Hei kōna mai i roto i ngā mihi,

Harry Barnes

Planning Technician | Kaitakawaenga ā Taiao

Plans and Places

Auckland Council, Level 24, 135 Albert Street, Auckland 1011

Visit our website: www.aucklandcouncil.govt.nz



From: UnitaryPlanFurtherSubmissionForm@donotreply.aucklandcouncil.govt.nz

<UnitaryPlanFurtherSubmissionForm@donotreply.aucklandcouncil.govt.nz>

Sent: Sunday, 11 April 2021 10:31 PM

To: Unitary Plan <unitaryplan@aucklandcouncil.govt.nz>

Subject: Unitary Plan further submission - Plan Change 58 (Private) - Farzana Sakkai

The following customer has submitted a Unitary Plan online further submission.

Contact details

Full name of person making a further submission: Farzana Sakkai

Organisation name:

Full name of your agent: Farzana Sakkai

Email address: farzanag@gmail.com

Contact phone number: 0220260090

Postal address:

468A Great South Road

Opaheke

Auckland

Auckland 2113

Submission details

This is a further submission to:

Plan change number: Plan Change 58 (Private)

Plan change name: PC 58 (Private): 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura

Original submission details

Original submitters name and address:

Farzana Sakkai / 468A Great South Road, Papakura 2113

Submission number: 06

Do you support or oppose the original submission? I or we oppose the submission

Specific parts of the original submission that your submission relates to:

Point number Concerned about shared boundary fence

Point number Shared boundary has retaining wall

Point number noise, pollution, damage to our land and property

Point number Vibrations from heavy machinery

Point number services, foundations of house, encroachment

Point number fiber connection on the shared boundary

The reasons for my or our support or opposition are:

My concerns have not yet been addressed hence i cannot support at this stage but if i know more about what is happening and if there is any issue to my property because of the house next door than who is the contact and will they take care of the work?

I or we want Auckland council to make a decision to: Disallow the whole original submission

Submission date: 11 April 2021

Attend a hearing

I or we wish to be heard in support of this submission: Yes

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

Yes

Declaration

What is your interest in the proposal? I am a person who has an interest in the proposal that is greater than the interest that the general public has

Specify upon which grounds you come within this category:

My property is next door and my concern is that this work will affect and cause a lot of nuisance to me.

I declare that:

- I understand that I must serve a copy of my or our further submission on the original submitter within five working days after it is served on the local authority
- 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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FURTHER SUBMISSION ON PRIVATE PLAN CHANGE 58 FOR 470 & 476 GREAT SOUTH ROAD AND 2 & 8 GATLAND ROAD, PAPA KURA

Submitter Details:

1. Name: Peter Bolam
2. Address for Service:
Postal: C/- Haines Planning
PO Box 90842
Victoria Street West
AUCKLAND 1142

Email: kaaren.rosser@hainesplanning.co.nz
3. Contact Person: Kaaren Rosser
Associate
4. Date of Submission: 17 May 2021

Scope of Further Submission:

5. Peter Bolam of 91, 95 Gatland Road and 524 Great South Road, Papakura, makes this further submission on Plan Change 58 to the Auckland Unitary Plan (AUP).
6. The submitter makes further submission points in relation to those submissions by Stuart Hope and Veolia Water Services (ANZ) Pty Ltd as outlined in the **attached** table. This further submission is made under Clause 8 of the First Schedule, Resource Management Act, 1991.
7. The submitter is a person who has an interest in Plan Change 58 that is greater than the interest the general public has, given that the submitter owns the properties at 91, 95 Gatland Road and 524 Great South Road, which lie south of the Plan Change area, within the Slippery Creek catchment.
8. We confirm that a copy of this further submission will be served on the submitters Stuart Hope and Veolia Water Services (ANZ) Pty Ltd.
9. The submitter wishes to be heard in support of this further submission.

Signed for and on behalf of Peter Bolam:



Kaaren Rosser

Associate BSc, DipNatRes, CPlan, Assoc. NZPI

2310 FSUB PC58

Details of Original Submitter	Original Submission Number	Support/Oppose the submission	Submission Points Identified	Reasons for support/oppose	Relief Sought
Stuart Hope of 46 & 50 Gatland Road, Papakura	1	Support	1.1	Agree with the submitter to attenuate stormwater from PC58 catchment and not 'pass it forward'.	Allow submission point 1.1
Veolia Water Services (ANZ) Pty Ltd	4	Neutral	4.2	If the chosen wastewater solution is to discharge via the Slippery Creek Wastewater Pump Station, the submitter accepts this wastewater route.	Allow Point 4.2 with relief as specified for Point 4.3
Veolia Water Services (ANZ) Pty Ltd	4	Oppose	4.3(i)	The requirement for the PC58 applicant to upgrade the wastewater and water infrastructure without considering the rest of the Future Urban Area represents a piecemeal approach to infrastructure planning and would not be efficient in terms of the Future Urban Areas also needing to access the Slippery Creek Wastewater Pump Station. Veolia should work with all Future Urban Zone landholders whose properties, once live zoned, will potentially discharge to the Slippery Creek Wastewater Pump Station to determine the ultimate wastewater infrastructure for this catchment and work out an agreement to provide the infrastructure.	Disallow Point 4.3 if this requires each landowner discharging to the Slippery Creek Wastewater Pump Station to upgrade the pump station in turn.

APPENDIX 3
LOCAL BOARD VIEWS

For Action

MEMO TO: Lee-Ann Lucas - Senior Policy Planner
COPY TO: John Duguid
FROM: Rohin Patel - Democracy Advisor
DATE: 28 June 2021
MEETING: Papakura Local Board Meeting of 23/06/2021

Please note for your action / information the following decision arising from the meeting named above:

PPK/2021/113 **Local Board views on Plan Change 58 (Private) 470 and 476
Great South Road and 2 and 8 Gatland Road, Papakura**
FILE REF CP2021/07512
AGENDA ITEM NO. 24

24 **Local Board views on Plan Change 58 (Private) 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura**

Resolution number PPK/2021/113

MOVED by Deputy Chairperson J Robinson, seconded by Member F Auva'a:

That the Papakura Local Board:

- a) **provide local board views on private plan change 58 by Greg and Nicky Hayhow to rezone 6.1ha of land from Future Urban Zone to Residential – Mixed Urban Zone and Business – Neighbourhood Centre Zone 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura**

Council ability to provide infrastructure for development

- 1) **The local board believe the land should be released for development in line with Auckland Council's Future Urban Land Supply Strategy to ensure council can manage the costs associated with the development of infrastructure to support growth. The local board has an advocacy point in the Local Board Plan 2020 regarding infrastructure to be in place before development happens.**
- 2) **The board notes that the site is contiguous to the current urban fringe and that the applicant believes this development can be supported by current council infrastructure. If this is the case the board would support this plan change proceeding.**

Wider view of development in the immediate area

- 3) **The Local Board Plan 2020 contains a number of advocacy points pertaining to planning for good community outcomes as intensification occurs, including the following points:**

- The provision of greenspace within or nearby intensive developments
 - A reduction in the threshold criteria for walking distances to local parks or reserves, ie: people have less distance to walk to enjoy green space
 - Provision of onsite parking
 - Provision of visitor on street parking
 - Road widths that allow access for public transport, utility and emergency vehicles
 - Provision of shared pedestrian / cycleways
 - Provision of consistent reliable public transport options.
- 4) A holistic approach is needed that aligns with the Opāheke Structure Plan.

Green Space / Play Space

- 5) Ensure there is close by green space where children have an area to kick a ball around and utilise play equipment. A place where people can gather to strengthen community connections.
- 6) Ensure there is a green space for a community garden that has room for a shed for storage of community tools.
- 1.
- 7) The traffic on Great South Road is a significant safety barrier to accessing the Park Haven Reserve.
- 8) Although Opāheke Reserve is reasonably close as the “crow flies”, crossing Slippery Creek is a significant barrier to access, meaning people would have to travel 4-5kms to access that park.
- 2.
- 9) The board does not consider the Gatland Road Cemetery to be an open space for recreation purposes.
- 3.
- 10) Providing green space alongside a stream or storm water pond may be a nice amenity but is not a substitute for parks and reserves as they are not always suitable areas for children to kick a ball around or a family game of volleyball etc.
- 4.
- 11) Play areas next to a stormwater pond or stream raises concerns in terms of children’s safety around water.
- 5.
- 12) The board believes the threshold for walking distance to green spaces should be reduced in intensive developments. More green space should be planned for to ensure suitable amenity for those living in these developments.
- 6.
- 13) The local board has an expectation that the developer would provide reserve area that includes multi-generational opportunities such as adult fitness equipment or exercise stations as well as play equipment due to the limitations on accessing other nearby park

facilities. This is reflected in the Local Board Plan 2020 advocacy point relating to developers funding the development of playgrounds in line with council standards.

7.

- 14) The board has received advice that the tree canopy in Papakura is sitting below the region's average at 13 per cent. The Local Board Plan 2020 details an initiative supporting the Urban Ngahere programme (increasing the tree coverage and creating vegetation corridors for native bird flight paths). The board would like to see significant planting of trees to support this initiative within this development.

8.

Pathways / Connections

- 15) Plan for accessibility to Opāheke Reserve.

- 16) Connections to the Bellfield development should be taken into consideration, including the provision of shared pedestrian / cycleways.

9.

- 17) Connections to private plan change 52 and private plan changes 48 – 51 and 61 proposed in the wider area should be planned for should the plan changes be approved.

10.

- 18) Plan for connected pathways that link to reserves and key infrastructure.

- 19) Look at how reserves connect to support the urban forest corridors concept.

11.

- 20) Reserves should be linked by shared off road cycleways to encourage active travel modes.

12.

Parking and road widths

- 21) The board has concerns about the lack of off-street parking in new developments in general. The design of a development needs to allow for onsite parking for each lot to minimise cars parking on the berms due to there being nowhere else to park.

- 22) The board has concerns that this development will not necessarily have parking for each unit.

13.

- 23) The nearest supermarket is in Papakura, therefore is it logical to expect that each housing unit is likely to have a minimum of two cars.

14.

- 24) A minimum of two onsite parking spaces for every unit should be a requirement in the consent conditions.

- 25) On street visitor parking should also be made available and be a required in the consenting process.

15.

- 26) The board supports the provision of secure cycle and other mobility device storage sheds.

- 27) The board has fielded complaints regarding other subdivisions in relation to narrow road widths and the inability for emergency and service vehicles to access. There are already issues within the Addison development with narrow roads not being wide enough for emergency vehicles or rubbish trucks to enter. The Police have also approached the board about the narrow road issue.
- 28) Please ensure input on this development is sought from the fire, ambulance and police services. The services have complained to the board in the past about the narrow widths of new subdivision roads.
- 29) Great South Road is a busy road. This development will add to the traffic volumes. The right hand turn on to Great South Road from the “new road” and the Gatland Road intersections will be dangerous. It will also be dangerous to turn right into the “new road” and Gatland Road. The “new road” or the Gatland Road intersection may need some sort of treatment to slow the Great South Road traffic to make it safer for traffic to turn right.
- 16.
- 30) Traffic calming measures should be required as part of the “new road” development to slow traffic down.
- 17.
- 31) Consideration should also be given to the impact of the work about to begin on the third lane on the State Highway One Motorway from Papakura to Drury as traffic will be diverted on to Great South Road to allow work to continue on the motorway.
- 18.
- 32) The board is also conscious of the Auranga Development and the impact that development will have on traffic volumes on Great South Road.
- 19.
- 33) It is unclear whether it is intended the houses will front directly on to Great South Road, if they do the board believes Great South Road should be widened to allow for a slip road, similar to that on Te Irirangi Drive to ensure vehicle movements from those properties is safer.

Presumption that people will use public transport

- 34) While current thinking is everyone should be using public transport (PT), the reality is that the PT option does not work for everyone. PT does not necessarily run near where the people need it to go or within the timeframes people need it. Even if they can take public transport to work, they still need to have vehicles for the weekly shopping accessing medical services and visiting friends or relatives.

Public transport

- 35) While current thinking is everyone should be using public transport (PT), the reality is that the PT option does not work for everyone. PT does not necessarily run near where the people need it to go or within the timeframes people need it. PT tends to be linear and in a north to south orientation. Even if people can take public transport

to work, they still need to have vehicles for:

- the weekly shopping
- accessing medical services
- transporting of dependents to and from school, sports and other cultural after school activities
- attending community and other leisure and cultural events, or
- visiting friends or relatives.

- 36) Public transport options need to be available nearby so people can get to where they need to go. The public transport services need to adequately cater to the population including people of all ages and abilities, ie: a kneeling bus.

Mana whenua input

- 37) The board encourages consultation with mana whenua and the implementation of any mana whenua proposed recommendations into the design of the development.

Stormwater

- 38) The board recommend appropriate stormwater treatments in line with the latest three waters legislation requirements. All efforts should be made to retain and treat stormwater to ensure the optimum to the receiving environment.
- 39) Rain harvesting and the recycling of stormwater should be a requirement given the latest drought in Tāmaki Makaurau.
- b) appoint Brent Catchpole (Chairperson) and Jan Robinson (Deputy Chairperson) to speak to the local board views at a hearing on private plan change 58.
- c) delegate authority to the chairperson of Papakura Local Board to make a replacement appointment in the event the local board member appointed in resolution b) is unable to attend the private plan change hearing.

CARRIED

SPECIFIC ACTIONS REQUIRED:

APPENDIX 4

CLAUSE 23 REQUEST AND RESPONSES

9 September 2020

Mark Benjamin

Issued via email: markb@mhq.co.nz

Dear Mark,

RE: Clause 23 RMA Further Information – Gatland Road Private Plan Change Request

Further to your private plan change request under Clause 21 to Schedule 1 of the Resource Management Act 1991 in relation to 470 & 476 Great South Road and 2 & 8 Gatland Road, Council has now completed an assessment of the information supplied.

Pursuant to Clause 23 of the Resource Management Act 1991 (please see Appendix 1), Council requires further information to continue processing the private plan change request.

The table in Appendix 2 attached to this letter sets out the nature of the further information required and reasons for its request. It also includes non-Clause 23 advisory notes as labelled.

Should you wish to discuss this matter or seek a meeting to clarify points in this letter please do not hesitate to contact me.

Kind regards,



Sanjay Bangs
Planner
Plans & Places Department
021 619 327

Appendix 1

Basis for the Information Sought

First Schedule to the Resource Management Act 1991

Clause 23 Further information may be required

(1) Where a local authority receives a request from any person under [clause 21](#), it may within 20 working days, by written notice, require that person to provide further information necessary to enable the local authority to better understand—

- (a) the nature of the request in respect of the effect it will have on the environment, including taking into account the provisions of [Schedule 4](#); or
- (b) the ways in which any adverse effects may be mitigated; or
- (c) the benefits and costs, the efficiency and effectiveness, and any possible alternatives to the request; or
- (d) the nature of any consultation undertaken or required to be undertaken—

if such information is appropriate to the scale and significance of the actual or potential environmental effects anticipated from the implementation of the change or plan.

(2) A local authority, within 15 working days of receiving any information under this clause, may require additional information relating to the request.

(3) A local authority may, within 20 working days of receiving a request under [clause 21](#), or, if further or additional information is sought under subclause (1) or subclause (2), within 15 working days of receiving that information, commission a report in relation to the request and shall notify the person who made the request that such a report has been commissioned.

(4) A local authority must specify in writing its reasons for requiring further or additional information or for commissioning a report under this clause.

(5) The person who made the request—

- (a) may decline, in writing, to provide the further or additional information or to agree to the commissioning of a report; and
- (b) may require the local authority to proceed with considering the request.

(6) To avoid doubt, if the person who made the request declines under subclause (5) to provide the further or additional information, the local authority may at any time reject the request or decide not to approve the plan change requested, if it considers that it has insufficient information to enable it to consider or approve the request.

Appendix 2:

Further information requested under Clause 23 First Schedule of the Resource Management Act 1991

Contents

Planning, statutory and general matters – Sanjay Bangs, Plans & Places 1

Traffic matters – Andrew Temperley, Bryce Hall, Traffic Planning Consultants Ltd 5

Development engineering matters – Arun Niravath, Regulatory Engineering South 6

Stormwater and flooding matters – Chloe Trenouth, Healthy Waters Consultant 7

Note: No further information has been requested by:

- Lisa Mein, Mein Urban Design and Planning Ltd

#	Category of information	Specific Request	Reasons for request
Planning, statutory and general matters – Sanjay Bangs, Plans & Places			
P1	Consultation	Please provide copies of feedback received from Auckland Transport, Watercare Services Ltd and Veolia Ltd to date.	Section 10 of the Plan Change Request references feedback from Auckland Transport, Veolia and Watercare Services Ltd in response to consultation undertaken. Copies of this feedback is requested to better understand the views expressed by these entities.
P2	Precinct provisions	Please provide an explanation of each precinct provision (or groups of provisions)	As outlined in the following requests, the purpose/intent of several provisions within the proposed Gatland Road Precinct is unclear. Commentary on these provisions, either

#	Category of information	Specific Request	Reasons for request
P3	Vehicle Access Limitation Control	<p>proposed within the Gatland Road Precinct.</p> <p>Please clarify where the Vehicle Access Limitation Control referenced in the proposed precinct is intended to apply, and how it interacts with the Vehicle Access Restriction in Chapter E27 that restricts access to Arterial Roads.</p>	<p>line-by-line or grouped by theme/effect is requested to enable a better understanding of the effects of the PPC request. This could be provided by way of an annotated set of precinct provisions, or summarised within the Plan Change Request.</p> <p>The proposed precinct provisions I4xx.6.2.1(1) restricts vehicle access over frontages identified as being subject to a Vehicle Access Limitation Control on the proposed precinct plan. However, the precinct plan is unclear, as the Vehicle Access Limitation Control annotation shown on the legend is not represented on the map. Judging by the purpose of the control as stated under I4xx.6.2.1, this is intended to restrict vehicle access to Great South Road. However, the AUP(OP) already restricts vehicle access to Great South Road by way of the Arterial Road control and the supporting standards in Chapter E27 Transport, and particularly E27.6.4.1(3):</p> <p><i>(3) Vehicle Access Restrictions apply and vehicle crossings must not be constructed or used to provide vehicle access across that part of a site boundary which:</i></p> <ul style="list-style-type: none"> <i>(a) is located within 10m of any intersection as measured from the property boundary, illustrated in Figure E27.6.4.1.1;</i> <i>(b) is subject to the following types of Vehicle Access Restriction as identified on the planning maps in the zones listed in Table E27.6.4.1.1;</i> <i>(c) has frontage to an arterial road as identified on the planning maps; or</i> <i>(d) is located closer than 30m from a railway level crossing limit line.</i> <p>We seek confirmation of where the access restriction is proposed to apply, and reasoning as to why it is required given the existing tools available in the AUP(OP) to manage vehicle access from Great South Road to the PPC land.</p>

#	Category of information	Specific Request	Reasons for request
			<p>Note: If the Vehicle Access Limitation Control is retained within the precinct, the precinct plan should be reviewed and tidied up to ensure that annotations shown on the legend clearly match what is represented on the map.</p> <p>If the intent is to classify new vehicle access/crossings to Great South Road as a non-complying activity, please consider using the terms/mechanisms set out in Chapter E27 (i.e. Arterial Road, Vehicle Access Limitation Control), Please also consider rewording the statement regarding infringements as NC activities in accordance with the language used in the AUP(OP), and numbering this clause.</p>
P4	Assessment of restricted discretionary activities	Please explain why there are no matters of discretion and assessment criteria for restricted discretionary activities proposed within the Gatland Road Precinct.	<p>The PPC proposes a number of restricted discretionary activities within the Gatland Road Precinct, including subdivision in accordance with the precinct plan, and any activities not meeting the relevant standards set out in I4xx.6 Standards and I4xx.7 Subdivision Standards. However, there are no supporting matters of discretion or assessment criteria proposed within the precinct to assess such activities against.</p> <p>Note: Whilst Clause C1.9(3) provides general matters for assessing all RD activities, specific matters and criteria are preferred to address the effects that decision-makers have the discretion to consider.</p>
P5	Subdivision	Please explain why subdivision in accordance with the Gatland Road precinct plan is proposed to be a restricted discretionary activity.	<p>Chapter E38 Subdivision – Urban of the AUP(OP) provides for subdivision of parent sites of 1ha or greater complying with the relevant standards as a discretionary activity (E38.4.2(A18). Please clarify why a more enabling consenting pathway has been proposed.</p>
P6	Internal road design	Please explain how the proposed standards for road design within the Gatland Road Precinct relate to the	<p>It is unclear whether the proposed road standards (I4xx.7 Subdivision Standards) are consistent with the outcomes and design standards sought by ATCOP. If these standards are consistent with ATCOP, please explain the purpose of specifying them</p>

#	Category of information	Specific Request	Reasons for request
		standards set out in the Auckland Transport Code of Practice (ATCOP). Please confirm whether these standards were discussed with Auckland Transport as part of consultation on the PPC, and if so, please outline what AT's views were.	within the Gatland Road Precinct. In addition, confirmation is sought as to whether AT had any views on this matter.
P7	Precinct Plan 1	Please clarify the purpose of the red dotted corridor in Precinct Plan 1, and consider amending the legend to explain this.	The dotted red line shown on Precinct Plan 1 appears to represent the anticipated extent of the road corridor for Local Roads within the precinct. However, the purpose of showing this on the Precinct Plan is not clear, given that there are no precinct provisions related to this annotation. Please clarify whether this is intended to inform precinct provisions, or for information purposes only. If this is for information purposes, please clarify this within the legend.
P8	Precinct Plan 1	Please consider drafting a higher quality precinct plan	The proposed precinct plan is low resolution, and it is thus difficult to determine where particular controls apply. An updated precinct plan is recommended in order to provide greater clarity for readers.
P9	Precinct Plan 1	Please update the legend to show the full zone names.	An updated legend is sought to align the precinct plan with the language of the AUP(OP).
P10	Mapping	Please provide a high quality map showing the proposed zoning and surrounding zones within the AUP(OP), without the precinct plan annotations.	A clean map is requested to better depict the proposed zoning within the context of its surrounds.

#	Category of information	Specific Request	Reasons for request
P11	Integration	Please explain why the proposed extent of the plan change is appropriate, and whether a larger plan change area delivering a more integrated road network was considered.	The plan change as proposed provides for an indicative local road network through the site, and a potential road extension (or multiple extensions as shown in the urban design assessment in Appendix 2) to the east. There is potential that this could developed as a cul-de-sac rather than an integrated network. Explanation is sought as to why the proposed plan change extent was preferred/chosen over a wider extent that may deliver better connectivity within the transport network.
P12	Consent notice	Please provide a copy of the consent notice 8653861.2 registered on the title of Lot 2 Deposited Plan 398232.	The nature of the consent notice is important to understand as it could have implications on the urbanisation and development of the PPC land.
P13	Section 32	Please provide an evaluation of the objective of the plan change against Part 2 RMA in accordance with Section 32(1)(a) RMA.	Section 32(1)(a) of the RMA requires an evaluation to examine the extent to which the objectives of the proposed Plan Change are the most appropriate way to achieve the purpose of the RMA.
P14	Shape files	Please provide shape files showing the extent	As the proposed Neighbourhood Centre zone (and by extension the proposed Mixed Housing Urban zone) do not follow cadastral boundaries, shape files are required to depict the zoning extents in future mapping, and the AUP(OP) if ultimately made operative.
Traffic matters – Andrew Temperley, Bryce Hall, Traffic Planning Consultants Ltd			
T1	Appendices	Please provide copies of the appendices to the Integrated Transport Assessment ('ITA').	The ITA provided as Attachment 4 makes reference to two appendices containing SIDRA outputs and Future Transport Provision respectively. However these are not appended to the report.

#	Category of information	Specific Request	Reasons for request
			Note: Additional information may be requested once these appendices are provided.
T2	Yield	Please provide further analysis as to how the indicative yield compares with the numbers of dwellings per hectare within other nearby residential areas adjoining Papakura Town Centre.	The ITA states that the PPC will provide an indicative yield of 200 dwellings. Further analysis is required to ground validate how this compares with elsewhere within the vicinity, and confirm whether 200 dwellings represents a realistic upper threshold for site development. The residential areas adjoining Papakura Town Centre may provide a useful baseline to ground-truth the anticipated yield against, noting that these areas include both Mixed Housing Urban and Mixed Housing Suburban Zones, and therefore a higher density of development would be expected on the PPC land.
T3	Trip generation	Please provide further analyses of the trip generation potential, including a review of trip rates from other relevant sources, such as the NZ Trips and Parking Database, as well as a multi-modal analysis of trip generation.	The trip generation set out in the ITA appears to be conservative. While the ITA notes the potential for future public transport provisions, including new railway stations around the Drury area, these initiatives do not have committed funding, and under the status quo, peak hour bus services provision along Great South Road are limited to 2 buses per hour.
T4	Sensitivity testing	Please provide trip generation scenarios for other permitted and restricted discretionary/discretionary activities within the Mixed Housing Urban Zone.	The proposed zoning provides for a number of different land use activities. Sensitivity testing is requested to understand the potential trip generation arising from different land use scenarios that may be taken up should the PPC be approved.
Development engineering matters – Arun Niravath, Regulatory Engineering South			
Advice notes (non-Clause 23)			

#	Category of information	Specific Request	Reasons for request
DE1	Water and wastewater	<p>Veolia Ltd have advised the following:</p> <ul style="list-style-type: none"> • Water supply - The existing water network requires a modelling analysis to determine suitability/if upgrades are required • Wastewater - Upgrades to the Slippery Creek WWPS, receiving network and catchment will require upgrades. <p>I note that there are many options proposed by the application for wastewater and water supply reticulation upgrade. These will have to be worked through with Veolia and Watercare at the detailed design stage.</p>	
Stormwater and flooding matters – Chloe Trenouth, Healthy Waters Consultant			
HW1	Stormwater Management Plan (SMP)	<p>Please provide a Stormwater Management Plan to support the plan change.</p> <p><u>Note:</u> It is recommended that a meeting between the applicant and Healthy Waters be arranged to discuss the requirements of the SMP.</p>	<p>The PPC land is in the Future Urban zone and seeks to apply live zonings. An assessment of effects and proposed mitigations should be included in a SMP as part of the AEE and Section 32 Assessment to demonstrate how the Regional Policy Statement and regional plan provisions in Chapter E1 will be met, in particular policies E.1.3(3), E1.3(8) and E1.3(10).</p> <p>The SMP should:</p> <ul style="list-style-type: none"> • address the high-level management principles presented in the Drury-Opāheke SMP • consider the potential effects on infrastructure downstream of the plan change area; and <p>assess why the proposed stormwater treatment and flood mitigation is the Best Practicable Option.</p>

#	Category of information	Specific Request	Reasons for request
HW2	Network Discharge Consent (NDC)	Please confirm whether it is intended that the plan change come under the Council's Global NDC for stormwater discharges.	<p>It is unclear from the plan change documents whether it is intended for the stormwater discharges from the site to come under the Council's global NDC. This should be clearly identified in the SMP. The Stormwater Assessment supplied does not constitute a SMP in accordance with the Council's NDC.</p> <p>A clear statement on the methods that are intended to be used to meet Schedule 4 NDC performance requirements is needed in the SMP and these should be tied to the proposed land use.</p>
HW3	Precinct	Please provide an explanation of the reasons for the proposed precinct provisions that relate to stormwater.	<p>Healthy Waters supports precinct provisions where they are required to implement the stormwater management approach recommended by the SMP for the plan change area. It is possible that some precinct provisions are not required while others may be missing.</p> <p>Further discussions regarding appropriate precinct provisions will be required once an SMP is provided. Healthy Waters can provide assistance with drafting precinct provisions.</p> <p>Note: The purpose of Standard 2 does not make sense – how does vehicle access to Great South Road manage stormwater runoff.</p>
HW4	SMAF Control	<p>Please provide details around how hydrology mitigation is best achieved on in the plan change area.</p> <p>In addition, please confirm which SMAF control is intended to apply within the precinct.</p>	<p>The precinct provisions apply a SMAF control as a specific precinct provision rather than applying the SMAF Control layer. The SMAF control manages hydrology mitigation where stormwater is discharged to a stream to prevent erosion.</p> <p>Where stormwater discharges to a stormwater pond that achieves the extended detention function then a SMAF control may not be required. A SMAF control would still be required for areas of the plan change that do discharge to a stream.</p>

#	Category of information	Specific Request	Reasons for request
HW5	Swale	<p>Please provide further information on the function of the swale proposed within Table I4xx.7.1.1 of the precinct provisions.</p> <p>In addition, please advise if AT supports the proposed swale.</p>	<p>In addition, we seek that you clarify which SMAF control is intended to apply within the proposed precinct. The precinct provisions are inconsistent - Policy 5 requires SMAF1 and Standard 1 applies SMAF 2.</p> <p>Note: It would be more appropriate to apply the SMAF Control than to have a specific precinct provision.</p> <p>Healthy Waters supports the proposed swale in principle. However, it is unclear whether the swale manages stormwater discharges from upstream as well as from the adjacent road(s). Its function is unclear, i.e. conveyance and/or quality treatment and has implications for the design and therefore the proposed road cross section in the precinct.</p> <p>In addition, AT's views on the proposed swale are sought. This matter along with the design should be addressed in the SMP.</p>
HW6	Existing stormwater pond	<p>Please provide details of the design of the existing stormwater pond and proposed upgrades to address stormwater effects.</p>	<p>The existing stormwater pond was an informal private asset that was subsequently taken over by Auckland Council as a public asset. As part of the plan change proposal it will be necessary to identify the proposed function of the pond in the stormwater management for the development and identify its connectivity to the existing flowpaths and proposed drainage networks.</p> <p>Within the SMP it is likely that the existing pond will become a sub-catchment of the plan change area with specific stormwater management requirements / provisions that differ from areas that cannot connect.</p> <p>Note: A meeting with the Catchment Manager is recommended to discuss the relationship between existing assets (pond and pipes) and proposed assets to identify potential opportunities for greater efficiency early in the process.</p>

#	Category of information	Specific Request	Reasons for request
HW7	Proposed stormwater management	Please clarify the proposed stormwater management principles that have been adopted, and explain what stormwater management is considered to be the Best Practicable Option.	<p>It is unclear what the actual principles for this development are. Greater discussion needs to be provided in relation to what could be considered and why the proposed stormwater management is considered to be the Best Practicable Option.</p> <p>The engineering report indicates that reuse tanks will be provided onsite, and a swale is identified in the cross section .</p> <p>Policy 4 seeks the maintenance of existing catchment hydrology. The SMP needs to demonstrate whether this is necessary for this plan change area.</p>
HW8	Stormwater quality	Please explain how stormwater runoff from all impervious areas will be managed to reduce contaminants.	<p>The plan change area discharges to Slippery Creek and then discharges the Drury Inlet which is identified as a Significant Ecological Area in the Auckland Unitary Plan. Therefore, all impervious areas must be managed to mitigate the effects of contaminants on stormwater quality.</p> <p>Note: Management of impervious areas to achieve stormwater quality may require precinct provisions.</p>
HW9	Downstream infrastructure assets	Please provide an assessment of potential effects on downstream infrastructure assets.	<p>As set out above in HW1 in relation to the SMP. It is necessary to determine whether there will be potential effects on downstream assets (private and public) understand the adverse effects of the plan change on the environment.</p>



PPC Gatland Road: Response to Further information requested under Clause 23 First Schedule of the Resource Management Act 1991

#	Category of information	Specific Request	Reasons for request	Applicant Response
Planning, statutory and general matters – Sanjay Bangs, Plans & Places				
P1	Consultation	Please provide copies of feedback received from Auckland Transport, Watercare Services Ltd and Veolia Ltd to date.	<p>Section 10 of the Plan Change Request references feedback from Auckland Transport, Veolia and Watercare Services Ltd in response to consultation undertaken.</p> <p>Copies of this feedback is requested to better understand the views expressed by these entities.</p>	<p>Please see attached as Appendix 1 email correspondence from Veolia and Watercare (also included in the Engineering Report Appendix 3 to the Plan Change Request).</p> <p>The AT emails are contained in the Commute Transportation Letter in Appendix 2 which states:</p> <p><i>Auckland Transport were consulted on two occasions.</i></p> <p><i>The first meeting prior to lodgement identified the requirement for future proofing of Great South Road and recent speed change amendments within the Plan Change area. These initial comments were amalgamated into the lodged ITA.</i></p>



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#	Category of information	Specific Request	Reasons for request	Applicant Response
P2	Precinct provisions	Please provide an explanation of each precinct provision (or groups of provisions) proposed within the Gatland Road Precinct.	As outlined in the following requests, the purpose/intent of several provisions within the proposed Gatland Road Precinct is unclear. Commentary on these provisions, either line-by-line or grouped by theme/effect is requested to enable a better understanding of the effects of the PPC request. This could be provided by way of an annotated set of precinct provisions, or summarised within the Plan Change Request.	Official feedback on the lodged ITA was provided by AT via email on 8 September 2020 and is been provided with this response. A track change version of the revised precinct provisions, taking in account a number of comments/questions below, is attached as Appendix 3 . It is proposed to remove a number of the provisions for simplicity.
P3	Vehicle Access Limitation Control	Please clarify where the Vehicle Access Limitation Control referenced in the proposed precinct is intended to apply, and how it interacts with the Vehicle Access Restriction in Chapter E27 that restricts access to Arterial Roads.	The proposed precinct provisions I4xx.6.2.1(1) restricts vehicle access over frontages identified as being subject to a Vehicle Access Limitation Control on the proposed precinct plan. However, the precinct plan is unclear, as the Vehicle Access Limitation Control annotation shown on the legend is not represented on the map. Judging by the purpose of the control as stated under I4xx.6.2.1, this is intended to restrict vehicle access to Great South Road. However, the AUP(OP) already restricts vehicle access to Great South Road by way of the Arterial Road control and	The Vehicle Access Control was to apply to the Great South Road frontage of the plan change land but, on review and in light of Council feedback, it has been removed from the precinct provisions. The current AUP control on access to this road is considered to be sufficient to restrict direct access to Great South Road.



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#	Category of information	Specific Request	Reasons for request	Applicant Response
			<p>the supporting standards in Chapter E27 Transport, and particularly E27.6.4.1(3):</p> <p><i>(3) Vehicle Access Restrictions apply and vehicle crossings must not be constructed or used to provide vehicle access across that part of a site boundary which:</i></p> <p><i>(a) is located within 10m of any intersection as measured from the property boundary, illustrated in Figure E27.6.4.1.1;</i></p> <p><i>(b) is subject to the following types of Vehicle Access Restriction as identified on the planning maps in the zones listed in Table E27.6.4.1.1;</i></p> <p><i>(c) has frontage to an arterial road as identified on the planning maps; or</i></p> <p><i>(d) is located closer than 30m from a railway level crossing limit line.</i></p> <p>We seek confirmation of where the access restriction is proposed to apply, and reasoning as to why it is required given the existing tools available in the AUP(OP) to manage vehicle access from Great South Road to the PPC land.</p> <p>Note: If the Vehicle Access Limitation Control is retained within the precinct, the precinct plan should be reviewed</p>	



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#	Category of information	Specific Request	Reasons for request	Applicant Response
P4	Assessment of restricted discretionary activities	Please explain why there are no matters of discretion and assessment criteria for restricted discretionary activities proposed within the Gatland Road Precinct.	<p>and tidied up to ensure that annotations shown on the legend clearly match what is represented on the map.</p> <p>If the intent is to classify new vehicle access/crossings to Great South Road as a non-complying activity, please consider using the terms/mechanisms set out in Chapter E27 (i.e. Arterial Road, Vehicle Access Limitation Control). Please also consider rewording the statement regarding infringements as NC activities in accordance with the language used in the AUP(OP), and numbering this clause.</p>	Please see amended Precinct Plan provisions which now incorporate specific matters of discretion and assessment criteria.



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P5	Subdivision	Please explain why subdivision in accordance with the Gatland Road precinct plan is proposed to be a restricted discretionary activity.	Chapter E38 Subdivision – Urban of the AUP(OP) provides for subdivision of parent sites of 1ha or greater complying with the relevant standards as a discretionary activity (E38.4.2(A18)). Please clarify why a more enabling consenting pathway has been proposed.	This aspect is to ensure the provision of roading as per the indicative roads shown on the Precinct Plan and ensure provision for road connections to the wider area. It is acknowledged that A18 would also apply however the Precinct Plan provides more certainty for the logical and integrated development of the Precincts roading / movement network
P6	Internal road design	Please explain how the proposed standards for road design within the Gatland Road Precinct relate to the standards set out in the Auckland Transport Code of Practice (ATCOP). Please confirm whether these standards were discussed with Auckland Transport as part of consultation on the PPC, and if so, please outline what AT's views were.	It is unclear whether the proposed road standards (14xx.7 Subdivision Standards) are consistent with the outcomes and design standards sought by ATCOP. If these standards are consistent with ATCOP, please explain the purpose of specifying them within the Gatland Road Precinct. In addition, confirmation is sought as to whether AT had any views on this matter.	Commute Transportation Consultants have provided a response to this question within their letter at Appendix 2 . They note: <i>The proposed road standards included within the Precinct Plan have been based on the Transport Design Manual which has replaced ATCOP as the guide for appropriate standards.</i> <i>Initial discussions with AT have not identified any concerns regarding the dimensions provided. It is noted that AT have identified that they are currently looking at the general</i>



#	Category of information	Specific Request	Reasons for request	Applicant Response
				<p><i>issue of whether cross sections should be included within precinct plans and if so, the level of detail they should contain. AT noted that whilst they do provide some certainty for developers, they can create issues where design standards and approaches change over time.</i></p> <p><i>As such, there is an opportunity to remove the cross sections from the Precinct Plan, and rather identify road types, appropriate road widths and key infrastructure requirements for each road type. The details in terms of design would then be addressed at later resource consent stages.</i></p> <p><i>In light of the above comments, the precinct provisions have been amended with the removal of specific cross sections and standards with these matters to be addressed at subdivision stage.</i></p>
P7	Precinct Plan 1	Please clarify the purpose of the red dotted corridor in Precinct Plan 1, and consider amending the legend to explain this.	The dotted red line shown on Precinct Plan 1 appears to represent the anticipated extent of the road corridor for Local Roads within the precinct. However, the purpose of showing this on the Precinct Plan is not clear, given that	The red dotted line was based on the roading design proposed and in light of the removal of the roading cross sections this element has also been removed from the precinct plan with



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#	Category of information	Specific Request	Reasons for request	Applicant Response
			there are no precinct provisions related to this annotation. Please clarify whether this is intended to inform precinct provisions, or for information purposes only. If this is for information purposes, please clarify this within the legend.	simple lines used to indicate future road locations. An updated plan is being prepared and will be provided separately.
P8	Precinct Plan 1	Please consider drafting a higher quality precinct plan	The proposed precinct plan is low resolution, and it is thus difficult to determine where particular controls apply. An updated precinct plan is recommended in order to provide greater clarity for readers.	A revised version of the precinct plan is being prepared and will be provided separately.
P9	Precinct Plan 1	Please update the legend to show the full zone names.	An updated legend is sought to align the precinct plan with the language of the AUP(OP).	A revised version of the precinct plan is being prepared and will be provided separately.
P10	Mapping	Please provide a high quality map showing the proposed zoning and surrounding zones within the AUP(OP), without the precinct plan annotations.	A clean map is requested to better depict the proposed zoning within the context of its surrounds.	A cleaner version of the AUP zoning is being prepared and will be provided separately
P11	Integration	Please explain why the proposed extent of the plan change is appropriate, and whether a larger plan change area delivering a more	The plan change as proposed provides for an indicative local road network through the site, and a potential road extension (or multiple extensions as shown in the urban design assessment in Appendix 2) to the east. There is potential that this could developed as a cul-de-sac rather than an integrated network. Explanation is sought as to	The extent of the plan change is considered to be a logical and appropriate size which can be more readily developed by the applicant. The land to the south east (40 Gatland) drops down reasonably steeply (approx. 1 in 6



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#	Category of information	Specific Request	Reasons for request	Applicant Response
		<p>integrated road network was considered.</p>	<p>why the proposed plan change extent was preferred/chosen over a wider extent that may deliver better connectivity within the transport network.</p>	<p>gradient) into the Slippery Creek Floodplain and this makes the land more problematic from a stormwater servicing perspective. The same reasoning applies to other land further east.</p> <p>In terms of integrating the road network, the precinct plan shows the provision of a road network which can be integrated into the adjacent land as and when that area is rezoned and developed.</p> <p>We note that the proposed roading network, and possible link to the east, is consistent with the road network shown at Figure 5 within the Plan Change Application for Plan Change 52 (520 Great South Road). That diagram shows a main north south spine road with an east west connection from the subject land in the general location as proposed.</p>
P12	Consent notice	<p>Please provide a copy of the consent notice 8653861.2 registered on the title of Lot 2 Deposited Plan 398232.</p>	<p>The nature of the consent notice is important to understand as it could have implications on the urbanisation and development of the PPC land.</p>	<p>Please see attached Appendix 4 – this consent notice relates to the overlaid flow path on the site and will most likely be removed with the eventual development of the land.</p>



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#	Category of information	Specific Request	Reasons for request	Applicant Response
P13	Section 32	Please provide an evaluation of the objective of the plan change against Part 2 RMA in accordance with Section 32(1)(a) RMA.	Section 32(1)(a) of the RMA requires an evaluation to examine the extent to which the objectives of the proposed Plan Change are the most appropriate way to achieve the purpose of the RMA.	This has been provided at Section 9.7 through 9.16 of the Plan Change Application. Please clarify what, if any, additional assessment is considered to be necessary.
P14	Shape files	Please provide shape files showing the extent	As the proposed Neighbourhood Centre zone (and by extension the proposed Mixed Housing Urban zone) do not follow cadastral boundaries, shape files are required to depict the zoning extents in future mapping, and the AUP(OP) if ultimately made operative.	This information will be provided in due course with the provided information considered to be sufficient for the plan change process (notification etc).
Traffic matters – Andrew Temperley, Bryce Hall, Traffic Planning Consultants Ltd				
T1	Appendices	Please provide copies of the appendices to the Integrated Transport Assessment ('ITA').	The ITA provided as Attachment 4 makes reference to two appendices containing SIDRA outputs and Future Transport Provision respectively. However these are not appended to the report. Note: Additional information may be requested once these appendices are provided.	Please see Appendix 5 which is a full version of the ITA with appendices.
T2	Yield	Please provide further analysis as to how the indicative yield compares with the numbers of	The ITA states that the PPC will provide an indicative yield of 200 dwellings. Further analysis is required to ground validate how this compares with elsewhere within the	The attached letter from Commute Transportation Consultants in Appendix 2



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#	Category of information	Specific Request	Reasons for request	Applicant Response
		<p>dwellings per hectare within other nearby residential areas adjoining Papakura Town Centre.</p>	<p>vicinity, and confirm whether 200 dwellings represents a realistic upper threshold for site development. The residential areas adjoining Papakura Town Centre may provide a useful baseline to ground-truth the anticipated yield against, noting that these areas include both Mixed Housing Urban and Mixed Housing Suburban Zones, and therefore a higher density of development would be expected on the PPC land.</p>	<p>confirms that 200 dwellings is considered an appropriate yield.</p>
T3	<p>Trip generation</p>	<p>Please provide further analyses of the trip generation potential, including a review of trip rates from other relevant sources, such as the NZ Trips and Parking Database, as well as a multi-modal analysis of trip generation.</p>	<p>The trip generation set out in the ITA appears to be conservative. While the ITA notes the potential for future public transport provisions, including new railway stations around the Drury area, these initiatives do not have committed funding, and under the status quo, peak hour bus services provision along Great South Road are limited to 2 buses per hour.</p>	<p>Please see Appendix 2 letter from Commute Transportation Consultants which provides some additional analysis in this regard.</p>
T4	<p>Sensitivity testing</p>	<p>Please provide trip generation scenarios for other permitted and restricted discretionary/discretionary activities within the Mixed Housing Urban Zone.</p>	<p>The proposed zoning provides for a number of different land use activities. Sensitivity testing is requested to understand the potential trip generation arising from different land use scenarios that may be taken up should the PPC be approved.</p>	<p>Please see Appendix 2 letter from Commute Transportation Consultants which provides some additional analysis in this regard.</p>



#	Category of information	Specific Request	Reasons for request	Applicant Response
T5	Intersection Design	<p>Please can the applicant confirm the intersection layouts adopted for the SIDRA assessments of both intersections on Great South Road, particularly the one with the new site access road. Also, is there scope for the intersection layouts to change significantly in the event of future four-laning of this section of Great South Road? In particular, is it anticipated that they would be future-proofed to provide greater capacity for the critical right-turn movements out of the development?</p>		<p>Please see Appendix 2 letter from Commute Transportation Consultants which states:</p> <p>The intersection layouts for the two intersections within the PPC area are priority controlled. They are both proposed to have a flush median provided on Great South Road to assist right turn movements.</p> <p>There is likely to be a need in the future to alter the intersection because of four laning on Great South Road. However, it is our understanding that there is no certainty in terms of timing for this project, nor certainty in terms of the final design of the four lanes – the additional lanes could be for vehicles, or for buses. There is also no currently agreed widening for the remainder of the corridor.</p> <p>Provision for a different intersection layout would be difficult to implement with the amount of uncertainty present in relation to the four laning proposal.</p> <p>As such, the PPC proposes to provide a land allowance for the four lanes, and any requirement for intersection upgrades can be</p>



#	Category of information	Specific Request	Reasons for request	Applicant Response
				considered in association with widening works when they are required and implemented
Development engineering matters – Arun Niravath, Regulatory Engineering South				
Advice notes (non-Clause 23)				
DE1	Water and wastewater	<p>Veolia Ltd have advised the following:</p> <ul style="list-style-type: none"> Water supply - The existing water network requires a modelling analysis to determine suitability/if upgrades are required Wastewater - Upgrades to the Slippery Creek WWPS, receiving network and catchment will require upgrades. <p>I note that there are many options proposed by the application for wastewater and water supply reticulation upgrade.</p> <p>These will have to be worked through with Veolia and Watercare at the detailed design stage.</p>		Noted
Stormwater and flooding matters – Chloe Trenouth, Healthy Waters Consultant				
HW1	Stormwater Management Plan (SMP)	Please provide a Stormwater Management Plan to support the plan change.	The PPC land is in the Future Urban zone and seeks to apply live zonings. An assessment of effects and proposed mitigations should be included in a SMP as part of the AEE and Section 32 Assessment to demonstrate how the	Accepted – please see Stormwater Management Plan prepared by Aspire in Appendix 6 SMP which addresses this aspect.



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#	Category of information	Specific Request	Reasons for request	Applicant Response
HW2	Network Discharge Consent (NDC)	<p>Note: It is recommended that a meeting between the applicant and Healthy Waters be arranged to discuss the requirements of the SMP.</p>	<p>Regional Policy Statement and regional plan provisions in Chapter E1 will be met, in particular policies E. 1.3(3), E1.3(8) and E1.3(10).</p> <p>The SMP should:</p> <ul style="list-style-type: none"> • address the high-level management principles presented in the Drury-Opāheke SMP • consider the potential effects on infrastructure downstream of the plan change area; and <p>assess why the proposed stormwater treatment and flood mitigation is the Best Practicable Option.</p>	<p>Once the Healthy Waters team has reviewed, we would welcome the opportunity to meet and discuss any required amendments.</p>
		<p>Please confirm whether it is intended that the plan change come under the Council's Global NDC for stormwater discharges.</p>	<p>It is unclear from the plan change documents whether it is intended for the stormwater discharges from the site to come under the Council's global NDC. This should be clearly identified in the SMP. The Stormwater Assessment supplied does not constitute a SMP in accordance with the Council's NDC.</p> <p>A clear statement on the methods that are intended to be used to meet Schedule 4 NDC performance requirements is needed in the SMP and these should be tied to the proposed land use.</p>	<p>Yes, confirmed this comes under the NDC requirements.</p>



#	Category of information	Specific Request	Reasons for request	Applicant Response
HW3	Precinct	Please provide an explanation of the reasons for the proposed precinct provisions that relate to stormwater.	<p>Healthy Waters supports precinct provisions where they are required to implement the stormwater management approach recommended by the SMP for the plan change area. It is possible that some precinct provisions are not required while others may be missing.</p> <p>Further discussions regarding appropriate precinct provisions will be required once an SMP is provided. Healthy Waters can provide assistance with drafting precinct provisions.</p> <p>Note: The purpose of Standard 2 does not make sense -- how does vehicle access to Great South Road manage stormwater runoff.</p>	<p>Please refer to SMP.</p> <p>We acknowledge that some alteration to the propose precinct provisions is possible and note that these can be agreed at the meeting with Healthy Waters.</p> <p>The provision for treatment and attenuation for the development is included in the SMP so these standards and references have been removed from the precinct provisions.</p>
HW4	SMAF Control	<p>Please provide details around how hydrology mitigation is best achieved on in the plan change area.</p> <p>In addition, please confirm which SMAF control is intended to apply within the precinct.</p>	<p>The precinct provisions apply a SMAF control as a specific precinct provision rather than applying the SMAF Control layer. The SMAF control manages hydrology mitigation where stormwater is discharged to a stream to prevent erosion.</p> <p>Where stormwater discharges to a stormwater pond that achieves the extended detention function then a SMAF control may not be required. A SMAF control would still be required for areas of the plan change that do discharge to a stream.</p>	<p>Please refer to the SMP for details.</p>



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#	Category of information	Specific Request	Reasons for request	Applicant Response
HW5	Swale	<p>Please provide further information on the function of the swale proposed within Table 14xx.7.1.1 of the precinct provisions.</p> <p>In addition, please advise if AT supports the proposed swale.</p>	<p>In addition, we seek that you clarify which SMAF control is intended to apply within the proposed precinct. The precinct provisions are inconsistent - Policy 5 requires SMAF1 and Standard 1 applies SMAF 2.</p> <p>Note: It would be more appropriate to apply the SMAF Control than to have a specific precinct provision.</p> <p>Healthy Waters supports the proposed swale in principle. However, it is unclear whether the swale manages stormwater discharges from upstream as well as from the adjacent road(s). Its function is unclear, i.e. conveyance and/or quality treatment and has implications for the design and therefore the proposed road cross section in the precinct.</p> <p>In addition, AT's views on the proposed swale are sought. This matter along with the design should be addressed in the SMP.</p>	<p>The function is conveyance as noted in the SMP. Treatment will be provided by other devices such as raingardens.</p>
HW6	Existing stormwater pond	<p>Please provide details of the design of the existing stormwater pond and proposed upgrades to address stormwater effects.</p>	<p>The existing stormwater pond was an informal private asset that was subsequently taken over by Auckland Council as a public asset. As part of the plan change proposal it will be necessary to identify the proposed function of the pond in the stormwater management for the development and</p>	<p>SMP proposes to upgrade this device to a more formal wetland.</p> <p>It is agreed that this can be discussed at the meeting with Healthy Waters.</p>



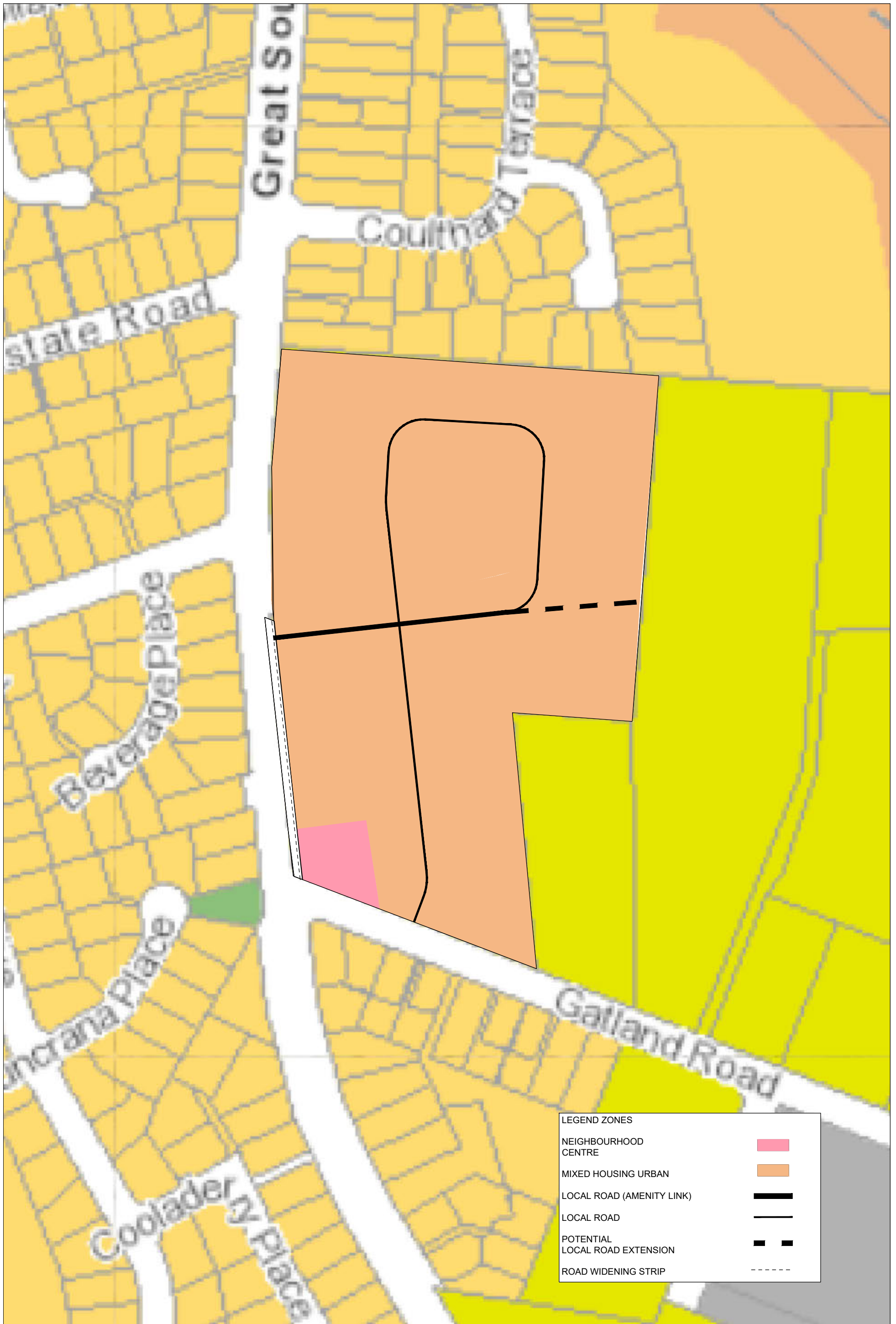
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#	Category of information	Specific Request	Reasons for request	Applicant Response
HW7	Proposed stormwater management	Please clarify the proposed stormwater management principles that have been adopted, and explain what stormwater management is considered to be the Best Practicable Option.	<p>identify its connectivity to the existing flowpaths and proposed drainage networks.</p> <p>Within the SMP it is likely that the existing pond will become a sub-catchment of the plan change area with specific stormwater management requirements / provisions that differ from areas that cannot connect.</p> <p>Note: A meeting with the Catchment Manager is recommended to discuss the relationship between existing assets (pond and pipes) and proposed assets to identify potential opportunities for greater efficiency early in the process.</p>	Please refer to attached SMP



#	Category of information	Specific Request	Reasons for request	Applicant Response
			<p>Policy 4 seeks the maintenance of existing catchment hydrology. The SMP needs to demonstrate whether this is necessary for this plan change area.</p>	
HW8	Stormwater quality	Please explain how stormwater runoff from all impervious areas will be managed to reduce contaminants.	<p>The plan change area discharges to Slippery Creek and then discharges the Drury Inlet which is identified as a Significant Ecological Area in the Auckland Unitary Plan. Therefore, all impervious areas must be managed to mitigate the effects of contaminants on stormwater quality.</p> <p>Note: Management of impervious areas to achieve stormwater quality may require precinct provisions.</p>	Please refer to attached SMP
HW9	Downstream infrastructure assets	Please provide an assessment of potential effects on downstream infrastructure assets.	As set out above in HW1 in relation to the SMP. It is necessary to determine whether there will be potential effects on downstream assets (private and public) understand the adverse effects of the plan change on the environment.	This assessment will be done at the resource consent stage. At this point the SMP addresses the need to assess the downstream impacts at RC stage.



Mark Benjamin

From: Morar, Sanjeev <sanjeev.morar@veolia.com>
Sent: Monday, 13 July 2020 3:42 PM
To: Mark Benjamin
Cc: lGotelli (Ilze); Evan Peters; Greg Heyhow; Ian Munro; Phillip Fairgray; Hamayoon Khan
Subject: Re: Wastewater servicing for 470-476 Great South Road and 2-8 Gatland Road Plan Change

Hi Mark,

We have reviewed the report provided by Aspeng for the property 470-476 Great South Road, Papakura. While Veolia do not believe that all options (or any individual options in their entirety) are viable, upgrades to the existing wastewater network (as alluded to in Option 3), as well as construction of additional infrastructure, will provide sufficient wastewater servicing for the site. As previously advised, the applicant will need to progress a catchment design to incorporate other local development within close proximity.

Existing network water capacity has not been assessed. This will be required. Any upgrades determined will need to be incorporated within the EPA submission.

In regard to retail infrastructure, based on the information submitted as well as the above, I can advise that the subject site is able to be serviced, subject to detailed engineering drawings being submitted and an agreement (Construction/Connection of New Works Agreement) issued by Veolia.

Regards,

Sanjeev Morar | Developments Manager | Veolia New Zealand

A: Veolia | PO Box 72243, Papakura, Auckland 2244

Tel: (09) 295 0515 | DDI: (09) 295 1467 | M: 027 5472 653 | E: Sanjeev.Morar@veolia.com



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On Mon, 13 Jul 2020 at 10:10, Mark Benjamin <MarkB@mhg.co.nz> wrote:

Hi Ilze and Sanjeev,

Have your engineers had a chance to review the memo sent through last week?

Can we arrange a meeting this week? Let us know a time that suits.

Alternatively, if you are able to advise that the memo is sufficient to confirm that the plan change land can be serviced, subject to detailed engineering design at subdivision consent stage, then that would be sufficient for current purposes.

Thanks,

Mark

Mark Benjamin



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From: Mark Benjamin
Sent: Tuesday, 7 July 2020 4:36 PM
To: Morar, Sanjeev <sanjeev.morar@veolia.com>; IGotelli (Ilze) <ilze.gotelli@water.co.nz>
Cc: Evan Peters <evan@aspeng.co.nz>; Greg Heyhow <greg@moonukamilk.com>; Ian Munro <ian@ianmunro.nz>; Phillip Fairgray <Phillip@aspeng.co.nz>
Subject: RE: Wastewater servicing for 470-476 Great South Road and 2-8 Gatland Road Plan Change
Importance: High

Hi Sanjeev and Ilze,

Aspire Consultants have met with Hamayoon and also discussed arrangements for wastewater servicing of the adjacent Bellfields Estate with their engineers Maven. We have also reviewed the proposals for servicing of the proposed zone change at 520 Great South Road.

As a result of these discussions, a number of servicing options have now been prepared to demonstrate that the site can be connected to the wider public wastewater system. Aspire's memo is attached.

We would like to meet with you to talk through these potential WW servicing options for this area to ascertain if there is a preference and/or what the most effective and efficient solution would be.

Let me know when would be a suitable time / date.

Thanks,

Mark

Mark Benjamin



P 09 950 5107 **M** 021 0267 2078 **E** markb@mhg.co.nz **W** mhg.co.nz
A PO Box 37964, Parnell, Auckland 1151 **A** 481 Parnell Road, Parnell, Auckland 1052

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From: Mark Benjamin
Sent: Monday, 22 June 2020 1:53 PM
To: Morar, Sanjeev <sanjeev.morar@veolia.com>
Cc: IGotelli (Ilze) <ilze.gotelli@water.co.nz>; Craig Cairncross <Craig.Cairncross@aucklandcouncil.govt.nz>; Evan Peters <evan@aspeng.co.nz>
Subject: RE: Healthy Waters contact for 470 Great South Road Plan Change

OK, perfect.

Thanks Sanjeev.

----- Original message -----

From: "Morar, Sanjeev" <sanjeev.morar@veolia.com>

Date: 22/06/20 13:51 (GMT+12:00)

To: Mark Benjamin <MarkB@mhg.co.nz>

Cc: "IGotelli (Ilze)" <ilze.gotelli@water.co.nz>, Craig Cairncross <Craig.Cairncross@aucklandcouncil.govt.nz>, Evan Peters <evan@aspeng.co.nz>

Subject: Re: Healthy Waters contact for 470 Great South Road Plan Change

Hi Mark,

I am aware of the proposal as well as the proposed meeting. Hamayoon will undertake a discussion around capacity of the existing network as well as where network upgrades may be required. We have discussed this together and therefore, I will not be in attendance.

Regards,

Sanjeev Morar | Developments Manager | **Veolia New Zealand**

A: Veolia | PO Box 72243, Papakura, Auckland 2244



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On Mon, 22 Jun 2020 at 12:53, Mark Benjamin <MarkB@mhg.co.nz> wrote:

Hi Ilze, thanks.

Evan from Aspire Engineers has arranged a meeting tomorrow with Hamayoon Khan of Veolia.

Sanjeev – please let me know if you need to attend as well?

This relates to a proposed private plan change at 470-476 Great South Road and 2-8 Gatland Road. Circa 6ha providing for maybe 200 dwellings).

Thanks,

Mark

Mark Benjamin

Principal Planner

P 09 950 5107 **M** 021 0267 2078 **E** markb@mhg.co.nz **W** mhg.co.nz
A PO Box 37964, Parnell, Auckland 1151 **A** 481 Parnell Road, Parnell, Auckland 1052

From: IGotelli (Ilze) <ilze.gotelli@water.co.nz>
Sent: Monday, 22 June 2020 12:49 PM
To: Craig Cairncross <Craig.Cairncross@aucklandcouncil.govt.nz>; Mark Benjamin <MarkB@mhg.co.nz>
Cc: Morar, Sanjeev <sanjeev.morar@veolia.com>
Subject: RE: Healthy Waters contact for 470 Great South Road Plan Change

Hi Mark, Craig

The discussions will be Veolia for this one – Sanjeev Morar is the best contact.

Regards

Ilze

From: Craig Cairncross <Craig.Cairncross@aucklandcouncil.govt.nz>
Sent: Monday, 22 June 2020 12:11 PM
To: Mark Benjamin <MarkB@mhg.co.nz>
Subject: RE: Healthy Waters contact for 470 Great South Road Plan Change

CAUTION:External Email!

Hi Mark,

I would check in with Watercare as well as Veolia yes. Its good for them to see what's coming and to keep them in the loop re: your dealings with Veolia.

Try Mark Iszard or Paula Vincent at Healthywaters.

Paula.Vincent@aucklandcouncil.govt.nz

Mark.Iszard@aucklandcouncil.govt.nz

Thanks

Craig

From: Mark Benjamin <MarkB@mhg.co.nz>
Sent: Monday, 22 June 2020 12:05 pm
To: Craig Cairncross <Craig.Cairncross@aucklandcouncil.govt.nz>
Subject: RE: Healthy Waters contact for 470 Great South Road Plan Change

Hi

Have resent the email re gregs details?

Am after the healthy waters contact for stormwater

Do we need to talk to Watercare as well as Veolia re water/wastewater?

Thanks,

Mark

From: Craig Cairncross <Craig.Cairncross@aucklandcouncil.govt.nz>
Sent: Monday, 22 June 2020 12:02 PM
To: Mark Benjamin <MarkB@mhg.co.nz>
Subject: FW: Healthy Waters contact for 470 Great South Road Plan Change

Hi Mark,

The process re: interacting with Watercare needs clarifying a bit but I would tend to start with either Chris Allen or Ilze Gotelli and they might direct you to someone down the ranks a bit for what you need.

callen@water.co.nz

ilze.gotelli@water.co.nz

Meanwhile could you check in please with Greg Hayhow re: his postal address for billing. Could well be the same as his physical address but would be good to confirm please. See attached.

Kind Regards

Craig Cairncross

Team Leader

Central South

Plans and Places/Chief Planning Office

T: 021 897163

DDI: 890 8473

From: Mark Benjamin <MarkB@mhg.co.nz>

Sent: Monday, 22 June 2020 11:50 am

To: Craig Cairncross <Craig.Cairncross@aucklandcouncil.govt.nz>

Subject: Healthy Waters contact for 470 Great South Road Plan Change

Hi Craig, good weekend?

Can you let me know the contact details for someone at Healthy Waters for the engineer to speak with?

We are meeting with Veolia tomorrow so should have a handle on the water and WW aspects pretty soon, early indications are that some level of pump station upgrade will be required.

The mana whenua engagement went well with no in principle objection to the rezoning subject to SW being addressed and ongoing involvement in design.

Thanks, talk soon.

Mark

Mark Benjamin

P 09 950 5107 **M** 021 0267 2078 **E** markb@mhg.co.nz **W** mhg.co.nz
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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.

Mark Benjamin

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Cc: Morar, Sanjeev
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Craig Cairncross
Team Leader
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Mark

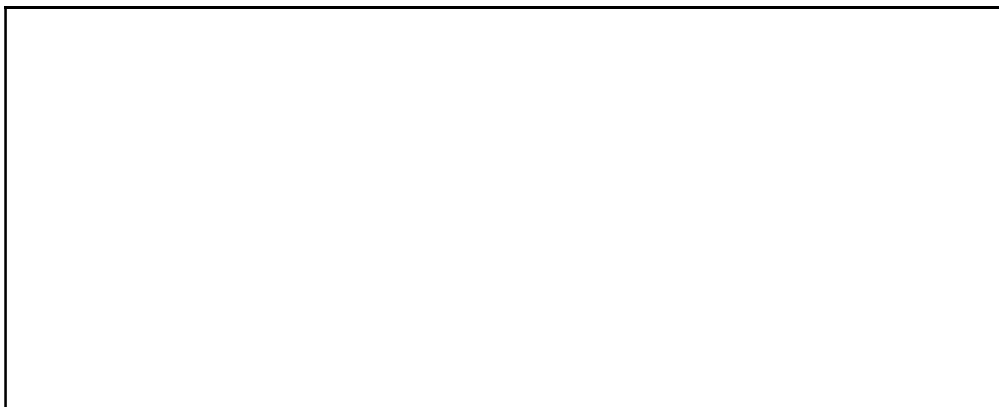
Mark Benjamin



P 09 950 5107 M 021 0267 2078 E markb@mhg.co.nz W mhg.co.nz
A PO Box 37964, Parnell, Auckland 1151 A 481 Parnell Road, Parnell, Auckland 1052

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TECHNICAL MEMO

To: Mark Benjamin

From: Michelle Seymour/Leo Hills (Commute)

Date: 16th October 2020

Subject: PPC Gatland Road/Great South Road: Request for Further Information

1 REQUEST FOR FURTHER INFORMATION

In response to the proposed private plan change Auckland Council have requested further information as provided via email dated 9 September 2020. This technical note provides a response to transport related matters.

1.1 CONSULTATION

P1 Consultation Please provide copies of the feedback received from Auckland Transport, Watercare Services Ltd and Veolia Ltd to date.

Auckland Transport were consulted on two occasions.

The first meeting prior to lodgement identified the requirement for future proofing of Great South Road and recent speed change amendments within the Plan Change area. These initial comments were amalgamated into the lodged ITA.

Official feedback on the lodged ITA was provided by AT via email on 8 September 2020 and is been provided with this response (Appendix A).

1.2 INTERNAL ROAD DESIGN

P6 Internal Road Design Please explain how the proposed standards for road design within the Gatland Road Precinct relate to the standards set out in the Auckland Transport Code of Practice (ATCOP).

Please confirm whether these standards were discussed with Auckland Transport as part of consultation on the PPC, and if so, please outline what AT's views were.

The proposed road standards included within the Precinct Plan have been based on the Transport Design Manual which has replaced ATCOP as the guide for appropriate standards.

Initial discussions with AT have not identified any concerns regarding the dimensions provided. It is noted that AT have identified that they are currently looking at the general issue of whether cross sections should be included within precinct plans and if so, the level of detail they should contain. AT noted that whilst they do provide some certainty for developers, they can create issues where design standards and approaches change over time.

As such, there is an opportunity to remove the cross sections from the Precinct Plan, and rather identify road types, appropriate road widths and key infrastructure requirements for each road type. The details in terms of design would then be addressed at later resource consent stages.

1.3 APPENDICES

T1 Appendices *Please provide copies of the appendices to the Integrated Transport Assessment (ITA)*

Provided to Bryce Hall and Andrew Temperly (TPC) via email on 17/09/20.

1.4 YEILD

T2 Yield *Please provide further analysis as to how the indicative yield compares with the numbers of dwellings per hectare within other nearby residential areas adjoining Papakura Town Centre.*

The PPC area has a total land area 61,000m² and with a general assumption of 70% land for housing (rest for roads, laneways, stormwater pond etc) this results with 42,700m² available for development. With a yield of 200 units, this results in an average density of 1 dwelling per 214m² of developable area.

Applying a range of densities between 1:150m² to 1:300m², this would result in a range of between 142 and 285 dwellings. The assessment undertaken in the ITA of 200 dwellings, is considered to an appropriate mid-point.

In terms of what is coming to the market in the area, below are four development sites within the above range.

210m² sites

<https://www.trademe.co.nz/a/property/residential/sale/auckland/papakura/papakura/listing/2781706826>

140m² sites

<https://www.trademe.co.nz/a/property/residential/sale/auckland/papakura/papakura/listing/2764683237>

112m² sites

<https://www.trademe.co.nz/a/property/residential/sale/auckland/papakura/papakura/listing/2764666524>

169m² sites

<https://www.trademe.co.nz/a/property/new-homes/new-house/listing/2709738264?bof=c7pEU1sQ>

The figure below is of a 5ha area that is now delivering the 112sqm development linked above. There are around 160 lots highlighted for an average density of 1 per 312sqm / 32 per ha. Application of similar densities to the plan change area results in 195 dwellings.

Figure 1: Nearby development



Based on the above an indicative yield of 200 lots is considered appropriate to inform the transport assessment.

1.5 TRIP GENERATION

T3 Trip generation Please provide further analyses of the trip generation potential, including a review of trip rates from other relevant sources, such as the NZ Trips and Parking Database, as well as a multi-modal analysis of trip generation.

The RTA Guide to Traffic Generating Activities provides a trip generation rate of 5 to 6.5 daily trips for larger units and town houses. In acknowledgment of the expected change within the area, the higher 6.5 trip rate, or 0.65 per dwelling in the peak hour has been applied.

The RTA also provided trip guidance for lower density developments with a rate of 0.85 trips per peak hour, or 9 daily trips.

A review of the Trips and Parking Database has been undertaken and it is considered that the survey results within the database are not applicable to a medium density development in Auckland such as that proposed.

Modal Split Analysis.

Utilising 2018 Census data from neighbouring census blocks¹ provides an indicative mode split for the proposed plan change area as follows

- Worked at Home 6% (5%)
- Drove to work 78% (78%)
- Passenger in a Car 5% (5%)
- Bus 2% (1%)
- Train 6% (7%)
- Walk/Cycle 2% (3%)
- Other 1% (1%)

Compared to the 2006 census results, there has been an increase in public transport patronage from 4% to 8% shown in 2018. This is likely a result of increased public transport provisions and upgrades in rail services in the preceding 12 years.

The provision of public transport tends to be a balancing act between provision of services to enable new developments ready access to public transport services and the provision and funding of public transport without residents to utilise the service. In the case of the proposed Plan Change, while there is currently one bus service, the RPTP identifies that bus services will increase to every 30 minutes by 2021. In addition to this, the NZ Upgrade Programme has committed funding to improve the public transport offering near the PPC, including the electrification of the railway line from Papakura to Pukekohe and two stations in Drury Central and Drury West. These increases in public transport services will support future residents of the PPC to travel by means other than private vehicle.

As such, the application of a higher trip rate is inconsistent with the longer-term intentions for the growth area and may result in the provision of the infrastructure that does not support longer term aspirations for mode shift.

Sensitivity Testing

Nevertheless, based on the historical mode split information, and the higher trip generation rates typical of lower density developments, a sensitivity test has been undertaken to understand the implication of a higher trip in the shorter term. This has utilised a 0.85 trip rate for the peak periods. The results of this assessment are shown below for the Gatland Road / Great South Road intersection and the new intersection with Great South Road.

¹ Based on Rosehill immediately adjacent to the PPC, and in brackets Papakura North as an area experiencing similar townhouse/medium density developments.

Table 1: Gatland / Great South Road AM peak (0.85 trips/ dwelling)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: GSR														
2	T1	641	5.0	675	5.0	0.360	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.8
3	R2	14	5.0	15	5.0	0.015	7.0	LOS A	0.1	0.4	0.53	0.63	0.53	45.0
Approach		655	5.0	689	5.0	0.360	0.3	NA	0.1	0.4	0.01	0.01	0.01	49.7
East: Gatland														
4	L2	47	5.0	49	5.0	0.066	10.7	LOS B	0.2	1.8	0.53	0.93	0.53	43.9
6	R2	73	5.0	77	5.0	0.388	29.4	LOS D	1.4	10.2	0.89	1.07	1.12	35.7
Approach		120	5.0	126	5.0	0.388	22.0	LOS C	1.4	10.2	0.75	1.01	0.88	38.5
North: GSR														
7	L2	24	5.0	25	5.0	0.293	4.7	LOS A	0.0	0.0	0.00	0.02	0.00	49.2
8	T1	500	5.0	526	5.0	0.293	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	49.7
Approach		524	5.0	552	5.0	0.293	0.3	NA	0.0	0.0	0.00	0.02	0.00	49.7
All Vehicles		1299	5.0	1367	5.0	0.388	2.3	NA	1.4	10.2	0.07	0.11	0.09	48.4

Table 2: Gatland / Great South Road PM peak (0.85 trips/ dwelling)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: GSR														
2	T1	577	5.0	607	5.0	0.325	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.8
3	R2	28	5.0	29	5.0	0.054	10.4	LOS B	0.2	1.4	0.70	0.85	0.70	43.2
Approach		605	5.0	637	5.0	0.325	0.6	NA	0.2	1.4	0.03	0.04	0.03	49.5
East: Gatland														
4	L2	11	5.0	12	5.0	0.024	13.6	LOS B	0.1	0.6	0.66	0.95	0.66	42.5
6	R2	25	5.0	26	5.0	0.223	39.1	LOS E	0.7	4.9	0.92	1.02	0.98	32.6
Approach		36	5.0	38	5.0	0.223	31.3	LOS D	0.7	4.9	0.84	1.00	0.89	35.1
North: GSR														
7	L2	95	5.0	100	5.0	0.468	4.8	LOS A	0.0	0.0	0.00	0.06	0.00	48.8
8	T1	740	5.0	779	5.0	0.468	0.2	LOS A	0.0	0.0	0.00	0.06	0.00	49.4
Approach		835	5.0	879	5.0	0.468	0.7	NA	0.0	0.0	0.00	0.06	0.00	49.3
All Vehicles		1476	5.0	1554	5.0	0.468	1.4	NA	0.7	4.9	0.03	0.08	0.03	48.9

Table 3: New Road / Great South Road AM peak (0.85 trips/ dwelling)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: GSR														
2	T1	714	5.0	752	5.0	0.398	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	49.8
3	R2	6	5.0	6	5.0	0.006	6.7	LOS A	0.0	0.2	0.51	0.59	0.51	45.2
Approach		720	5.0	758	5.0	0.398	0.2	NA	0.0	0.2	0.00	0.00	0.00	49.7
East: New Road														
4	L2	24	5.0	25	5.0	0.033	10.4	LOS B	0.1	0.9	0.51	0.90	0.51	44.0
6	R2	57	5.0	60	5.0	0.340	30.9	LOS D	1.2	8.5	0.89	1.05	1.07	35.2
Approach		81	5.0	85	5.0	0.340	24.8	LOS C	1.2	8.5	0.78	1.01	0.90	37.4
North: GSR														
7	L2	14	5.0	15	5.0	0.274	4.7	LOS A	0.0	0.0	0.00	0.02	0.00	49.2
8	T1	476	5.0	501	5.0	0.274	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	49.8
Approach		490	5.0	516	5.0	0.274	0.2	NA	0.0	0.0	0.00	0.02	0.00	49.8
All Vehicles		1291	5.0	1359	5.0	0.398	1.8	NA	1.2	8.5	0.05	0.07	0.06	48.7

Table 4: New Road / Great South Road PM peak (0.85 trips/ dwelling)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: GSR														
2	T1	602	5.0	634	5.0	0.338	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.8
3	R2	24	5.0	25	5.0	0.042	9.7	LOS A	0.2	1.1	0.67	0.81	0.67	43.5
Approach		626	5.0	659	5.0	0.338	0.5	NA	0.2	1.1	0.03	0.03	0.03	49.6
East: New Road														
4	L2	6	5.0	6	5.0	0.013	13.4	LOS B	0.0	0.3	0.66	0.91	0.66	42.6
6	R2	14	5.0	15	5.0	0.122	35.5	LOS E	0.4	2.6	0.91	1.00	0.91	33.7
Approach		20	5.0	21	5.0	0.122	28.9	LOS D	0.4	2.6	0.83	0.97	0.83	36.0
North: GSR														
7	L2	57	5.0	60	5.0	0.443	4.8	LOS A	0.0	0.0	0.00	0.04	0.00	49.0
8	T1	734	5.0	773	5.0	0.443	0.2	LOS A	0.0	0.0	0.00	0.04	0.00	49.5
Approach		791	5.0	833	5.0	0.443	0.5	NA	0.0	0.0	0.00	0.04	0.00	49.5
All Vehicles		1437	5.0	1513	5.0	0.443	0.9	NA	0.4	2.6	0.02	0.05	0.02	49.2

As can be seen, the intersection operates relatively well, with the exception of the right turn movement however even then the maximum queue is only 1-2 vehicles.. It is noted that with the PPC, and the neighbouring PPC at 520 Great South Road there will be three intersections with Great South Road within 550m and right turning traffic will likely disperse between these three intersections. It is also understood from AT that there are currently plans to signalise the intersection of Park Estate Road and Great South Road, which will result in a degree of platooning and enable gaps in the traffic stream for right turning traffic.

Based on the increased PT provision and the network wide implications, the SIDRA results can be considered a conservative assessment of intersection performance.

1.6 SENSITIVITY TESTING

T4 Sensitivity testing

Please provide trip generation scenarios for other permitted and restricted discretionary/discretionary activities within the Mixed Housing Urban Zone.

Given that a higher trip generation rate has been tested, it is considered that this test appropriately captures any other land uses - noting that there would be a corresponding decrease in the number of residential dwellings to accommodate any other activities.

Also, it is noted that there the majority of other land use activities that are discretionary or restricted discretionary identify traffic effects as a matter for discretion and can be addressed at subsequent resource consent stages.

1.7 INTERSECTION DESIGN

Intersection Design

Please can the applicant confirm the intersection layouts adopted for the SIDRA assessments of both intersections on Great South Road, particularly the one with the new site access road. Also, is there scope for the intersection layouts to change significantly in the event of future four-laning of this section of Great South Road? In particular, is it anticipated that they would be future-proofed to provide greater capacity for the critical right-turn movements out of the development?

The intersection layouts for the two intersections within the PPC area are priority controlled. They are both proposed to have a flush median provided on Great South Road to assist right turn movements.

There is likely to be a need in the future to alter the intersection because of four laning on Great South Road. However, it is our understanding that there is no certainty in terms of timing for this project, nor certainty in terms of the final design of the four lanes – the additional lanes could be for vehicles, or for buses. There is also no currently agreed widening for the remainder of the corridor.

Provision for a different intersection layout would be difficult to implement with the amount of uncertainty present in relation to the four laning proposal.

As such, the PPC proposes to provide a land allowance for the four lanes, and any requirement for intersection upgrades can be considered in association with widening works when they are required and implemented.

APPENDIX A: AT FEEDBACK

PPC 470 Great South Road

8.9.2020

Pre-notification review of the plan change— Key issues

The following comments represent initial feedback on the proposed plan change and are made on a without prejudice basis.

Issue #	Point	Issues	Team Raising Issue	AT position	Requested information
1	Urbanisation out of sequence - Great South Road frontage	<p>SGA have identified Great South Road as an FTN route requiring bus lanes, but this is not expected within the next 10 years and the work has yet to progress to the point which will formally confirm what is needed in this part of the arterial corridor. It is understood, however that 5 metres of road widening will likely be what is required across the frontage of the plan change area as has been vested in front of the urban zoned properties to the north of the PC area</p> <p>Required upgrades along the Great South Road frontage would include provision of footpath, kerbs and channels, earth works to integrate with development levels, separated cycle lane, street lights, undergrounding of overhead services, berm and street trees as well as a portion of carriageway widening, any land vesting and stormwater treatment. For 470 it is noted that there are some minor level differences with the current Great South Road and AT would expect earth works to integrate</p>	<p>Strategic Land Use & Spatial Management</p> <p>SGA</p>	<p>PPC should include appropriate AUP rules and provisions to protect land required for future widening of Great South Road and to ensure that out of sequence development does not add difficulty or cost to this widening.</p> <p>PPC should include appropriate AUP rules and provisions to require that the applicant vests, forms or contributes to the upgrading of its Great South Road frontage to the extent at least equivalent to that required for a collector road.</p> <p>AT is seeking precinct plans to include the ability to consider the staging of works and</p>	n/a

		<p>this level with the adjoining ultimate development levels if possible.</p> <p>Some improvements to facilitate access to Great South Road will be required.</p>		<p>connections, as well as any transition to existing road formation as matters for discretion.</p>	
2	<p>Gatland Road frontage</p>	<p>The future form of Gatland Road is not known however there will be a need to upgrade Gatland Road in the future. It currently has a wide carriageway that may promote higher speeds which is not ideal for cyclists. The intersection also has a wider than desirable entrance to Great South Road.</p> <p>The treatment of the neighbourhood business activity will also require careful thought.</p>		<p>PPC should include appropriate rules and provisions to ensure that appropriate improvements can be required to the Gatland Road frontage to bring it to an appropriate urban form.</p>	

3	Connection to east	The precinct plan shows a potential future road connection to the west. AT would like this to be provided for in a location that is feasible to be extended to a north south local road running from the future Park Way through to Gatland road.		Confirm feasibility and depict in precinct plan.	
4	Connectivity and safety for active modes	AT support inclusion of a pedestrian and cycle connection to Great South Road at the northern end of the PC area. Park Estate Road, Great South Road intersection is intended to be signalised and Park Estate Road will connect to the shared path on the western side of SH1 that is being built by NZTA. Crossing GSR to Park Estate Road likely to be a key desire line from the PC area (bus stops, schools, access to motorway shared path etc.). <i>E.g. – AT has recently provided feedback on an OPW for the relocation of Park Estate School from 32 to 202 Park Estate Road. The new Park Estate School will have an estimated roll of 800 students. The school currently has a significantly smaller student population.</i>	Public Transport Active modes	Improve proposal with regards to provision of pedestrian and cycle facilities in line with the identified issues. Depict within precinct plan. Add design speed criteria of 30Km/h to local road types.	n/a

		<p>It is noted that the "local road amenity" does not have separated cycle lanes. If 30 km/h operating speeds cannot be achieved through speed calming inherent in the design of this road, then dedicated cycling facilities should be provided on this road.</p>			
5	Stormwater	<p>The infrastructure report and SW solutions memo take a contain limited reference to a layout/design that appears well advanced. AT are concerned that the proposed roads don't appear well suited to at source device of the size and type that would be acceptable AT SW assets i.e. lots of raingardens.</p>	Stormwater	<p>Concerns over an initial proposal for the PPC area potential entailing many devices within the road corridor.</p>	<p>Further information required in relation to options assessment to support the nominated SW approach.</p>

I4xx Gatland Road

I4xx.1 Precinct description

The Gatland Road precinct comprises some 6.1 hectares of land on the eastern side of Great South Road, north of Gatland Road, approximately 2km south of the Papakura Metropolitan Centre.

The purpose of the precinct is to provide for comprehensive and integrated development of the site, making efficient use of land resources and infrastructure, and increasing the supply of housing in the Papakura area. Development within the precinct is envisaged to provide approximately 200 new dwellings comprising a mixture of attached and detached typologies.

The development of the precinct will be integrated with the surrounding road network and future urban development to the east through the alignment of proposed roads.

The zoning of land within the precinct is Residential Mixed Housing Urban and Business Neighbourhood Centre.

Refer to the planning maps for the location and extent of the precinct.

I4xx.2 Objectives

The underlying zones and Auckland-wide objectives apply in this precinct, in addition to those specified below.

- (1) Gatland Road precinct is subdivided and developed in a comprehensive and integrated way
- (2) A high quality built form and landscaped streetscape has developed, reflecting an urban character and amenity.
- (3) A safe, efficient and integrated road network provides strategic connections and improvements, encourages walking and cycling and the use of public transport, and provides strong legible connections through the precinct.

~~(4) Stormwater runoff is managed to respect natural processes, minimise flood risk and implement water sensitive design.~~

I4xx.3 Policies

The underlying zones and Auckland-wide policies apply in this precinct, in addition to those specified below.

Subdivision and development

- (1) Require that the design of any subdivision and development within the precinct is undertaken in general accordance with the Gatland Road precinct plan.

Transport Infrastructure

- (2) Require a safe and interconnected road network which provides for:
 - a. improvements to Great South Road where it adjoins the precinct;
 - ~~b. restricted vehicle access for new lots fronting Great South Road to increase the safety and efficiency of Great South Road;~~
 - ~~e.b.~~ road connections to Great South Road and Gatland Road; and
 - ~~e.c.~~ future road connections to land to the east.
- (3) Require the internal road network, to be consistent with the precinct specific road ~~layouts cross sections~~ to achieve an appropriate balance between movement and sense of place functions and to maintain a high quality, safe, environment.

Stormwater

- ~~(4) Maintain the existing catchment hydrology through management of stormwater onsite and employing water sensitive design principles prior to the discharge of stormwater.~~
- ~~(5) Require subdivision and development to achieve SMAF1 mitigation through the use of a single device or combination of devices and generally accord with any relevant approved Network Discharge Consent and Stormwater Management Plan.~~

I4xx.4 Activity table

- (1) The provisions in any relevant zone and Auckland-wide provisions apply in this precinct unless otherwise specified below. A blank table cell with no activity status specified means that the underlying zone provisions apply.

Table I4xx.4.1 Activity table specifies the activity status of subdivision activities in the Gatland Road Precinct pursuant to sections 9(3) and 11 of the Resource Management Act 1991.

Table I4XX.4.1 Activity table - Subdivision – All zones

Activity	Activity status
Subdivision	
(A1) Subdivision in accordance with the Gatland Road precinct plan	RD

(A2) Subdivision not in accordance with the Gatland Road precinct plan	NC
--	----

14xx.5 Notification

- (1) Any application for resource consent for an activity listed in activity tables Ixx4.4.1 will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in [Rule C1.13\(4\)](#).

14xx.6 Standards

~~14xx.6.1.1 On-site stormwater management – new impervious area~~

~~Purpose: To manage stormwater runoff from the development of impervious areas onsite to mitigate adverse effects on catchment hydrology.~~

- ~~(1) Development of new impervious areas is a permitted activity provided that it:

 - ~~a complies with the Stormwater Management Area Flow 2 mitigation requirement in Table E10.6.3.1.1 and Standard E10.6.3(1) – E10.6.3(4) of the AUP or:~~
 - ~~b is in accordance with an approved Stormwater Management Plan for the site.~~~~

~~14xx.6.2.1 Vehicle Access to Great South Road~~

~~Purpose: To restrict direct vehicle access to Great South Road from the precinct to manage stormwater runoff from the development of impervious areas onsite to mitigate adverse effects on catchment hydrology.~~

- ~~(2) Vehicle access restrictions apply and new vehicle crossings must not be constructed to provide vehicle access across that part of a site boundary which is subject to a Vehicle Access Limitation Control as shown in the Precinct Plan.~~
- ~~infringing this standard is a non-complying activity.~~

14xx.67 Subdivision Standards

Ixx4.76.1 Rooding Construction Standards
 Purpose: to provide a safe and legible street network.

- (1) All roads within the precinct must be located in general accordance with the Gatland Road Precinct Plan.
- (2) All roads provided within the precinct must be constructed to the standards contained within Table I4xx.6.1.1: Road Construction Standards within the Gatland Road Precinct and cross-section diagrams in Figures 1 and 2 below or, where not contained in Table I4xx.6.1.1 below, the relevant Auckland-wide rules apply.

Table I4xx.6.1.1: Road Construction Standards – Gatland Road Precinct

Road typology	Road Reserve Width	Carriageway	Footpath Width	Central Swale	Parking Bays
Local Road Amenity Link	22.2m	3.5m per lane	1.8m	5.1m	2.1m
Local Road	16.0m	3.0 per lane	1.8m	1.8m	2.35m

- (3) Subdivision that does not comply with clauses 1 and 2 above is a discretionary activity.
- (4) Cul de sac roads are a non-complying activity. This rule does not apply to staged road construction as part of a staged subdivision or balance site.

Figure 1 – Proposed Cross Section – Local Road Amenity Link

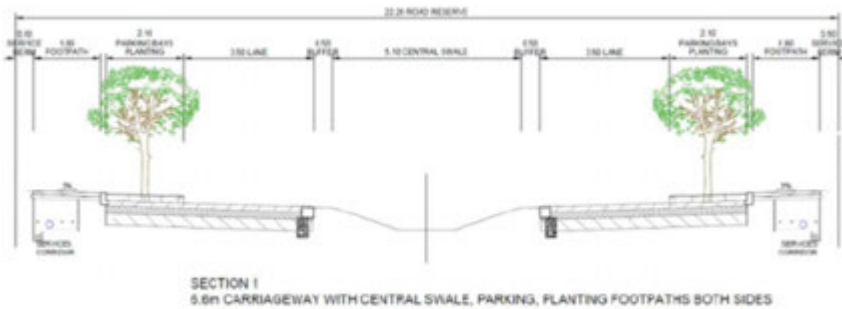
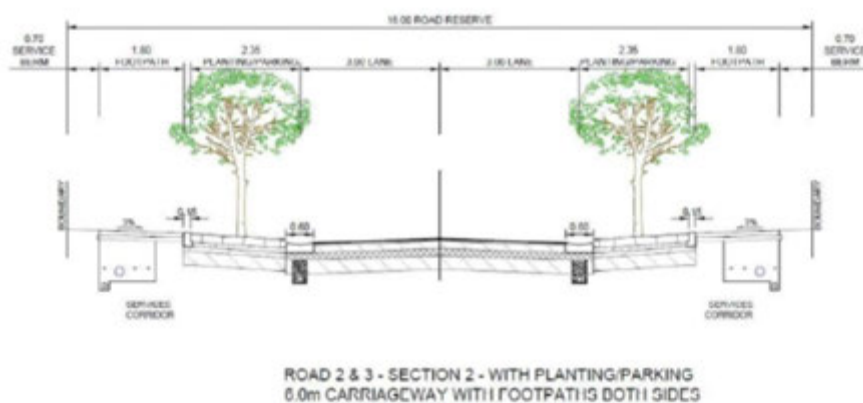


Figure 2—Proposed Cross Section—Local Road



14xx.8 Assessment – controlled activities

There are no controlled activities in this precinct.

14xx.9 Assessment – Restricted discretionary activities

14xx.10.1 Matters of discretion

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

- (1) Subdivision and development
 - a. Consistency with the Gatland Road precinct plan

14xx.10.2 Assessment criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities in addition to the assessment criteria specified for the relevant restricted discretionary activities in the zones or Auckland-wide provisions.

14xx.10.2.1 Consistency with the Gatland Road Precinct Plan

- (1) The extent to which the subdivision implements and is in general accordance with the Gatland Road Precinct Plan;
- (1) Refer to Policy 14xx.3.1;

(2) [Refer to Policy I4xx.3.2:](#)

(3) [Refer to Policy I4xx.3.3:](#)

I4xx.7 Precinct plan



Commented [MCB1]: Precinct Plan to be updated

I4xx Gatland Road

I4xx.1 Precinct description

The Gatland Road precinct comprises some 6.1 hectares of land on the eastern side of Great South Road, north of Gatland Road, approximately 2km south of the Papakura Metropolitan Centre.

The purpose of the precinct is to provide for comprehensive and integrated development of the site, making efficient use of land resources and infrastructure, and increasing the supply of housing in the Papakura area. Development within the precinct is envisaged to provide approximately 200 new dwellings comprising a mixture of attached and detached typologies.

The development of the precinct will be integrated with the surrounding road network and future urban development to the east through the alignment of proposed roads.

The zoning of land within the precinct is Residential Mixed Housing Urban and Business Neighbourhood Centre.

Refer to the planning maps for the location and extent of the precinct.

I4xx.2 Objectives

The underlying zones and Auckland-wide objectives apply in this precinct, in addition to those specified below.

- (1) Gatland Road precinct is subdivided and developed in a comprehensive and integrated way
- (2) A high quality built form and landscaped streetscape has developed, reflecting an urban character and amenity.
- (3) A safe, efficient and integrated road network provides strategic connections and improvements, encourages walking and cycling and the use of public transport, and provides strong legible connections through the precinct.

~~(4) Stormwater runoff is managed to respect natural processes, minimise flood risk and implement water sensitive design.~~

I4xx.3 Policies

The underlying zones and Auckland-wide policies apply in this precinct, in addition to those specified below.

Subdivision and development

- (1) Require that the design of any subdivision and development within the precinct is undertaken in general accordance with the Gatland Road precinct plan.

Transport Infrastructure

- (2) Require a safe and interconnected road network which provides for:
 - a. improvements to Great South Road where it adjoins the precinct;
 - ~~b. restricted vehicle access for new lots fronting Great South Road to increase the safety and efficiency of Great South Road;~~
 - ~~e.b.~~ road connections to Great South Road and Gatland Road; and
 - ~~e.c.~~ future road connections to land to the east.
- (3) Require the internal road network, to be consistent with the precinct specific road ~~layout across sections~~ to achieve an appropriate balance between movement and sense of place functions and to maintain a high quality, safe, environment.

Stormwater

- ~~(4) Maintain the existing catchment hydrology through management of stormwater onsite and employing water sensitive design principles prior to the discharge of stormwater.~~
- ~~(5) Require subdivision and development to achieve SMAF1 mitigation through the use of a single device or combination of devices and generally accord with any relevant approved Network Discharge Consent and Stormwater Management Plan.~~

I4xx.4 Activity table

- (1) The provisions in any relevant zone and Auckland-wide provisions apply in this precinct unless otherwise specified below. A blank table cell with no activity status specified means that the underlying zone provisions apply.

Table I4xx.4.1 Activity table specifies the activity status of subdivision activities in the Gatland Road Precinct pursuant to sections 9(3) and 11 of the Resource Management Act 1991.

Table I4XX.4.1 Activity table - Subdivision – All zones

Activity	Activity status
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(A2) Subdivision not in accordance with the Gatland Road precinct plan	NC
--	----

14xx.5 Notification

- (1) Any application for resource consent for an activity listed in activity tables Ixx4.4.1 will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in [Rule C1.13\(4\)](#).

14xx.6 Standards

~~14xx.6.1.1 On-site stormwater management—new impervious area~~

~~Purpose: To manage stormwater runoff from the development of impervious areas onsite to mitigate adverse effects on catchment hydrology.~~

- ~~(1) Development of new impervious areas is a permitted activity provided that it:

 - ~~a complies with the Stormwater Management Area Flow 2 mitigation requirement in Table E10.6.3.1.1 and Standard E10.6.3(1)–E10.6.3(4) of the AUP or:~~
 - ~~b is in accordance with an approved Stormwater Management Plan for the site.~~~~

~~14xx.6.2.1 Vehicle Access to Great South Road~~

~~Purpose: To restrict direct vehicle access to Great South Road from the precinct to manage stormwater runoff from the development of impervious areas onsite to mitigate adverse effects on catchment hydrology.~~

- ~~(2) Vehicle access restrictions apply and new vehicle crossings must not be constructed to provide vehicle access across that part of a site boundary which is subject to a Vehicle Access Limitation Control as shown in the Precinct Plan.~~

~~infringing this standard is a non-complying activity.~~

14xx.67 Subdivision Standards

Ixx4.76.1 Roding Construction Standards

Purpose: to provide a safe and legible street network.

- (1) All roads within the precinct must be located in general accordance with the Gatland Road Precinct Plan.
- (2) All roads provided within the precinct must be constructed to the standards contained within Table I4xx.6.1.1: Road Construction Standards within the Gatland Road Precinct ~~and cross-section diagrams in Figures 1 and 2 below~~ or, where not contained in Table I4xx.6.1.1 below, the relevant Auckland-wide rules apply.

Table I4xx.6.1.1: Road Construction Standards – Gatland Road Precinct

Road typology	Road Reserve Width	Carriageway	Footpath Width	Central Swale	Parking Bays
Local Road Amenity Link	22.2m	3.5m per lane	1.8m	5.1m	2.1m
Local Road	16.0m	3.0 per lane	1.8m	1.8m	2.35m

- (3) Subdivision that does not comply with clauses 1 and 2 above is a discretionary activity.
- (4) Cul de sac roads are a non-complying activity. This rule does not apply to staged road construction as part of a staged subdivision or balance site.

Figure 1 – Proposed Cross Section – Local Road Amenity Link

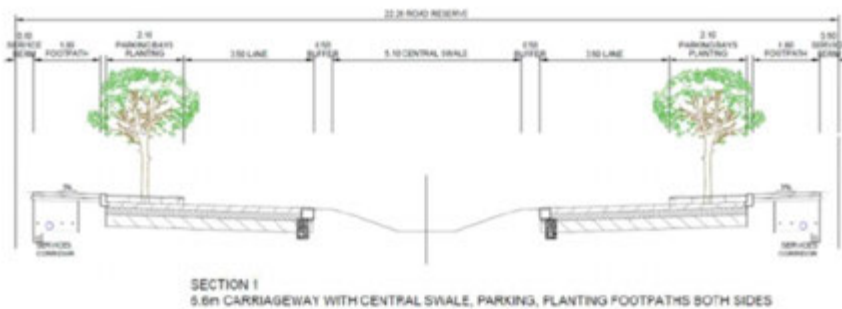
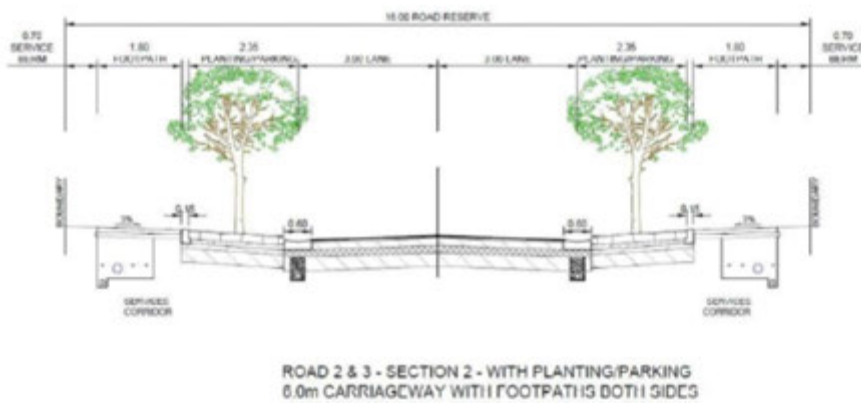


Figure 2— Proposed Cross Section— Local Road



I4xx.8 Assessment – controlled activities

There are no controlled activities in this precinct.

I4xx.9 Assessment – Restricted discretionary activities

I4xx.10.1 Matters of discretion

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

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- (1) Subdivision and development
 - a. Consistency with the Gatland Road precinct plan

I4xx.10.2 Assessment criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities in addition to the assessment criteria specified for the relevant restricted discretionary activities in the zones or Auckland-wide provisions.

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I4xx.10.2.1 Consistency with the Gatland Road Precinct Plan

- (1) The extent to which the subdivision implements and is in general accordance with the Gatland Road Precinct Plan;
- (2) Refer to Policy I4xx.3.1;

(3) [Refer to Policy I4xx.3.2:](#)

(4) [Refer to Policy I4xx.3.3:](#)

I4xx.7 Precinct plan |

Commented [MCB1]: Precinct Plan updated





View Instrument Details

Instrument No 8653861.2
Status Registered
Date & Time Lodged 06 December 2010 14:48
Lodged By Heaven, Lisa
Instrument Type Consent Notice under s221(4)(a) Resource Management Act 1991



Affected Computer Registers **Land District**
NA120B/969 North Auckland

Annexure Schedule: Contains 1 Page.

Signature

Signed by Manu Chhotubhai Bhanabhai as Territorial Authority Representative on 06/12/2010 02:16 PM

*** End of Report ***

IN THE MATTER OF Section 221 of the Resource
Management Act 1991

BETWEEN K. G. Nichol & C. D. Gillespie.
Registered Proprietors

AND THE PAPAKURA DISTRICT
COUNCIL
The Council

CONSENT NOTICE UNDER SECTION 221 OF THE
RESOURCE MANAGEMENT ACT 1991

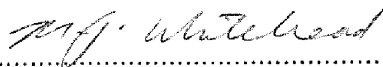
In the Matter of Lot 2 on Deposited Plan 398232

THE PAPAKURA DISTRICT COUNCIL [the Territorial Authority] having jurisdiction in respect of the above land hereby gives notice that subdivision consent is granted subject to the following conditions being registered against the Certificate of Title of Lot 2 and complied with as follows:

All activity or modification within 10m on both sides from the centre of the flow path is restricted requiring approval of the Manager, Resource Consents.

Any future application for building consent on lot 2 shall make reference to the Geotechnical investigation report prepared by Moss Engineering Consultant Ltd. dated 23-12 2003 reference 1669G.

Dated at Papakura this 20th day of October 2010



.....
Marian Whitehead – Senior Resource Consents
Authorised Officer

**470 & 476 Great South Road and 2 & 8 Gatland
Road, Papakura
Proposed Plan Change**

Integrated Transportation Assessment Report

30 July 2020



Project: 470 & 476 Great South Road and 2 & 8 Gatland Road, Papakura
Report title: Integrated Transportation Assessment Report
Document reference: J001478 GSR Gatland ITA 050620
Date: 30 July 2020

Report Status	Prepared By	Reviewed By	Approved By
Draft Report	Michelle Seymour	Leo Hills	
Draft Report Re-Issue	Michelle Seymour	Leo Hills	

Table of Contents

1	Introduction.....	1
2	Existing Environment.....	1
2.1	Site Location.....	1
2.2	Road Network.....	3
2.2.1	Great South Road.....	3
2.2.2	Gatland Road.....	5
2.3	Accessibility.....	6
2.3.1	Private Vehicles.....	6
2.3.2	Public Transport.....	8
2.3.3	Future Public Transport Environment.....	8
2.3.4	Walking.....	9
2.3.5	Cycling.....	11
2.3.6	Traffic Volumes.....	11
2.4	Crash History.....	11
3	Structure Plan and Supporting Growth.....	13
4	Proposed Plan change.....	14
4.1	Overview.....	14
4.2	Proposed Transport Network.....	15
4.3	Road access.....	16
5	Trip Generation.....	17
5.1	Anticipated Vehicle Trip Generation.....	17
5.2	Assessment of Traffic Effects.....	18
5.3	Mitigation.....	20
6	Parking.....	21
6.1	Vehicle Parking.....	21
6.2	Cycle Parking.....	22
6.2.1	Loading.....	22

6.3	Servicing.....	23
7	Access.....	23
7.1	Pedestrian access	23
7.2	Vehicle Access	23
8	Integration with Future Transport Network	23
8.1	Great South Road	23
8.2	General.....	24
8.3	Auckland Plan.....	24
8.4	Regional Policy Statement.....	24
8.5	Auckland Regional Land Transport Plan.....	25
8.6	Auckland Regional Public Transport Plan	25
8.7	Auckland Unitary Plan	25
8.8	Auckland Transport Code of Practice	26
9	Construction Traffic.....	26
10	Implementation Plan	26
11	Conclusion.....	27
	Attachment A – SIDRA OUTPUTS.....	29
	Attachment B– FUTURE TRANSPORT PROVISION.....	30

1 INTRODUCTION

Commuter has been engaged to prepare an Integrated Transport Assessment (ITA) for a proposed Plan Change to the Auckland Unitary Plan (Operative in Part) (AUP (OiP)) for a future urban zoned area located at 470 & 476 Great South Road, and 2 & 8 Gatland Road, Papakura.

The site is currently zoned as “Future Urban” and the following ITA assess the transportation matters related to changing this zoning to a predominantly mixed housing urban zone and small neighbourhood centre.

Key transportation considerations of the Proposed Plan Change (PPC) are:

- The current and future accessibility of the site to the various modes of transport
- The ability of the surrounding road network to safely and efficiently accommodate trips by all modes generated by potential development enabled by the proposed plan change and
- Compatibility with the Opāheke Structure Plan and long-term strategic intent for the area.

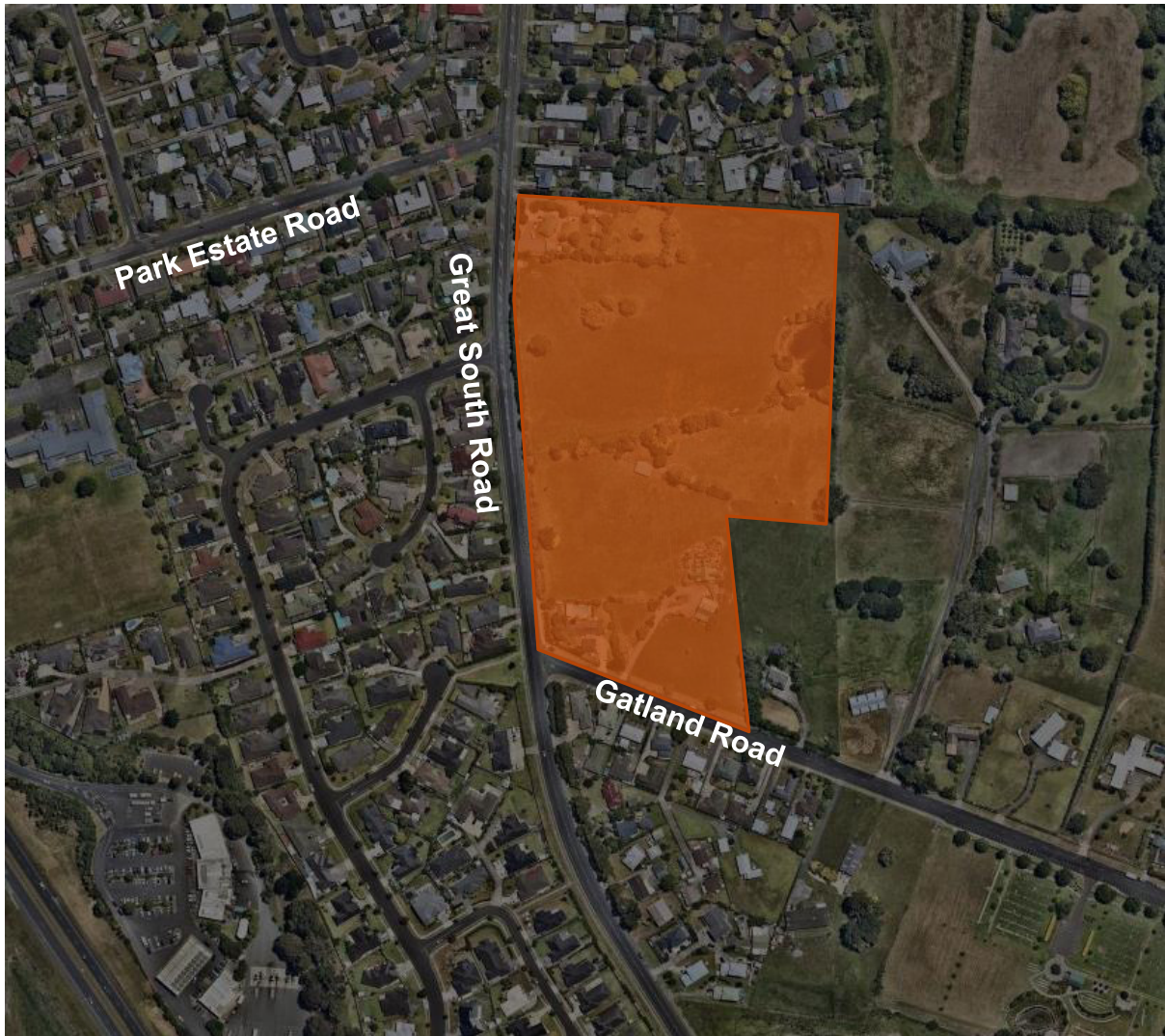
2 EXISTING ENVIRONMENT

2.1 SITE LOCATION

The PPC area is shown in below in Figure 1. The area includes the following properties:

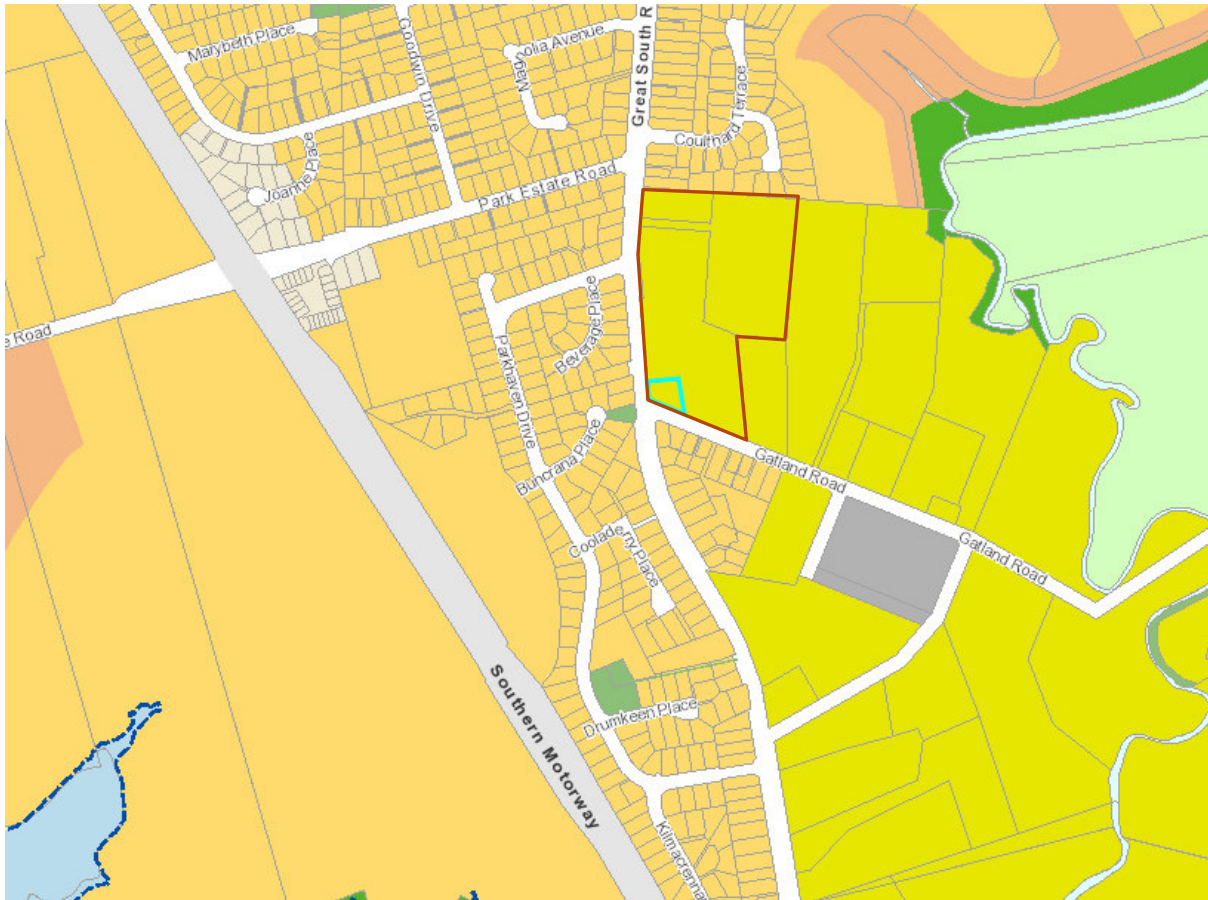
- 470 Great South Road
- 476 Great South Road
- 8 Gatland Road
- 2 Gatland Road

Figure 1: Locality Plan the PPC area outlined in red (Source: Near Maps)



The PPC is located in a Future Urban Zone in Papakura, Auckland. The area is bounded by Great South Road to the west, and Gatland Road in the south. To the north, south and west of the site is existing residential development, currently zones as Mixed Housing Suburban in the AUP (OiP). This is shown below in Figure 2.

Figure 2: Existing Zoning AUP (OiP)



2.2 ROAD NETWORK

2.2.1 GREAT SOUTH ROAD

Great South Road in the vicinity of the site is classified as Arterial Roads in the AUP (OP).

Photograph 1 and Photograph 2 show Great South Road near the site.

Photograph 1: Great South Road (looking north toward Papakura)



Photograph 2: Great South Road Street (looking south toward Drury)



Great South Road has a road reserve width of approximately 20m and a sealed carriageway of approximately 11m. Great South Road between Park Estate Road and Gatland Road provides a single lane in each direction with a flush median that tapers out prior to the intersection with Gatland Road. This section with the flush median is approximately 25.5m.

The intersection of Great South Road and Gatland Street is stop controlled, and with priority to movements on Great South Road.

There are no cycling facilities provided on Great South Road

Pedestrian footpaths are provided on the western side of Great South Road, adjacent to the residential development. The footpath is approximately 1.5 m wide. These is small extent of footpath

on the eastern side of Great South Road from Gatland Road to the bus stop. This footpath is approximately 2.0m wide.

Great South Road has a posted speed limit of 70km/hr adjacent to the site.

2.2.2 GATLAND ROAD

Gatland Road is not classified as an Arterial Road in the AUP (OiP). Gatland Road runs in an east-west direction between Great South Road to the east and currently terminates with a cul de sac. The road reserve width is approximately 20 m with a sealed carriageway of approximately 11 m.

Gatland Road is shown within AUP (OP) as continuing on through to Sutton Road and then Opaheke Road, via a paper road. This shown in Figure 3 below.

Figure 3: Gatland Road identified in AUP (OiP)



There are no footpath facilities on the northern side, and a 1.4 m footpath on the southern side. There are no cycle facilities provided.

Photograph 3 shows Gatland Road near the Plan Change area.

Photograph 3: Gatland Road (looking east toward road termination)



A cemetery is located on the southern side of Gatland Road and provides 90-degree parking on either side of the vehicle crossing to the site. There are 32 spaces to the east of the vehicle crossing and 40 spaces to the west of the vehicle crossing.

2.3 ACCESSIBILITY

2.3.1 PRIVATE VEHICLES

The Plan Change area is well located with regards to road connectivity to the wider Auckland Region. Great South Road provides an arterial link between Papakura and Drury, with access to State Highway 1 at these locations.

The site is located 2.8 km east of SH1 interchange at Drury, and 2.5 km of the interchange to SH1 at Papakura. The site is approximately 2km from the Drury town centre, 15km from the Manukau centre and 18km from Pukekohe.

In terms of wider long-term investment in the roading network, NZ Transport Agency has announced \$3.48 billion of funding for transport initiatives as part of the NZ Upgrade Infrastructure Programme.

The projects that are in the vicinity of the site include

- Mill Road Corridor (due to be opened in stages from 2025/2026) as shown in Figure 4.
 - New 21.5km corridor with four lanes (two managed)
 - Separated walking and cycling facilities
 - Improved public transport
- SH1 Papakura to Drury improvements (Construction completed 2025) as shown in Figure 5.
 - A third lane in each direction
 - Interchange improvements
 - Shared walking and cycling path
 - Allow for future dedicated public transport services

Figure 4: Proposed Mill Road Corridor (Source: NZ Upgrade Programme, Jan 2020)



Figure 5: Proposed SH1 Upgrade (Source: NZ Upgrade Programme, Jan 2020)



2.3.2 PUBLIC TRANSPORT

The site is currently served by an hourly bus service that connects Papakura and Drury. A summary of the nearest bus routes is shown in Table 1.

Table 1: Nearest Bus Routes

Bus Route	Stop Location	Route Description	Frequency
376	Great South Road	Drury to Papakura Shops	30 min peak hour services, and hourly services weekdays and weekends.

The Papakura Train Station is located approximately 2.5km north of the site. This is not considered to be an attractive choice for active modes such as walking and cycling, however there may be demand for the park and ride facilities at this station. There are currently 230 car parks including two accessible parks. It is noted that demand regularly exceeds supply at this location.

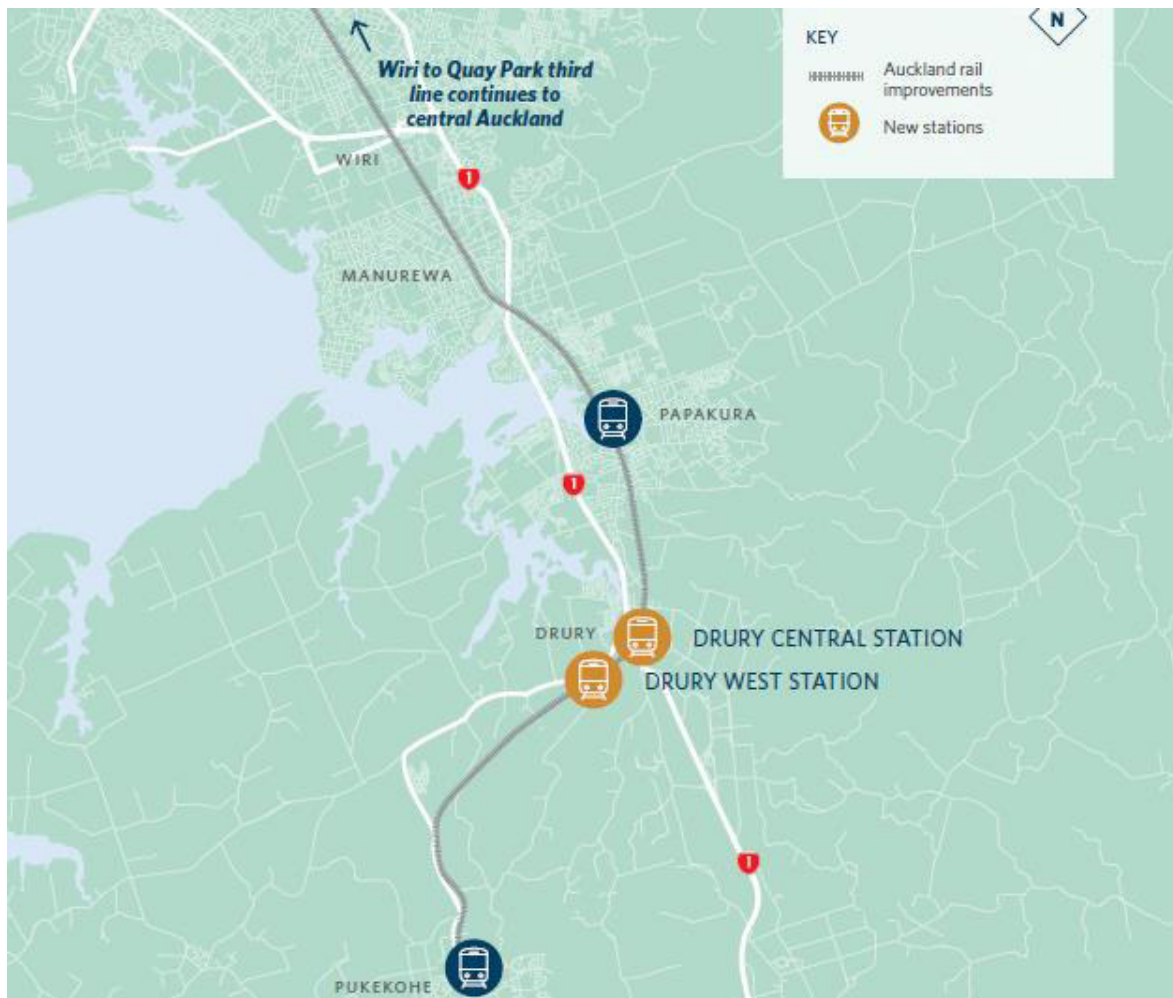
2.3.3 FUTURE PUBLIC TRANSPORT ENVIRONMENT

The Regional Public Transport Plan 2018 – 2028 identifies the planned public transport services for the next ten-year period.

The RTP identifies that in 2021 above service (376) is planned to be extended to Auranga, with an increased headway of 30mins throughout the day and weekends. This is planned to be increased further by 2028 to 15 mins in the weekday peak and 20 minutes throughout the day and weekends

Recent funding announcements demonstrated planned investment in the public transport environment in Drury, including two new railway stations, park and ride facilities and a bus and rail interchange. This will link to investment in the electrified rail network.

Figure 6: Drury Public Transport Upgrades (Source: NZ Upgrade Programme, Jan 2020)



2.3.4 WALKING

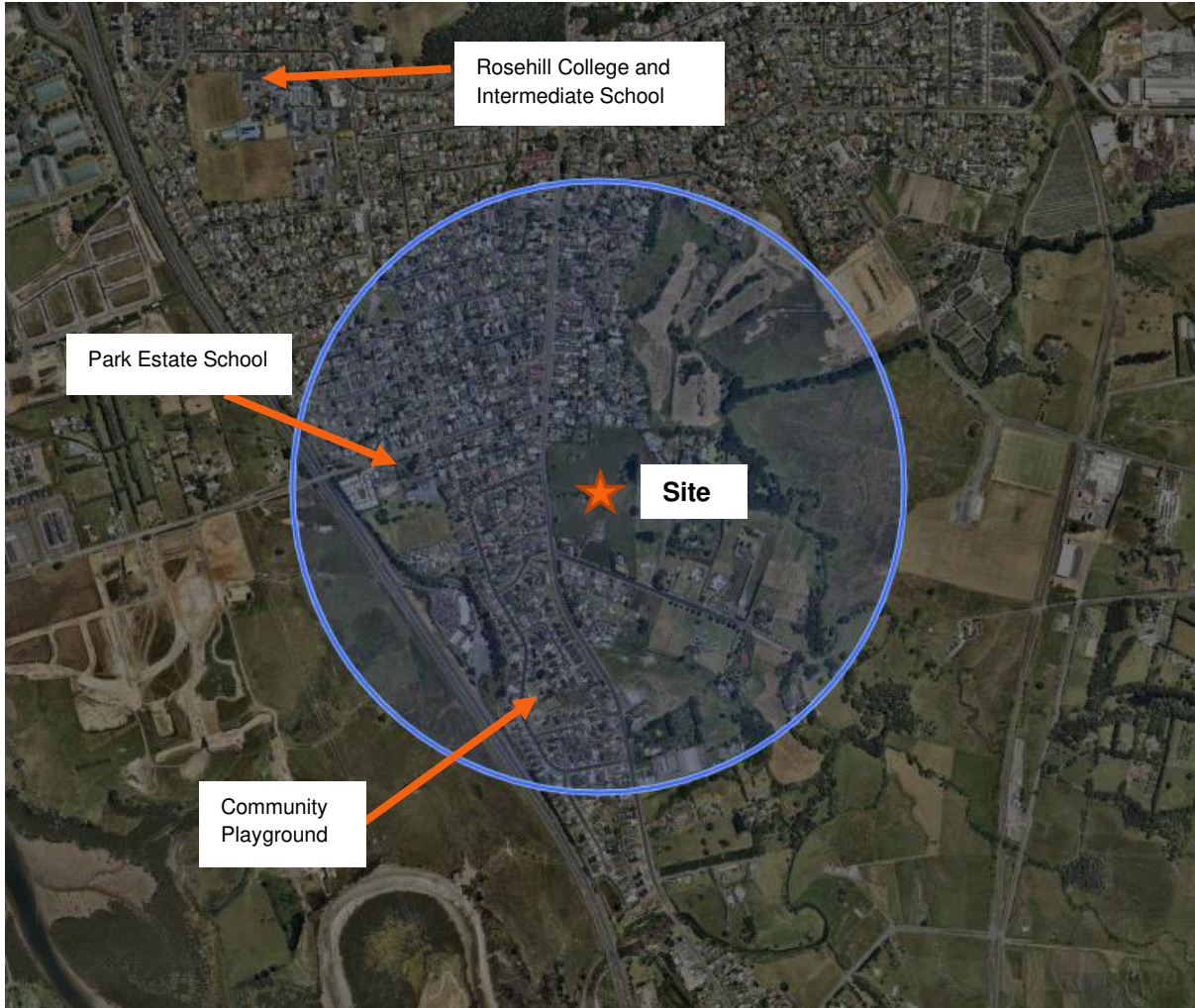
The Austroads Guide to Traffic Engineering Practice Part 13 – Pedestrians indicates that the practical walking distance for non-recreational walking trips is in the order of 1.5 km. Using the practical walking distance of 1.5 km and the 15th percentile walking speed of a typical fit, healthy adult of 1.3 m/s, gives a journey time of some 20 minutes. This is in line with New Zealand data in the Pedestrian Planning and Design Guide, which states that for walking trips, half are more than 10 minutes and 18% are more than 20 minutes.

The primary catchment area for pedestrians has therefore been based on a 1.5 km radius of the centre of the site as shown in Figure 7.

While the existing surrounding development has resulted in numerous cul de sac arrangements to the west of the site, it is noted that that several walking connections are provided from Great South Road enabling connectivity between the site and activities west of Great South Road.

Overall, the walking facilities neighbouring urban land uses are considered to be at a higher standard, while there tends to be a lack of facilities adjacent to rural properties.

Figure 7: Walking Catchment 1.5km from site (Source: Near Maps)



2.3.5 CYCLING

Based on New Zealand Transport Agency Research Report 426, the average cycling trip length is approximately 3 km. This distance will put both Drury Station and Papakura Station within a cyclable distance of the site. Also, within this distance will be Rosehill College and Rosehill Intermediate.

There are however no dedicated cycle facilities connecting these activities and the site. There is however a reasonably wide carriageway along the length of the corridor, with sealed shoulders which may be more appropriate for a confident cyclist.

With the increasing attractiveness of electric bikes, distances that can reasonably be travelled by bike are increasing. The current State Highway 1 improvement project includes a 4.5km shared path from Papakura to Takanini. It is planned that this facility will be extended to Drury as part of the future motorway improvements project identified previously. This will improve connectivity for those wishing to travel on a strategic cycle network.

2.3.6 TRAFFIC VOLUMES

2.3.6.1 AUCKLAND TRANSPORT TRAFFIC VOLUMES

Table 2 outlines traffic volumes of various roads surrounding the site as per surveys completed by Auckland Transport.

Table 2: Traffic Volumes

Road	Location	Date	7-Day ADT (veh/ day)	Peak hour volume (veh/ hr)	
				AM Peak	PM Peak
Great South Road	Between Gatland Road and Miro Street	March 2018	14,577	1,590	1,532

No data is available for Gatland Road however in a typical day (outside an event at the cemetery) is estimated as being less than 250 vehicles per day.

2.4 CRASH HISTORY

A search of the road safety record using the New Zealand Transport Agency Crash Analysis System (CAS) has been carried out to identify all reported crashes near the Plan Change area during the five-year period from 2014 to 2019.

The search focused on all reported crashes occurring on Great South Road adjacent to the Plan Change area and at the intersections of Gatland Road and Great South Road and Great South Road and Park Estate Road.

A total of 10 crashes were identified with no deaths and one serious injury crashes.

The crashes are summarised in Table 3.

Table 3: Crash History Summary (2014-2019)

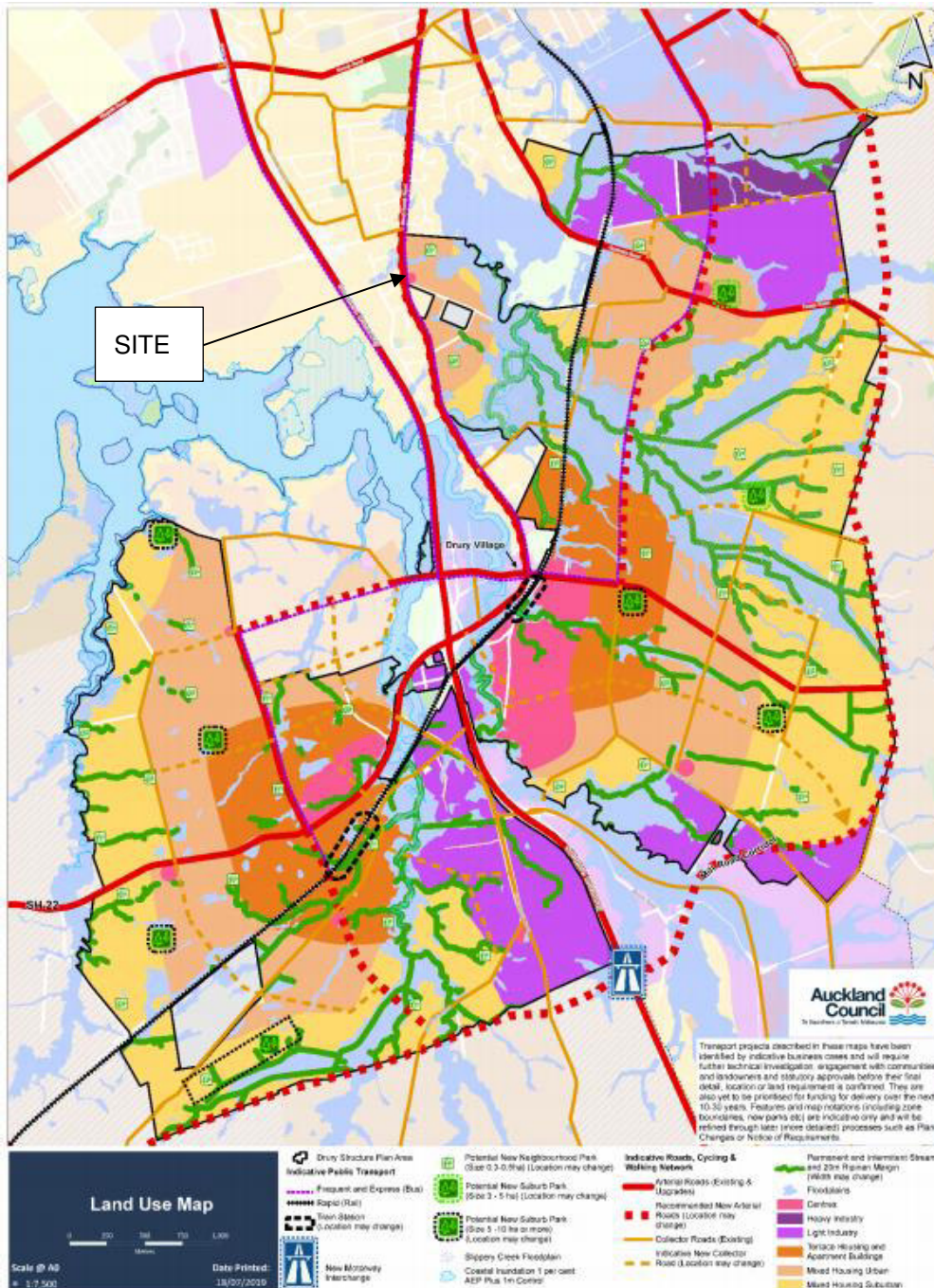
Location	Number of Crashes/ Predominant Crash Types	Injuries
Great South Road Total: 7 Crashes	One head on collision, due to fatigue	Three minor injuries
	One car hit cyclist while overtaking	One severe injury
	One rear end collision due to sudden braking One rear end collision resulting from evading enforcement	No minor injuries
	Two loss of control with speed as an identified factor	One minor injury
	One collision with parked vehicle due to medical illness	One minor injury
Intersection of Great South Road and Park Estate Road	Three crashes <ul style="list-style-type: none"> - Three related to turning right into Park Estate Road - One of the three crashes had additional factors of speed and alcohol test above limit/refused 	One minor injury
Intersection of Great South Road and Gatland Road	None	n/a

From the above, there are no identified pattern of crashes in the area or any noticeable issues.

3 STRUCTURE PLAN AND SUPPORTING GROWTH

The Draft Structure Plan released by Council proposes an indicative land use scenario as shown in Figure 8. The Structure Plan underwent consultation in October 2018 with a Summary report prepared in April 2019 outlining the Draft Drury Opaheke Structure Plan. The Structure plan was adopted by Auckland Council in August 2019.

Figure 8: Drury-Opaheke Structure Plan 2019



The indicative land uses identify the subject site as predominately residential with a mixture of Mixed Housing Urban and small centre identified at the intersection of Great South Road and Gatland Road.

The PPC zone structure is in accordance with the structure plan.

4 PROPOSED PLAN CHANGE

4.1 OVERVIEW

The Proposed Plan Change will change the existing future urban land to a predominantly residential land use.

The proposed mixed housing urban zoning will provide an indicative housing yield of 200 dwellings. In addition, a small neighbourhood centre is proposed at the intersection of Gatland Road and Great South Road. An indicative site plan is shown below in Figure 9.

Figure 9: Indicative Site Plan for the PPC area



4.2 PROPOSED TRANSPORT NETWORK

The proposed network for the PPC area is shown below in Figure 10.

Figure 10: Proposed Road Layout



As shown, internal to the Plan change there are two types of local roads proposed.

The cross section for the local road (amenity link) and the local roads are shown below.

Figure 11: Proposed Cross Section: Local Road Amenity

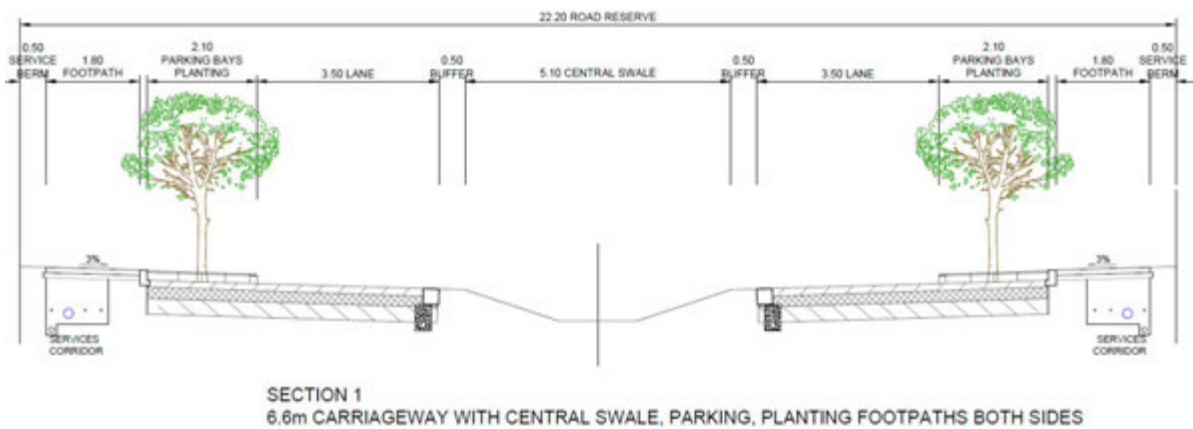
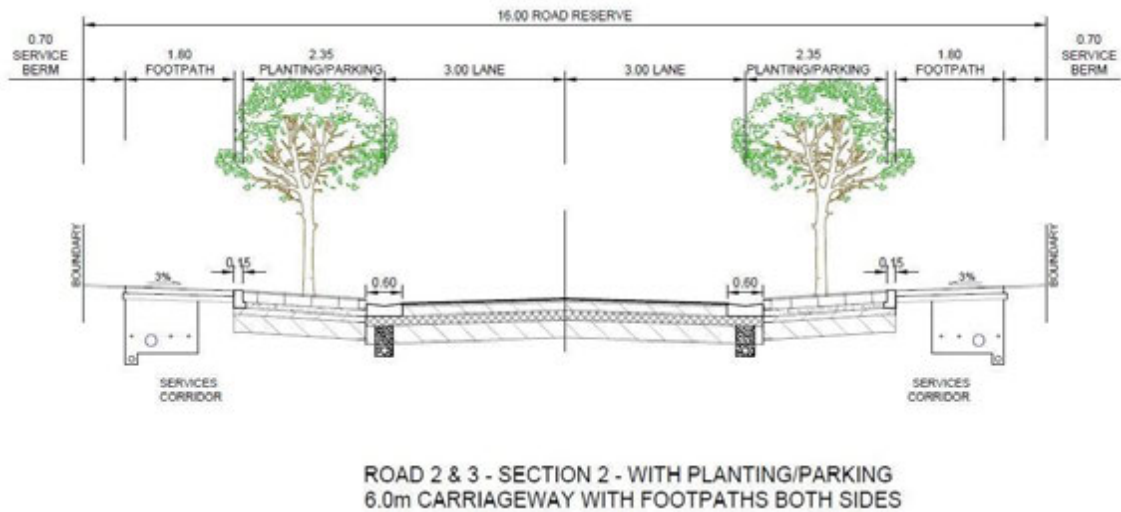


Figure 12: Proposed Cross Section: Local Road



The key characteristics of the proposed roads are shown below in Table 4

Table 4: Key Characteristics of Internal Roding Network

Road	Key Characteristics
Local Road – Amenity	<ul style="list-style-type: none"> - 22.2m cross section - 3.5m traffic lanes - Central swale - 2.1m parking bays with planting - 1.8m footpaths
Local Road	<ul style="list-style-type: none"> - 16.0m cross section - 3.0m traffic lanes - 2.35 parking bays with planting - 1.8m footpaths

Future road connectivity to the east of the PPC has been allowed for and shown by the dotted line in Figure 10.

The above road cross-sections fully comply with Auckland Transport TDM manual and are considered appropriate.

4.3 ROAD ACCESS

The site will essentially be served by two intersections:

- One new intersection on Great South Road
- One new intersection on Gatland Road (which then links to Great south Road at an existing intersection).

The speed limit on both Gatland Road and Great South Road are to be reduced to 50km/hr from 30 June 2020.

As such both intersection locations have been reviewed in relation to a posted speed limit of 50km/hr. In terms of Austroads¹ for 50km/hr a Safe Intersection Sight Distance (SISD) of 97m is recommended.

The new intersection to Great South Road easily meets the 97m requirement in both directions.

The new intersection to Gatland Road has approximately 90m to the west (to the Great South Road intersection) and over 250m to the east. As such the sight distance to the east easily exceed the SIDA (50km/hr) requirement and is just short of SISD to a 50km/hr environment to the west.

Further the visibility to the west is limited by the presence of a priority intersection and as such the speeds of vehicles approaching from the west is likely to be less than 50km/hr.

Overall, the intersection locations are considered appropriate and the speed changes proposed are consistent with the intention of the PPC.

5 TRIP GENERATION

5.1 ANTICIPATED VEHICLE TRIP GENERATION

The potential trip generation of development proposals, or in this case proposed Plan Changes, are typically estimated using the predictive models within the RTA Guide². The land use activities proposed within the PPC are

- Mixed housing urban (5.991 ha) and a small neighbourhood centre (0.813ha)

The Auckland Transport Integrated Transport Assessment Guidelines ('ITA Guidelines') recommends that trip rates for each mode of travel be developed based on the number of people anticipated to be residing within the development and sources such as Census data and other surveys. The results of such analyses can be confirmed by referring to traditional vehicle trip generation rates provided in New Zealand databases and documents such as the RTA Guide.

The RTA Guide recommends that for medium density developments a typical traffic generation would be in the region of 4 to 5 daily trips per dwelling or 5 – 6.5 daily trips per dwelling for larger units or town houses.

However, given that the PPC area is not currently located some distance from a frequent public transport services or a key employment centre, the higher trip rate has been utilised for this assessment. This does not preclude that in the future an increased provision of public transport may result in lower vehicle trips, but rather provides a conservative understanding for the short to medium term.

As such a standard trip rate of 0.65 trips per dwelling has been applied to this assessment.

¹ Austroads Part 4a table 3.2

² Roads and Traffic Authority of NSW, Guide to Traffic Generating Developments, Version 2.2, October 2002

The neighbourhood centre is expected to cater largely to local trips from pedestrians and cyclists and pass by trips. Based on this the estimated table 5 shows the total traffic expected by the PPC.

Table 5: Anticipated Trip Generation

Land Use	Trip Rate	Expected peak hour trips
200 Dwellings	0.65 vehicle trips per hour	130 vehicle per hour

Accordingly, the PPC is expected to generate approximately 130 vehicle movements in the peak hour.

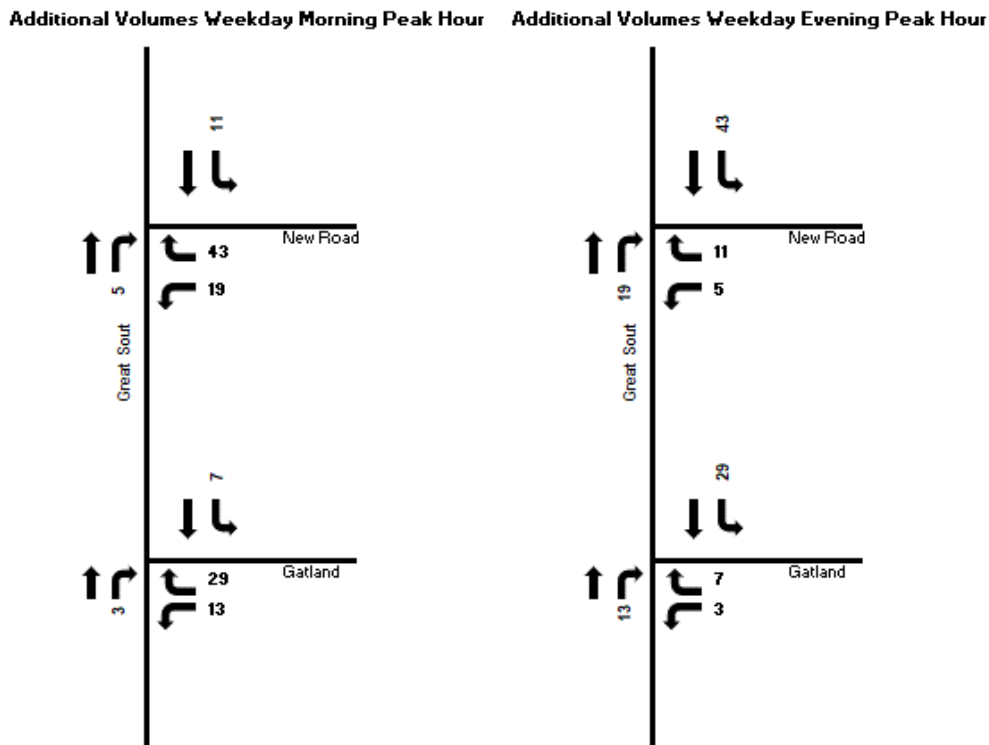
5.2 ASSESSMENT OF TRAFFIC EFFECTS

In order to assess the operation of the two intersections proposed within the PPC area, the expected trip generation has been applied to the intersection of Gatland Road and the intersection of the Local Amenity with Great South Road. The following assumptions have been used to develop the scenarios

- Exiting traffic from PPC in the morning peak will be 70% northbound and 30% southbound in the morning peak
- Returning traffic to the PPC in the evening peak will be 70% southbound and 30% northbound
- 60% of traffic exiting the PPC will utilise the Local Road amenity intersection (new), and 40% will utilise the Gatland Road intersection
- Traffic from PPC in the morning peak will be 80% exiting and 20% entering in the morning peak (opposite in the PM peak)

The additional 130 vehicles per hour have been added to the network as per Figure 13 below

Figure 13: Additional traffic – Subject Plan Change



It is understood that a Plan Change has been lodged with Council for a site to the south of the subject site at 520 – 522 Great South Road. This Plan Change proposes 113 residential lots and proposes to utilise Gatland Road in addition to providing a new road access to Great South Road.

To assess the impact of the subject Plan Change at 470/478 Great South Road, the predicted trip generation of 130 trips has been added to the predicted trip generation from the Plan Change located at 520/522 Great South Road (understood to be 94 trips in the peak hour).

To inform the intersection modelling, traffic surveys were undertaken on 24 June 2020. A further sensitivity test, applying an additional 10% to through movements on both roads was also undertaken to ensure that consideration was given to potential Covid -19 impacts on traffic volumes. The volumes for these two scenarios are shown in the below figures.

Figure 14: Additional traffic – Subject Plan Change plus neighbouring plan change

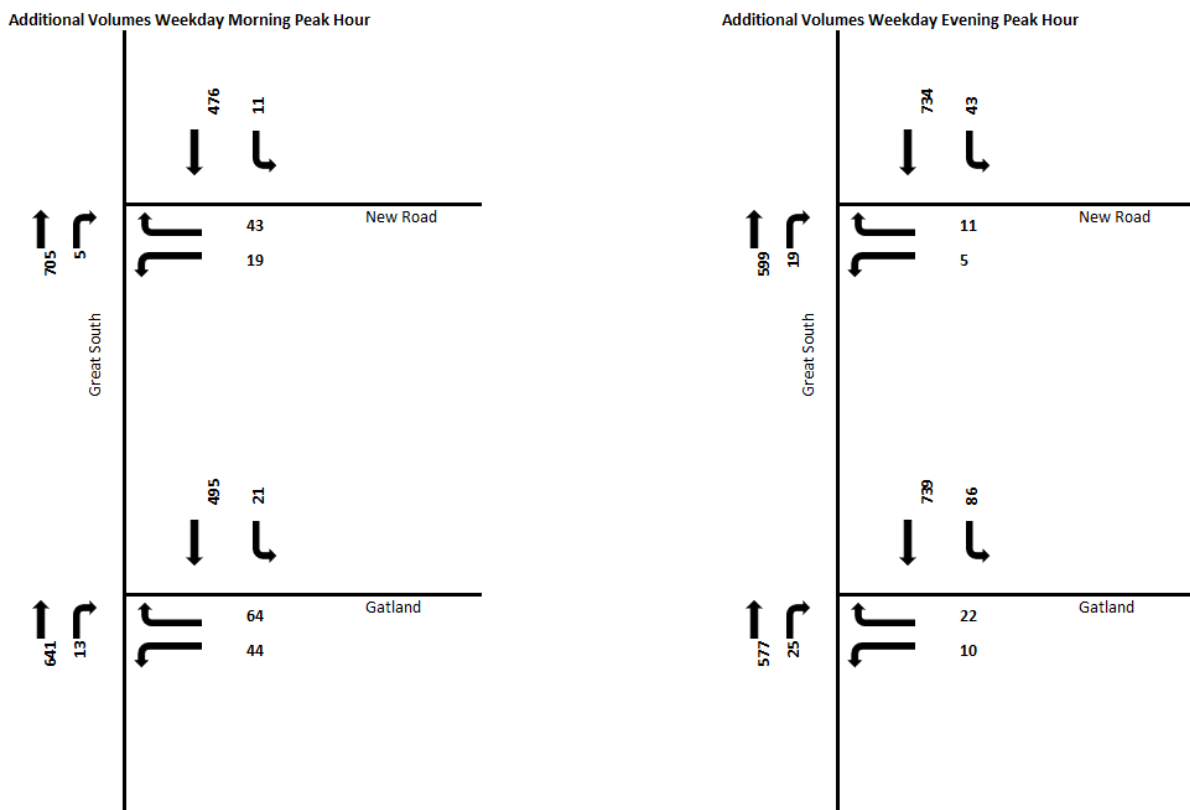
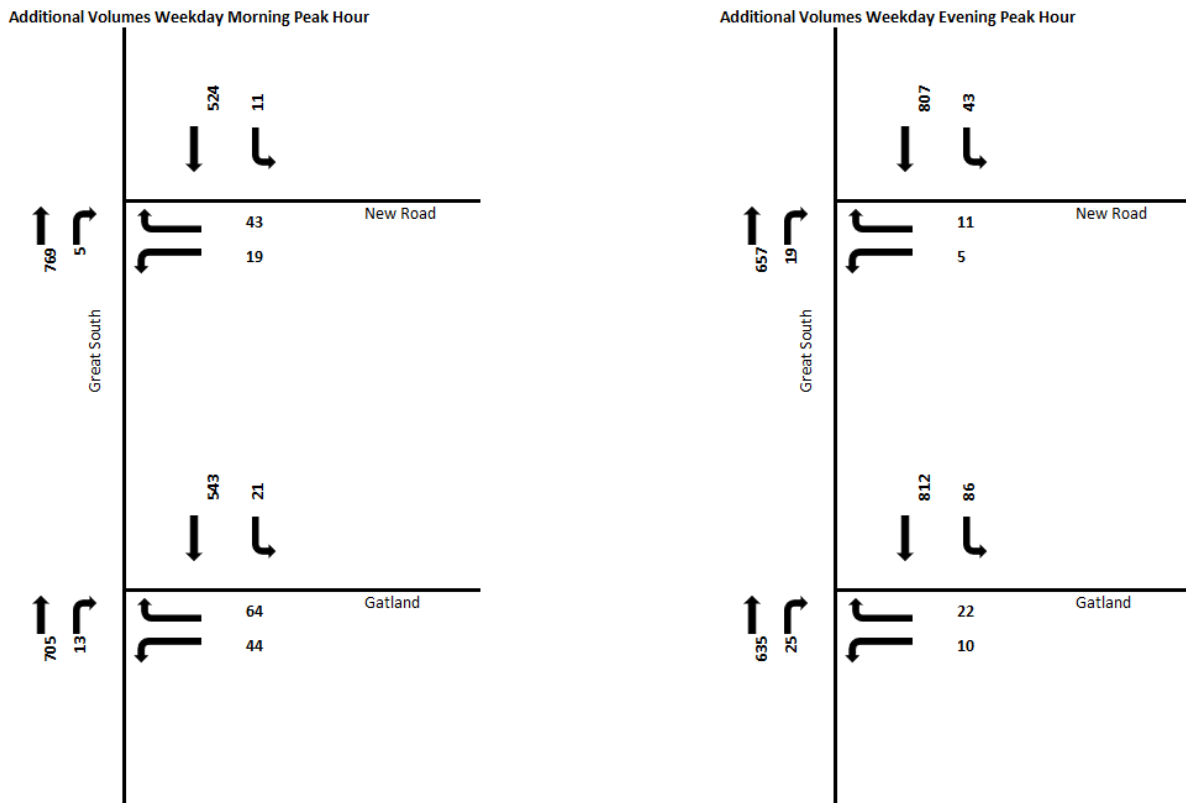


Figure 15: Additional traffic – Subject Plan Change plus neighbouring plan change plus 10% sensitivity on through movements



5.3 MITIGATION

The above volumes are considered to be within the capacity of a priority intersection on Great South Road.

Based on the above the following mitigation is considered to be appropriate:

- Continuation of the existing painted flush median on Great South Road (at and north of Park Haven Drive) to the south along the site frontage to (and including) Gatland Road intersection.
- Providing of vegetation removal at Gatland Road intersection to achieve Safe Intersection Sight Distance of 150m (for 70km/hr)

These upgrades are shown in Figure 14 below.

Figure 16: Local Roothing upgrades



SIDRA analysis of the new road with Great South Road and with Gatland Road and Great South Road has been undertaken. Results are included in Appendix A.

The SIDRA assessment shows the right turn exits onto Great South Road from both Gatland Road and the new road will start to experience delay in the morning peak, with delays being greater under the sensitivity scenario. It however noted that there will be three roads connecting to Great South Road, enabling traffic to spread across the intersections minimising delay. For example, the SIDRA for the new road shows a lesser delay for right turning traffic than Gatland Road – when traffic likely will redistribute across these intersections.

6 PARKING

6.1 VEHICLE PARKING

The Unitary Plan provides the required vehicle parking provision for various zones. For the zoning proposed within the PPC area, the following minimum and maximum rates apply:

Table 6: Unitary Plan parking requirements

Residential activity	
Activity	Mixed Housing Urban (Parking rates - area 2)
All dwellings in the Terrace Housing & Apartment Buildings zone	N/A
Dwellings – studio	No minimum and no maximum

Dwellings 1 bedroom	No minimum and no maximum
Dwellings – two or more bedrooms	Minimum of 1 per dwelling and no maximum
Business activity	
Activity	Town centre zone
Retail (food and beverage)	Minimum of 1 per 30 m ² GFA and no maximum
All other retail (including supermarkets)	Minimum of 1 per 30 m ² GFA and no maximum

The details of parking provisions will be provided in later Resource Consent assessments; however, parking will be provided in accordance with the Unitary Plan provisions.

6.2 CYCLE PARKING

The Unitary Plan requires that cycle parking be provided and Table 7 outlines these requirements. Although more than 20 dwellings are proposed in total across this site, they are likely to be standalone dwellings or short terraces, and therefore short stay cycle parking (intended for the use of visitors) is not required.

For dwellings without a garage, at least one secure, long stay cycle parking space is required. These facilities should be in a secure location, generally not open to the public, where the cycle does not need to be carried up or down stairs. Long stay spaces are for residents of the development.

Table 7: Minimum Unitary Plan cycle parking requirements

Activity		Visitor (short stay)	Secure (long stay)
Residential (for developments of >20 dwellings)		1/20 dwellings within a single building	1 per dwelling without a garage
Retail (food and beverage)	Greater than 350m ² GFA	1 space per 350 m ² GFA	1 per 300 m ² GFA
Retail (all other retail)	Greater than 500 m ² GFA up to 5000 m ² GFA	1 space per 500 m ² GFA	
	Greater than 5000 m ² GFA	1 space per 750 m ² GFA	
Office (Greater than 200m ² up to 10,000m ²)		1 space plus 1 space per 1,000 m ² above 1,000 m ²	

More details regarding the exact location of these spaces will be provided during subsequent project development phases, however cycle parking will be provided in accordance with the AUP standards.

6.2.1 LOADING

For 'retail and industrial' use, sites with a GFA greater than 300 m² GFA up to 5000 m² require one loading bay. Sites with a GFA greater than 5,000 sqm up to 10,000 m² GFA require a minimum of two loading spaces.

For 'all other activities', sites with a GFA greater than 300 m² GFA up to 5000 m² require one loading bay. Sites with a GFA greater than 5,000 sqm up to 10,000 m² GFA require a minimum of two loading spaces.

As each individual lot on site will have a GFA significantly less than 5,000 sqm, no loading spaces are required.

Subsequent design stages will provide further detail on the loading provisions required as part of the neighbourhood centre.

6.3 SERVICING

The indicative truck paths would be required to be designed to accommodate a 10.3m rear steering waste truck as advised by Auckland Council's Waste Management team. The minimum headroom within each parking level is recommended to be a minimum of 3.8m. Again, this can be investigated at subsequent resource consent stages however the cross-sections proposed can accommodate these vehicles.

7 ACCESS

7.1 PEDESTRIAN ACCESS

Pedestrian access is proposed to be provided via the footpath network by way of 1.8m wide paths on all roads.

In terms of the wider network it is noted that there is no footpath on the northern (subject) side of the road and the footpath on Great South Road terminates some 100m north of Gatland Road. As such to enable safe and efficient pedestrian access it is recommended that additional pedestrian provision be provided including:

- Full 1.8m wide footpath (with kerb and channel) on Gatland Road (northside) for the length of the PPC area
- Full 1.8m wide footpath (with kerb and channel) on Great South road from the existing termination through to Great South road / Gatland Road intersection with provision of two crossing facilities (pedestrian refuge island) on Great South Road.

7.2 VEHICLE ACCESS

Vehicle access will occur via either one of the new local roads or Gatland Road. No access is anticipated via Great South road which is classified as an Arterial Road in the Unitary Plan (and access would require Restricted Discretionary Consent).

All access / driveways are anticipated to be designed to Auckland Transport standards (eg currently GD017A)

8 INTEGRATION WITH FUTURE TRANSPORT NETWORK

8.1 GREAT SOUTH ROAD

As identified in Section 3, the Supporting Growth programme are currently investigating the future function of Great South Road. Initial advice from Auckland Transport regarding this programme is that Great South Road is proposed to be four lanes with an indicative cross section of 30m.

In order to provide for this corridor, it is proposed that a portion of the property frontage will be vested to Auckland Transport. The proposed area for vesting is shown in Appendix B.

8.2 GENERAL

The following section provides a review of established policy and plans in relation to the Plan Change. The documents reviewed comprise:

- Auckland Plan 2050;
- Auckland Regional Land Transport Strategy 2010;
- Auckland Regional Public Transport Plan 2013;
- Sustainable Transport Plan 2006-2016;
- AUP (OiP); and

8.3 AUCKLAND PLAN

The Auckland Plan 2050 is Auckland Council's long-term spatial strategy to create the world's most liveable city. It shows how Auckland will prepare for an expected one million additional people by 2040 and the additional 400,000 new homes needed to accommodate this increased population. The Auckland Plan has six core outcomes that it seeks to achieve.

The transport and access outcome is that Aucklanders will be able to get where they want to go more easily, safely and sustainably. The directions for this outcome include:

- Better connect people, places, goods and services
- Increase genuine travel choices for healthy, vibrant and equitable Auckland
- Maximise safety and environmental protection

This will include focussing on the following areas

- Make better use of the existing transport networks
- Target the transport investment to the most significant challenges
- Maximise the benefits from transport technology
- Make walking, cycling and public transport preferred choice for many more Aucklanders
- Better integrate land use and transport
- Move to a safe transport system free from death and serious injury
- Develop a sustainable and resilient transport system

The Auckland Wide Development Strategy Map identifies growth in the Drury / Papakura area.

8.4 REGIONAL POLICY STATEMENT

Urban growth objectives are outlined in Section B2.2 of the AUP (OP), as outlined below:

A quality compact urban form that enables all of the following:

- a) a higher-quality urban environment;
- b) greater productivity and economic growth;
- c) better use of existing infrastructure and efficient provision of new infrastructure;
- d) improved and more effective public transport;
- e) greater social and cultural vitality;
- f) better maintenance of rural character and rural productivity; and
- g) reduced adverse environmental effects

As noted above, the Plan Change area is located next to a public transport route (with plans to increase frequency in the future).

Overall, the Plan Change area location is therefore considered to support a compact sustainable urban form but also offer viable transport alternatives to the private motor vehicle.

8.5 AUCKLAND REGIONAL LAND TRANSPORT PLAN

The Auckland Regional Land Transport Plan (“RLTP”) forms part of the National Land Transport Programme and represents the combined intentions of the NZ Transport Agency (the Transport Agency), Auckland Transport (AT), and KiwiRail to respond to growth and other challenges facing Auckland in the next 10 years.

The Plan Change is considered to be compatible with the surrounding transport environment and offers alternatives to the private vehicle.

8.6 AUCKLAND REGIONAL PUBLIC TRANSPORT PLAN

The Auckland Regional Public Transport Plan 2018-2028 (“RPTP”) seeks to deliver an improved public transport network in Auckland by increasing public transport frequency along key transport corridors and simplifying ticketing to improve user experience.

The vision of the RPTP is to deliver “*A system with seamless end to end customer journeys that are safe, accessible and reliable*”. To deliver on the Auckland Plan, by achieving AT’s vision for Auckland’s PT system, it needs to deliver

- A continuously improving customer experience
- services that integrate with surrounding, and planners, land uses and contribute to placemaking
- affordable and equitable travel
- an increasingly safe, secure and sustainable system;
- improved monitoring and value for money.

Key improvements proposed in the RPTP include Great South Road as an FTN / RTN in 2027/28.

The Plan Change is therefore considered to be supportive of the vision of the RPTP.

8.7 AUCKLAND UNITARY PLAN

The AUP (OP) has the following objectives with regard to the region’s transport infrastructure:

- Land use and all modes of transport are integrated in a manner that enables:
 - a. the benefits of an integrated transport network to be realised; and
 - b. the adverse effects of traffic generation on the transport network to be managed.
- An integrated public transport, including public transport, walking, cycling, private vehicles and freight, is provided for.
- Parking and loading supports urban growth and the quality compact urban form.
- The provision of safe and efficient parking, loading and access is commensurate with the character, scale and intensity of the zone.
- Pedestrian safety and amenity along public footpaths is prioritised.
- Road/rail crossings operate safely with neighbouring land use and development.

Any development within the Plan Change area that meets the above objectives, and in particular development that supports a compact form, is therefore considered to align well with the transport objectives of the AUP (OP).

8.8 AUCKLAND TRANSPORT CODE OF PRACTICE

Should the Plan Change be approved, any road improvements will follow approved standards namely the Auckland Transport Code of Practice (ATCOP), Austroads and NZS4404. It is also noted that AT currently have a new design manual ('TDM'), currently in "soft launch", which can inform any road or intersection designs as part of future resource consent applications.

9 CONSTRUCTION TRAFFIC

The development site is currently occupied, and demolition works followed by earth works would be required before any new development could be constructed. Again, this would be subject to subsequent resource consent processes.

To facilitate construction traffic, further assessment will need to be completed once a consented development proposal is available. This will consider the staging and potential truck movements. Particular consideration will be given to the operation of Great South Road.

As is typical with a development of this scale, it is recommended that as part of any later resource consent, a Construction Traffic Management Plan (CTMP) should be required as a condition. It is considered that this Construction Traffic Management Plan should include:

- Construction dates and hours of operation including any specific non-working hours for traffic congestion/noise etc, aligned with normally accepted construction hours in the Auckland Region;
- Truck route diagrams between the site and external road network.
- Temporary traffic management signage/details for both pedestrians and vehicles, to manage the interaction of these road users with heavy construction traffic; and
- Details of site access/egress over the entire construction period and any limitations on truck movements. All egress points should be positioned to achieve appropriate sight distances.

Based on experience of constructing similar projects and bearing in mind capacity within the existing road network, with the appropriate Construction Traffic Management Plan in place and the above measures implemented, it is considered that construction activities can be managed to ensure any generated traffic effects are appropriately mitigated.

10 IMPLEMENTATION PLAN

Table 8 summarises the proposed Implementation Plan for the site.

Table 8: Implementation Plan

Trigger	Upgrade	Comments	Anticipated cost	Funder
As required	Construct local internal roads (posted speed limit of 50km/hr)	Provide access	Unknown	Developer
As required	Reduce posted speed limit of Gatland Road to 50km/hr	Ensure safety along Gatland Road	\$0	AT

1 st lot	Footpath (with kerb and channel) on Gatland Road (northside) for the length of the PPC area	Pedestrian safety issue	\$0.2 million	Developer
1 st lot	Footpath (with kerb and channel) on Great South road from the existing termination through to Great South road / Gatland Road intersection with provision of two crossing facilities (pedestrian refuge island) on Great South Road.	Pedestrian safety issue	\$0.2 million	Developer
1 st lot	Continuation of the existing painted flush median on Great South Road (at and north of Park Haven Drive) to the south along the site frontage to (and including) Gatland Road intersection.		\$0.1 million	Developer
1 st lot	Providing of vegetation removal at Gatland Road intersection to achieve Safe Intersection Sight Distance of 90m (for 50km/hr)	Intersection safety issue	\$0.01million	Developer
As required	Improved Public Transport / bus frequency	As development occurs in area	Unknown	Auckland Transport

Of further note, the Auckland Southern Corridor Project (Takanini to Papakura) is currently under construction and is essentially complete. The Papakura to Drury section is expected to follow completion of this project.

11 CONCLUSION

The descriptions, analyses and assessments provided in this report have shown that:

- The proposed plan change is in line with structure plan.
- The extent of development possible through the PPC can be accommodated by the surrounding road network while maintaining acceptable levels of safety and performance, provided the upgrades outlined within this report are implemented (when required);
- Minor local upgrades are required as per section 11 to accommodate the PPC; and
- the development enabled by the PPC is consistent with and encourages key regional and district transport policies.

It is recommended that the transport network upgrades described in section 11 of this assessment be provided to enable development resulting from the PPC to be appropriately supported by the road network. These can be addressed through the relevant resource consent applications in accordance with the AUP rules for the respective zones proposed by the PPC.

The full extent of development enabled by the PPC will be appropriately supported by the existing road network and upgrades to existing road network (as detailed above) to maintain appropriate levels of safety and efficiency on the surrounding road network.

Accordingly, it is concluded that there is no traffic engineering or transportation planning reason to preclude acceptance of this PPC.

Commute Transportation Consultants

ATTACHMENT A – SIDRA OUTPUTS

MOVEMENT SUMMARY

 Site: 101 [GSR / New Road - Development - AM (Site Folder: General)]

Development - AM
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: GSR														
2	T1	705	5.0	742	5.0	0.393	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	49.8
3	R2	5	5.0	5	5.0	0.005	6.7	LOS A	0.0	0.2	0.51	0.58	0.51	45.2
Approach		710	5.0	747	5.0	0.393	0.2	NA	0.0	0.2	0.00	0.00	0.00	49.7
East: New Road														
4	L2	19	5.0	20	5.0	0.026	10.3	LOS B	0.1	0.7	0.50	0.89	0.50	44.0
6	R2	43	5.0	45	5.0	0.250	28.3	LOS D	0.8	5.9	0.88	1.03	0.97	36.1
Approach		62	5.0	65	5.0	0.250	22.8	LOS C	0.8	5.9	0.76	0.99	0.83	38.2
North: GSR														
7	L2	11	5.0	12	5.0	0.272	4.7	LOS A	0.0	0.0	0.00	0.01	0.00	49.2
8	T1	476	5.0	501	5.0	0.272	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	49.8
Approach		487	5.0	513	5.0	0.272	0.2	NA	0.0	0.0	0.00	0.01	0.00	49.8
All Vehicles		1259	5.0	1325	5.0	0.393	1.3	NA	0.8	5.9	0.04	0.06	0.04	49.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [GSR / Gatland - +10% thrus - PM (Site Folder: General)]

Development - AM
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: GSR														
2	T1	635	5.0	668	5.0	0.357	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.8
3	R2	25	5.0	26	5.0	0.055	11.5	LOS B	0.2	1.4	0.74	0.88	0.74	42.6
Approach		660	5.0	695	5.0	0.357	0.6	NA	0.2	1.4	0.03	0.03	0.03	49.5
East: Gatland														
4	L2	10	5.0	11	5.0	0.026	15.0	LOS C	0.1	0.6	0.72	0.98	0.72	41.9
6	R2	22	5.0	23	5.0	0.268	52.6	LOS F	0.8	5.7	0.94	1.02	1.03	29.1
Approach		32	5.0	34	5.0	0.268	40.8	LOS E	0.8	5.7	0.87	1.01	0.93	32.2
North: GSR														
7	L2	86	5.0	91	5.0	0.503	4.8	LOS A	0.0	0.0	0.00	0.05	0.00	48.8
8	T1	812	5.0	855	5.0	0.503	0.3	LOS A	0.0	0.0	0.00	0.05	0.00	49.4
Approach		898	5.0	945	5.0	0.503	0.7	NA	0.0	0.0	0.00	0.05	0.00	49.3
All Vehicles		1590	5.0	1674	5.0	0.503	1.4	NA	0.8	5.7	0.03	0.06	0.03	48.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [GSR / Gatland - +10% thrus - AM (Site Folder: General)]

Development - AM
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: GSR														
2	T1	705	5.0	742	5.0	0.393	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	49.8
3	R2	13	5.0	14	5.0	0.015	7.2	LOS A	0.1	0.4	0.55	0.65	0.55	44.9
Approach		718	5.0	756	5.0	0.393	0.3	NA	0.1	0.4	0.01	0.01	0.01	49.7
East: Gatland														
4	L2	44	5.0	46	5.0	0.067	11.1	LOS B	0.2	1.8	0.55	0.95	0.55	43.7
6	R2	64	5.0	67	5.0	0.429	36.4	LOS E	1.5	11.0	0.92	1.07	1.17	33.4
Approach		108	5.0	114	5.0	0.429	26.1	LOS D	1.5	11.0	0.77	1.02	0.91	36.9
North: GSR														
7	L2	21	5.0	22	5.0	0.315	4.7	LOS A	0.0	0.0	0.00	0.02	0.00	49.2
8	T1	543	5.0	572	5.0	0.315	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	49.7
Approach		564	5.0	594	5.0	0.315	0.3	NA	0.0	0.0	0.00	0.02	0.00	49.7
All Vehicles		1390	5.0	1463	5.0	0.429	2.3	NA	1.5	11.0	0.06	0.09	0.08	48.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [GSR / New Road - +10% thrus - PM (Site Folder: General)]

Development - AM
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: GSR														
2	T1	657	5.0	692	5.0	0.368	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.8
3	R2	19	5.0	20	5.0	0.038	10.6	LOS B	0.1	1.0	0.70	0.84	0.70	43.1
Approach		676	5.0	712	5.0	0.368	0.4	NA	0.1	1.0	0.02	0.02	0.02	49.6
East: New Road														
4	L2	5	5.0	5	5.0	0.013	14.8	LOS B	0.0	0.3	0.71	0.93	0.71	42.0
6	R2	11	5.0	12	5.0	0.128	44.9	LOS E	0.4	2.6	0.93	1.00	0.93	31.0
Approach		16	5.0	17	5.0	0.128	35.5	LOS E	0.4	2.6	0.86	0.98	0.86	33.8
North: GSR														
7	L2	43	5.0	45	5.0	0.475	4.8	LOS A	0.0	0.0	0.00	0.03	0.00	49.0
8	T1	807	5.0	849	5.0	0.475	0.2	LOS A	0.0	0.0	0.00	0.03	0.00	49.5
Approach		850	5.0	895	5.0	0.475	0.5	NA	0.0	0.0	0.00	0.03	0.00	49.5
All Vehicles		1542	5.0	1623	5.0	0.475	0.8	NA	0.4	2.6	0.02	0.04	0.02	49.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [GSR / New Road - +10% thrus - AM (Site Folder: General)]

Development - AM
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: GSR														
2	T1	769	5.0	809	5.0	0.429	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	49.7
3	R2	5	5.0	5	5.0	0.006	7.0	LOS A	0.0	0.2	0.53	0.60	0.53	45.0
Approach		774	5.0	815	5.0	0.429	0.2	NA	0.0	0.2	0.00	0.00	0.00	49.7
East: New Road														
4	L2	19	5.0	20	5.0	0.028	10.8	LOS B	0.1	0.7	0.53	0.90	0.53	43.8
6	R2	43	5.0	45	5.0	0.322	36.7	LOS E	1.0	7.6	0.92	1.04	1.06	33.3
Approach		62	5.0	65	5.0	0.322	28.8	LOS D	1.0	7.6	0.80	1.00	0.90	36.0
North: GSR														
7	L2	11	5.0	12	5.0	0.299	4.7	LOS A	0.0	0.0	0.00	0.01	0.00	49.2
8	T1	524	5.0	552	5.0	0.299	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	49.8
Approach		535	5.0	563	5.0	0.299	0.2	NA	0.0	0.0	0.00	0.01	0.00	49.8
All Vehicles		1371	5.0	1443	5.0	0.429	1.5	NA	1.0	7.6	0.04	0.05	0.04	48.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [GSR / Gatland - Development - PM (Site Folder: General)]

Development - AM
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: GSR														
2	T1	577	5.0	607	5.0	0.324	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.8
3	R2	25	5.0	26	5.0	0.047	10.2	LOS B	0.2	1.2	0.69	0.83	0.69	43.3
Approach		602	5.0	634	5.0	0.324	0.5	NA	0.2	1.2	0.03	0.03	0.03	49.5
East: Gatland														
4	L2	10	5.0	11	5.0	0.022	13.6	LOS B	0.1	0.5	0.66	0.94	0.66	42.5
6	R2	22	5.0	23	5.0	0.193	37.5	LOS E	0.6	4.2	0.92	1.01	0.96	33.1
Approach		32	5.0	34	5.0	0.193	30.0	LOS D	0.6	4.2	0.84	0.99	0.86	35.6
North: GSR														
7	L2	86	5.0	91	5.0	0.462	4.8	LOS A	0.0	0.0	0.00	0.06	0.00	48.9
8	T1	739	5.0	778	5.0	0.462	0.2	LOS A	0.0	0.0	0.00	0.06	0.00	49.4
Approach		825	5.0	868	5.0	0.462	0.7	NA	0.0	0.0	0.00	0.06	0.00	49.3
All Vehicles		1459	5.0	1536	5.0	0.462	1.3	NA	0.6	4.2	0.03	0.07	0.03	49.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

STOP Site: 101 [GSR / Gatland - Development - AM (Site Folder: General)]

Development - AM
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: GSR														
2	T1	641	5.0	675	5.0	0.357	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.8
3	R2	13	5.0	14	5.0	0.014	6.9	LOS A	0.1	0.4	0.52	0.62	0.52	45.0
Approach		654	5.0	688	5.0	0.357	0.3	NA	0.1	0.4	0.01	0.01	0.01	49.7
East: Gatland														
4	L2	44	5.0	46	5.0	0.062	10.6	LOS B	0.2	1.6	0.52	0.93	0.52	43.9
6	R2	64	5.0	67	5.0	0.336	27.9	LOS D	1.2	8.6	0.88	1.05	1.05	36.2
Approach		108	5.0	114	5.0	0.336	20.9	LOS C	1.2	8.6	0.73	1.00	0.84	39.0
North: GSR														
7	L2	21	5.0	22	5.0	0.288	4.7	LOS A	0.0	0.0	0.00	0.02	0.00	49.2
8	T1	495	5.0	521	5.0	0.288	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	49.7
Approach		516	5.0	543	5.0	0.288	0.3	NA	0.0	0.0	0.00	0.02	0.00	49.7
All Vehicles		1278	5.0	1345	5.0	0.357	2.0	NA	1.2	8.6	0.07	0.10	0.08	48.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [GSR / New Road - Development - PM (Site Folder: General)]

Development - AM
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: GSR														
2	T1	599	5.0	631	5.0	0.336	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.8
3	R2	19	5.0	20	5.0	0.032	9.5	LOS A	0.1	0.9	0.65	0.78	0.65	43.7
Approach		618	5.0	651	5.0	0.336	0.4	NA	0.1	0.9	0.02	0.02	0.02	49.6
East: New Road														
4	L2	5	5.0	5	5.0	0.011	13.4	LOS B	0.0	0.3	0.66	0.90	0.66	42.6
6	R2	11	5.0	12	5.0	0.093	34.3	LOS D	0.3	2.0	0.90	1.00	0.90	34.0
Approach		16	5.0	17	5.0	0.093	27.8	LOS D	0.3	2.0	0.83	0.97	0.83	36.3
North: GSR														
7	L2	43	5.0	45	5.0	0.434	4.8	LOS A	0.0	0.0	0.00	0.03	0.00	49.0
8	T1	734	5.0	773	5.0	0.434	0.2	LOS A	0.0	0.0	0.00	0.03	0.00	49.6
Approach		777	5.0	818	5.0	0.434	0.4	NA	0.0	0.0	0.00	0.03	0.00	49.5
All Vehicles		1411	5.0	1485	5.0	0.434	0.7	NA	0.3	2.0	0.02	0.04	0.02	49.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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ATTACHMENT B- FUTURE TRANSPORT PROVISION



Revision notes:		
Rev.	Date:	Notes:

Drawn by:
LH
J001478 470 & 476 Great Sth Rd & 2 & 8 Gatland

Client:

Project:
470 & 476 Gt Sth Rd
Road Widening

Drawing Title:
Concept road widening

Date:
28 July 2020

Scale @ A3:
1:1000 @ A3

Revision:
A



Figure:
1



PROPOSED PLAN CHANGE

STORMWATER MANAGEMENT PLAN

470-476 GREAT SOUTH ROAD AND 2 & 8 GATLAND
ROAD, PAPA KURA

GREG AND NICKY HAYHOW

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REPORT 1554- 2




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Revision History

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Document Acceptance

Action	Name	Signed	Date
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Executive Summary

The proposed Stormwater Management Plan outlines the overall impacts and management strategy for stormwater generated from the proposed development at 470-476 Great South Road.

The purpose of the SMP is to provide guidance on how stormwater will be managed within the plan change area. It demonstrates that the proposed stormwater management is the best practicable option, taking into consideration the existing site features and the future land use. This guidance is consistent with regulatory and stormwater-specific guidelines and based on conventional stormwater management techniques to meet Auckland Unitary Plan, Operative in Part (AUP) requirements. The Draft Drury-Opāheke Future Urban Zone Stormwater Management Plan2 (FUZ SMP) has been referred to ensure to the stormwater management approach integrates with existing and future stormwater systems in the Slippery Creek catchment.

The SMP, as it stands, is intended to be adopted within Auckland Council's Network Discharge Consent (NDC) and provides an assessment to support the Plan Change application

The development will be managed through a treatment train approach, with at source devices working in conjunction with a larger wetland to manage flows. Devices such as raingardens, reuse tanks will be incorporated to provide some level of treatment and attenuation prior to entering the wetland.

Discussions with Auckland Council confirm that flood flows should be conveyed directly downstream without attenuation. However, it is noted that the development will need to assess downstream flooding restrictions at Resource Consent stage and any further attenuation for larger storm events will need to be included.

Overland flow will maintain the current entry point and will be conveyed through the site via road channels and will discharge at the same exit point of the site.

The report demonstrates that Stormwater can be properly managed within the site and further details of devices and calculations will be provided to support a Resource Consent Application.

The SMP may need to be developed in further detail at future stages to address outcomes of Resource Consents and Engineering Plan Approvals for the proposed development.

1.0 Development summary and Planning Context:

The site is located on corner of Great South Road and Gatland Road and is made up of 4 separate titles, 470 & 476 Great South Road and 2 & 8 Gatland Road, Papakura.

The site has a gradual to steep fall from west to east with a highest elevation of 22mRL down to a lowest level of 11mRL at the eastern boundary.

The majority of the site is grass or tree vegetation with several existing dwellings, driveways and ancillary buildings.

The proposal is to rezone these titles to a Mixed Housing Urban Zone with associated local neighborhood center.

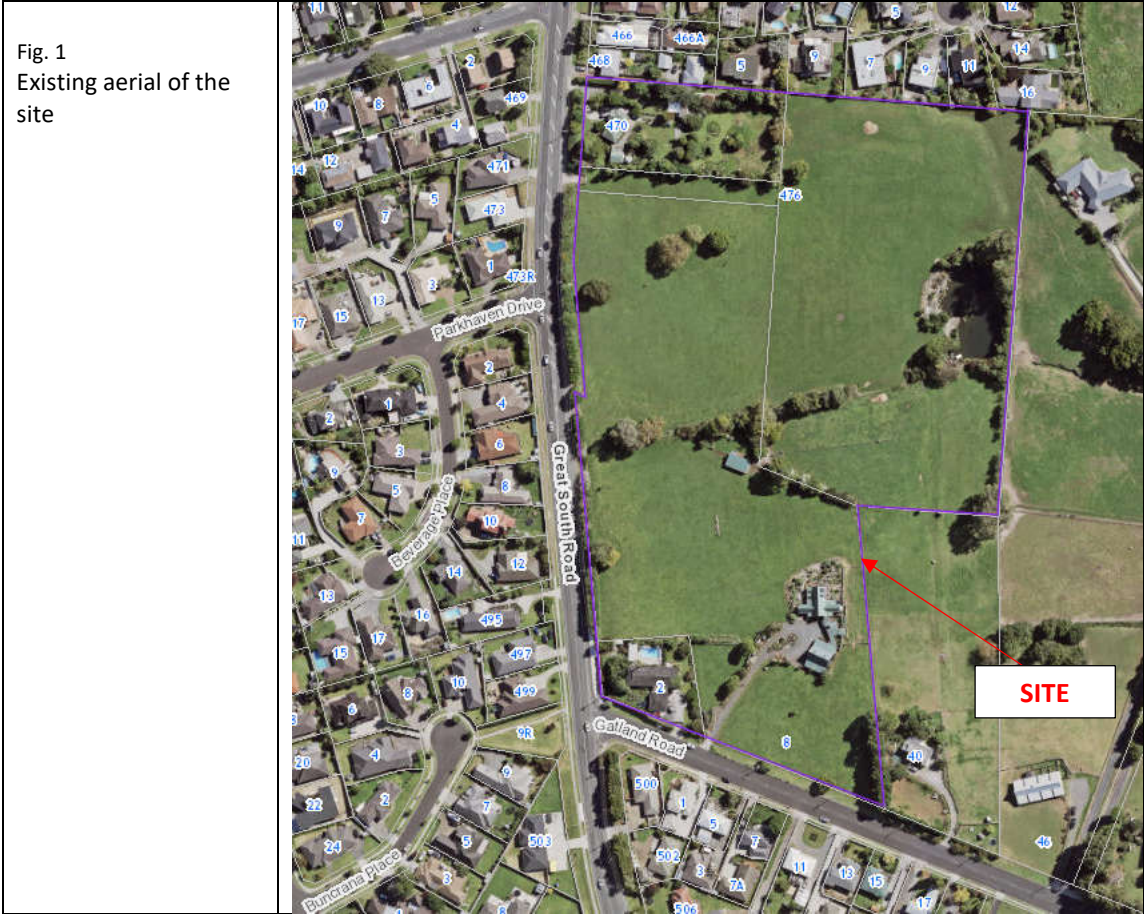


Fig. 1
Existing aerial of the site



Fig. 2
Proposed Zoning Plan



Fig. 3
Potential Masterplan



2.0 Existing Site Appraisal

The site is located in the Slippery Creek Catchment. Slippery Creek has a large catchment flow from the east and flows predominately through the new area of the Plan Change of Drury/Opaheke.

The site is located in one of the lower reaches of the catchment approx. 2km upstream of the tidal reach of Slippery Creek from the north and western direction.

The area in question forms part of a larger plan change for the Drury South and a draft Stormwater Management Plan has been prepared as part of this submission titled *Drury-Opaheke Structure Plan Future Urban Zone, Draft Stormwater Management Plan, 12 April 2019* prepared by Mott Macdonald Limited.

For the purposes of this Site Management Plan, Aspire will utilize the specific requirements identified in the catchment management plan as well as the Auckland Council NDC requirements.

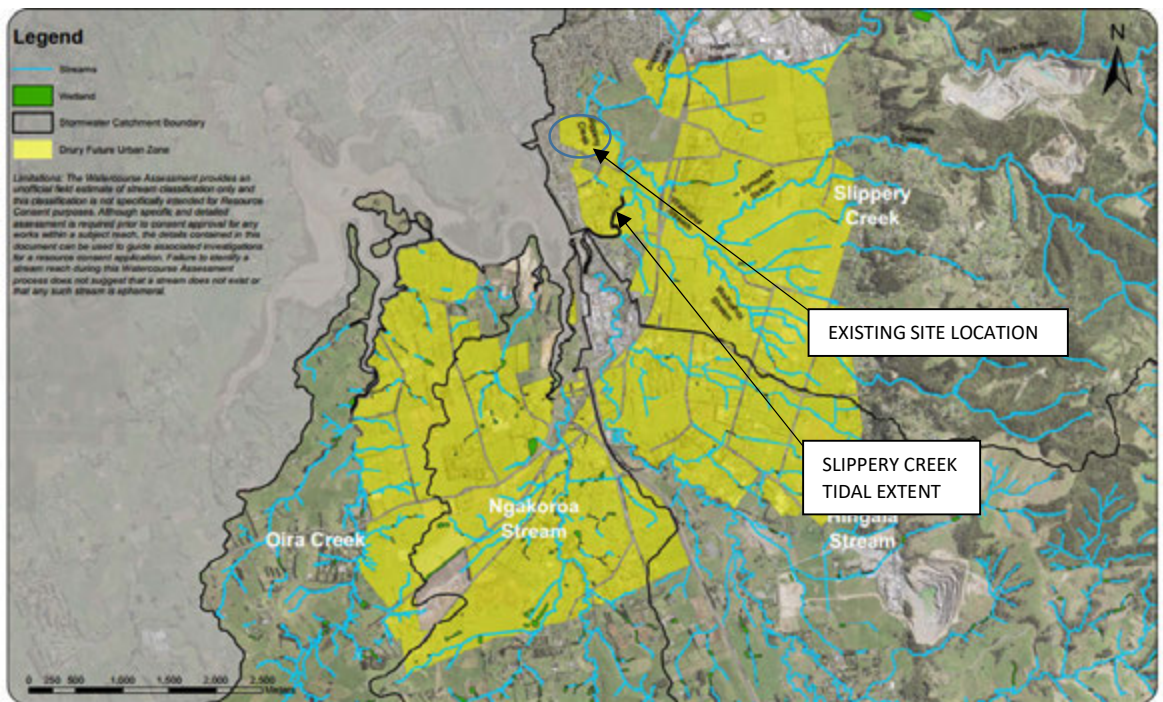


Figure 3 – Drury/Opaheke Catchment Management Plan Stream Plan



Figure 4 – Proposed Catchment Plan

The upstream catchment that discharges into the site is around 16Ha and predominantly residential. The flows pass through the site via pipework and an overland flowpath to the pond on the eastern boundary.

The existing stormwater pond within the site has been installed to facilitate the development of the Parkhaven Subdivision on the western side of Great South Road.

The pond is operated by Council and has the following asset Identification SAP20000353717.

We have contacted Council Healthy Waters Department regarding the Stormwater Pond and its as built information, there is no information available.

A site visit has identified that there is impounding area for stormwater flows from the west in the location of the Parkhaven Subdivision.

It appears that flows from the upper catchment are attenuated at some level. Further discussions around these devices will need to be considered with Auckland Council at Resource Consent Stage.



Photo 1 and 2 – Double catchpits and Large inlet device, 6 Beverage Place, Papakura

3.0 Mana Whenua Matters

Maori values are key to ensuring that the Partnership between the Tangata Whenua and the development of the land. As such the Core Maori Values have been considered at this early stage of development.

The Core Māori Values (Auckland Council Design Manual)

Core Māori values have informed the development of earlier Māori design principles. These process-oriented principles have provided the foundation for, and underpin the application of, the outcome-oriented Te Aranga Māori Design Principles.

- Rangatiratanga: The right to exercise authority and self-determination within one's own iwi / hapū realm
- Kaitiakitanga: managing and conserving the environment as part of a reciprocal relationship, based on the Māori world view that we as humans are part of the natural world
- Manaakitanga: the ethic of holistic hospitality whereby mana whenua have inherited obligations to be the best hosts they can be
- Wairuatanga: the immutable spiritual connection between people and their environments
- Kotahitanga: unity, cohesion and collaboration
- Whanaungatanga: a relationship through shared experiences and working together which provides people with a sense of belonging

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- Mātauranga: Māori / mana whenua knowledge and understanding

These core Māori values are seen as underpinning and guiding the application of the seven Te Aranga Māori Design Principles.

Inclusions of devices such as raingardens, swales etc. which treat stormwater through filtering contaminants through soil or vegetation will be viewed as meeting and conserving the environment as well as enhancing the unique and native ecosystems.

Inclusion of a wetland for either treatment or attenuation will further enhance ecological values and provide improved habits for native flora and fauna.

Below is the planning correspondence from Mt Hobson Group to the differing Iwi groups.

Mana Whenua

- Eight iwi groups with known interests in the area were consulted by email on 8 April 2020. Of these eight, four expressed an interest in engaging regarding the plan change with Ngāi Tai ki Tāmaki, Ngāti Te Ata and Ngāti Tamaoho expressing an interest in the plan change.
- Te Akitai Waiohua, Ngāti Maru, Waikato – Tainui, Te Ahiwaru – Waiohua and Ngāti Tamaterā did not respond to indicate any interest in the plan change.
- A meeting was held onsite with interested iwi representatives to discuss the proposed plan change on 10th June 2020.
- No initial objection to the plan change was indicated with discussions are on-going.
- Ngāti Te Ata have indicated an interest in preparing a Cultural Values Assessment / Cultural Impact Assessment.
- Copies of correspondence is provided in **Appendix 8 of the plan change application report by Mt Hobson Group.**

4.0 Planning Assessment

A planning assessment completed by Mt Hobson group has been completed and attached below.

4.1 Development summary and planning context

The relevant planning and regulatory requirements for future stormwater management within the plan change area have been informed by the initial site appraisal (summarised in Section 2 of this report) along with the requirements of the AUP and are discussed in detail in the following sub-sections.

4.2 Regulatory and design requirements

A review of Auckland Council’s regulatory and stormwater-specific guidelines has determined the stormwater management requirements. The relevant regulatory guidelines are listed in Table 3.1 and a summary on each of the listed requirements is presented in the sections that follow.

Table 3.1: Regulatory requirements and design guidelines relevant to the SMP

Requirement	Relevant regulatory / design to follow
Significant ecological areas	☞ AUP Chapter D9
Water quality and integrated management	☞ AUP Chapter E1
Stormwater management devices design	☞ GD01
Application of principles of water sensitive design	☞ GD04
Discharge and diversion	☞ AUP Chapter E8
High contaminant generating areas	☞ AUP Chapter E9
Hydrological mitigation	☞ AUP Chapter E10
Natural hazards and flooding	☞ AUP Chapter E36
Auckland Council regionwide network discharge consent	☞ NDC Schedule 4
Structure Plan	☞ Drury- Opāheke Structure Plan (Auckland Council, 2019)

4.2.1 Significant ecological areas

Chapter D6 of the AUP sets out policies regarding the management of stormwater runoff to receiving environments within a SEA overlay. The relevant stormwater policy is summarised below:

4.2.1.1 Policy 2 (D9.3.2)

Adverse effects on indigenous biodiversity values in significant ecological areas that are required to be avoided, remedied, mitigated or offset may include, but are not limited to, downstream effects on wetlands, rivers, streams, and lakes from hydrological changes further up the catchment.

4.1.2 Water quality and integrated management requirements

Chapter E1 of the AUP contains the following relevant stormwater management policies:

4.1.2.1 Policy 2a and 2b (E1.3.2a and E1.3.2b)

Manage discharges, subdivision, use and development that affect freshwater systems to:

- Maintain or enhance water quality, flows, stream channels and their margins and other freshwater values where the current condition is above the relevant thresholds (refer Table E1.3.1 of the AUP).
OR
- Enhance water quality, flows, stream channels and their margins and other freshwater values where the current condition is below the relevant thresholds (refer Table E1.3.1 of the AUP).

4.1.2.2 Policy 3 (E1.3.3)

Require freshwater systems to be enhanced unless existing intensive land use and development has irreversibly modified them such that it practicably precludes enhancement.

4.1.2.3 Policy 4 (E1.3.4)

Discharges must avoid contamination that will have an adverse effect on the life supporting capacity of freshwater.

4.1.2.4 Policy 5 (E1.3.5)

Discharges must avoid contamination that will have an adverse effect on health of people and communities.

4.1.2.5 Policy 8 (E1.3.8)

Avoid as far as practicable, or otherwise minimise or mitigate, adverse effects of stormwater runoff from greenfield development on freshwater systems, freshwater and coastal water by:

- Taking an integrated stormwater management approach (refer to Policy E1.3.10)

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- Minimising the generation and discharge of contaminants, particularly from high contaminant generating car parks and high use roads and into sensitive receiving environments ☒
Minimising or mitigating changes in hydrology, including loss of infiltration, to:
 - Minimise erosion and associated effects on stream health and values
 - Maintain stream baseflows
 - Support groundwater recharge
- Where practicable, minimising or mitigating the effects on freshwater systems arising from changes in water temperature caused by stormwater discharges
- Providing for the management of gross stormwater pollutants, such as litter, in areas where the generation of these may be an issue.

4.1.2.6 Policy 10 (E1.3.10)

An integrated stormwater management approach must have regard to all of the following:

- The nature and scale of the development and practical and cost considerations
- The location and design of site and infrastructure to protect significant site features and minimise effects on receiving environments
- The nature and sensitivity of receiving environments
- Reducing stormwater flows and contaminants at source
- The use and enhancement of natural hydrological features and green infrastructure where practicable.

4.1.2.7 Policy 11 (E1.3.11)

Avoid, minimise or mitigate adverse effects of stormwater diversions and discharges.

4.1.2.8 Policy 12 (E1.3.12)

Manage contaminants in stormwater runoff from high contaminant generating car parks (> 50 cars) and high use roads (>5000 vehicles per day) to minimise new adverse effects and progressively reduce existing adverse effects on water and sediment quality in freshwater systems and coastal waters.

4.1.2.9 Policy 13 (E1.3.13)

Require Stormwater quality or flow management to be achieved on-site unless there is a downstream communal device.

4.1.2.10 Policy 14 (E1.3.14)

Adopt the best practicable option to minimise the adverse effects of stormwater discharges.

4.1.2.11 Policy 15 (E1.3.15)

Utilise stormwater discharge to ground soakage where it is possible to do so in a safe and effective manner.

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4.1.3 Water sensitive design

Water-sensitive design is a philosophy that is integral to achieving integrated stormwater management, required by Policy 8 (E1.3.8). Water-sensitive design is defined as:

“An approach to freshwater management, it is applied to land use planning and development at complementary scales including region, catchment, development and site. Water sensitive design seeks to protect and enhance natural freshwater systems, sustainably manage water resources, and mimic natural processes to achieve enhanced outcomes for ecosystems and our communities.”¹

Water-sensitive design principles are further detailed in GD04. The key principles for water sensitive design are summarised as follows:

- Promoting inter-disciplinary planning and design
- Protecting and enhancing the values and functions of natural ecosystems
- Addressing stormwater effects as close to source as possible
- Mimicking natural systems and processes for stormwater management.

4.1.4 Discharge and diversion

Chapter E8 of the AUP sets out policies which regulate the diversion and discharge of stormwater runoff from impervious areas into or onto land, or into water, or into the coastal marine area. The objectives are consistent with Chapter E1 and E2 of the AUP. The general standards (E8.6.1) are summarised below:

- The design of the proposed stormwater management device(s) must have consistent with any relevant precinct plan that addresses or addressed stormwater matters.
- The diversion and discharge must not cause or increase scouring or erosion at the point of discharge or downstream.
- The diversion and discharge must not result in or increase the following:
 - Flooding of other properties in rainfall events up to the 10 Year ARI; or
 - Inundation of buildings on other properties in events up to the 100 Year ARI.
- The diversion and discharge must not cause or increase nuisance or damage to other properties
- The diversion and discharge of stormwater runoff must not give rise to the following in any surface water:
 - The production of conspicuous oil or grease films, scums or foams, or floatable or suspended materials
 - Any conspicuous change in colour or visual clarity
 - Any emissions of objectionable odour
 - The rendering of fresh water unsuitable for consumption by farm animals; or

¹ Auckland Council, December 2017, Guidance Document 2017/001 (GD01) – Stormwater Management Devices in the Auckland Region

- Any significant adverse effects on aquatic life
- Any existing requirements for ground soakage, including devices to manage discharges and soakage, must be complied with.

For diversion and discharge of stormwater runoff from lawfully established impervious areas as at 30 September 2013 not directed to a stormwater network or combined sewer network (E8.6.2.2) the following policies also apply:

- As a result of a new land activity, a change in land use or the removal of existing stormwater management measures, stormwater flows and volumes and the concentration and load of contaminants in stormwater flows from the existing impervious areas must not be increased above those that would result from lawfully established impervious areas existing as of 30 September 2013
- Any existing stormwater management devices must not be reduced, and the location of discharge must not change.

4.1.5 High contaminant generating areas

Chapter E9 of the AUP outlines the regional land use rules for managing stormwater runoff quality from high contaminant generating areas (HCGAs). Treatment of runoff is required for HCGAs (as defined in the AUP) including:

- High use roads (with greater than 5,000 vehicle movements per day)
- Car park areas with greater than 50 vehicles per day
- High contaminant yielding building and roofing materials
- Industrial/Trade sites listed as high risk in Schedule 3 will require assessment under the ITA rules which may result in treatment being provided
- Treatment of discharges to the CMA will be required due to the receiving environment being identified as a SEA.

Stormwater runoff from the HCGAs is to be treated by stormwater management device(s) which is sized and design in accordance with Guidance Document 2017/001 - Stormwater Management Devices in the Auckland Region (GD01) or where alternative devices are proposed, the device must demonstrate it is designed to achieve an equivalent level of contaminant or sediment removal performance to that in GD01.

4.1.6 Hydrological mitigation

Hydrological mitigation seeks to minimise the change in hydrology, namely runoff volumes and flow rate, as a result of development. Chapter E10 of the AUP sets out a hydrological mitigation framework for brownfield sites which discharge to sensitive or high-value stream environments that have been identified as particularly susceptible to the effects of development. This framework must be applied to developments within the AUP management Stormwater Management Area Control – Flow 1 and Flow 2 (SMAF) overlay.

The plan change land is a greenfield development and therefore does not fall within the AUP SMAF overlay. The general approach of this SMP is to provide a minimum of the SMAF 1 framework to provide hydrological mitigation for all impervious surfaces within the plan change area. The SMAF 1 hydrological mitigation requirements in the AUP are:

- Retention (volume reduction) of at least 5 mm of runoff depth from impervious surfaces where possible with limitations set out in Table E10.6.3.1.1.
- Detention (temporary storage) and a drain down period of 24 hours for the difference between the pre-development and post-development runoff volumes from a 95th percentile, 24-hour rainfall event minus the achieved retention volume, over the impervious area for which hydrology mitigation is required.

The retention volume may be taken up by detention if:

- a suitably qualified person has confirmed that soil infiltration rates are less than 2 mm/hr or there is no area on the site of sufficient size to accommodate all required infiltration that is free of geotechnical limitations (including slope, setback from infrastructure, building structures or boundaries and water table depth) rainwater reuse is not available because:
 - the quality of the stormwater runoff is not suitable for on-site reuse (i.e. for nonpotable water supply, garden/crop irrigation or toilet flushing); or
 - there are no activities occurring on the site that can re-use the full 5 mm retention volume of water.

4.1.7 Natural Hazards and flooding

Chapter E36 of the AUP sets out the policies relating to the management of natural hazards and flooding. Flooding is a major natural hazard that could impact the plan change area based on the assessment in Section 2 of this report. The relevant policies are summarised briefly below.

4.1.7.1 Policy 1 (E36.3.1)

Identify land subject to natural hazards, taking into account the likely effects of climate change.

4.1.7.2 Policy 17 (E36.3.17)

Avoid locating buildings in the 100 year ARI flood plain unless it can be designed to be resilient to flood related damage.

4.1.7.3 Policy 20 (E36.3.20)

Earthworks within the 100 year ARI flood plain should not permanently reduce floodplain conveyance or exacerbate flooding experienced by other sites upstream or downstream.

4.1.7.4 Policy 21 (E36.3.21)

Ensure all development in the 100 year flood plain does not increase adverse effects or increased flood depths or velocities to other properties upstream or downstream of the site.

4.1.7.5 Policy 29 and 30 (E36.3.29 and E36.3.30)

Maintain the function and capacity of overland flow paths to convey stormwater runoff safely and without damage to the receiving environment.

4.1.8 Network Discharge Consent

The Auckland region-wide network discharge consent (NDC) came into effect in October 2019. The NDC allows for the stormwater diversion and discharges from developments to be incorporated under Auckland Council's consent, and for assets to be vested to Auckland Council, provided they comply with the NDC conditions.

The revised requirements and template for an SMP under the NDC are quite different to previous SMP formats and identify either a compliant approach or a BPO approach. The NDC requirements for greenfield developments, relevant to the plan change area, and as stipulated in the NDC Schedule 4, are:

- Treatment of 100% of impervious areas by a water quality device designed in accordance with GD01/TP10 for the relevant contaminants
- Achieve equivalent hydrology (infiltration, runoff volume, peak flow) to pre-development (grassed state) levels. A method of achieving equivalent hydrology to pre-development (grassed state) is to provide retention (volume reduction) and detention (temporary storage) for all impervious areas equivalent to SMAF 1
- Ensure that there is sufficient capacity within the pipe network downstream of the connection point to cater for the stormwater associated with the development in the 10 year ARI event, including incorporating flows from contributing catchment at MPD ☐ Buildings must not be flooded in the 100 year ARI event.

The requirement to provide water quality and hydrological mitigation to all impervious surfaces is more stringent than the regulations outlined in AUP, which only require treatment for high contaminant generating car parks and high use roads. It is common practice on greenfield developments to have treatment for all impervious areas (at least those generating contaminants, so if inert building materials are adopted it is expected that roofs can be excluded).

The intention is for this SMP to eventually be adopted into Auckland Council's Network Discharge Consent.

4.1.9 Structure Plan

The Drury-Opāheke Structure Plan² sets out key stormwater opportunities and constraints relating to development of the structure plan area, including:

² Auckland Council, 2019, Drury-Opāheke Structure Plan
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- Flooding
 - There is existing flooding of parts of the structure plan area, and it is particularly extensive in the Slippery Creek catchment.
 - The flood plain extent is primarily determined by the large catchment upstream of the FUZ area rather than the effect of additional impervious area created by anticipated urban development
 - The best way to manage flooding in the future urban areas is to pass flows forward or get the water to the Manukau Harbour as quickly as possible
 - There is opportunity to provide flood mitigation to reduce hazards and unlock development.

- Water sensitive design
 - A decrease in water quality, aquifer recharge and instream ecological values has been identified as a result of changes in land-use and land development
 - Increased erosion (and associated sedimentation) due to increased impervious areas is of particular concern due to the highly sensitive, low energy receiving environment of the Pā hurehure Inlet
 - There is opportunity to:
 - o restore and enhance existing watercourses o retain existing and increasing where appropriate the vegetation buffering to natural watercourses to improve water quality and increase numbers and diversity of instream biota
 - o improve the water quality of stormwater reaching the Pāhurehure Inlet through reduced contaminant loads (sediment, metals and nutrients)
 - o improve ecological functionality in currently degraded areas, along with the ability to set aside areas for public amenity value and stormwater attenuation.

These stormwater opportunities and constraints are discussed further in the FUZ SMP⁴.

4.1.10 Future Urban Zone Stormwater Management Plan

The underlying principles of stormwater management for the Drury-Opāheke catchment are summarised in the FUZ SMP, prepared by Mott MacDonald in 2019 to support the Auckland Council Structure Plan for the area.³ The FUZ SMP recognises the key constraints and opportunities in the catchments and reflects the requirements of the AUP and region-wide NDC. The FUZ SMP seeks to achieve the following outcomes:

- Protecting and enhancing the environment and to connect communities to water
- Ecological values are maintained or enhanced
- Stream health is maintained or enhanced through improved baseflow

³ Drury-Opāheke Structure Plan Future Urban Zone – Stormwater Management Plan’ prepared by Mott McDonald for Auckland Council. Version 04C Dated 12 April 2019.

- Urban development is facilitated, key infrastructure is protected, and people and the environment protected from significant flooding events
- Stormwater is integrated with land uses and other values (e.g. landscape) so that the amount of land available for development is optimized
- Sediment into sensitive receiving environments is minimised
- Contaminants input into the sensitive receiving environments of the Drury Sands aquifer and Manukau Harbour are minimised.

To achieve these outcomes the FUZ SMP identifies a number of requirements for management of stormwater within the Future Urban Zone. The key requirements for the Slippery Creek catchment are summarised below.

- General
 - Development to be carried out using an integrated stormwater management approach (in accordance with E1.3.8 and E1.3.10 of the AUP).
- Water quality
 - Treatment of all impervious areas (excluding non-contaminant generating areas) to be provided at or near source using devices such as swales, rain gardens and tree pits
 - Use inert building materials
 - Exemplary sediment and erosion control measures are to be provided during earthworks and construction
 - Integrated green outfalls to be used when discharging to streams.
- Flooding
 - Due to the significant flood plain within Slippery Creek, development should be limited to land outside the flood plain. The flooding issues within this catchment require development of a comprehensive solution to avoid effects of cumulative development
 - All buildings to be outside the 100 year ARI flood plain in accordance with E36.3.17 of the AUP. Avoid locating infrastructure in the 100 year ARI flood plain unless it can be designed to be resilient to flood damage
 - Avoid increasing flood risk and flood extent upstream and downstream for all flood events up to the 100 year ARI
 - Identify overland flow paths and ensure that they remain unobstructed and able to safely convey runoff
 - Use capacity available in riparian margins as part of the water conveyance system and enhance intermittent streams to provide capacity and conveyance as a means to manage flood waters. ☐ Hydrological mitigation
 - Changes in hydrology are avoided as far as practicable and any changes in hydrology are minimised or mitigated (in accordance with E1.3.8 of the AUP)

- The minimum requirement when hydrological mitigation is necessary is SMAF 1 in accordance with Table E10.6.3.1.1 of the AUP. An erosion assessment is to be carried out by Auckland Council¹⁴ to determine if additional measures (such as additional detention requirements) are required to mitigate the hydrological impacts of development.
- Streams
 - Protect and enhance all permanent and intermittent streams as directed in the AUP
 - Outfalls should be pulled back from the streams where possible to allow for dispersal of flows and to disconnect impervious surfaces from the receiving environment
 - Provide distributed stormwater outlets into watercourses where possible, rather than single discharge points
 - For essential stream crossings, bank-to-bank bridges with minimal riparian and stream bed disturbance are preferred
 - Address erosion issues, both erosion hotspots and culvert erosion before and/or as urban development occurs.

5.0 Proposed Development

At this early stage, the proposal does not include any details around the development of the site other than some conceptual layouts and scheme plan.

A concept scheme plan is attached in the Appendices showing indicative roads, lots and reserves.

4.1.1 Earthworks:

Generally, there will be earthworks proposed within the site to create roading and platforms to facilitate development of the site.

All earthworks will be designed and completed in accordance with Auckland Councils Guidelines for Land Disturbing activities (GD05) and geotechnical recommendations.

These will be assessed at time of Resource Consent against the standard assessment criteria of the Auckland Unitary Plan.

4.1.2 Erosion and Sediment Controls:

Erosion and sediment controls are to be installed prior to the commencement of any earthworks on the site and maintained for the full duration of the works.

Typical silt control measures will be utilised including silt fences, topsoil bunding, clean water diversion bunds and decanting earth-bunds and sediment retention ponds all designed in accordance with Auckland Councils GD05 document.

These will be assessed at time of Resource Consent against the standard assessment criteria of the Auckland Unitary Plan.

4.1.3 Overland Flow Path Management

We make note of the Catchment Management requirements regarding the integration of Overland Flow paths into the development proposal.

3.7.1.7 Overland Flowpaths

Overland flowpaths (like streams) are a natural component of the stormwater conveyance system. They convey stormwater from the point of inception to a discharge point such as a stream. Auckland Council have mapped overland flow paths across the region using LIDAR data.

Overland flowpaths should be aligned with natural flow paths as much as possible.

Overland flowpaths need to be integrated as part of the development proposals in accordance with the AUPOP, Stormwater Code of Practice and Building Code.

Figure 6 – Extract from Drury Opaheke Stormwater Management Plan, 2019

The site has a defined overland flowpath through the center of the site which connects to the existing pond on the eastern boundary.

There is potential that the overland flowpath could be incorporated in a road corridor by inclusion of a central planted swale or similar.



Figure 7 – Potential OLFP Location

4.1.4 Flooding

There are some localized floodplains located onsite. It is expected that these floodplains are more a result of the existing pond located onsite and overland flow extents rather than a downstream low lying flood plain and the impacts can be managed through careful design at a later stage. Site works will not exceed the site boundaries identified. It is noted in the ICMP that downstream flooding is present.

Liaison and discussions with Auckland Council’s Stormwater Modelling Team have confirmed that their preference is to discharge stormwater unattenuated from the site.

This is due to the larger reaches of the catchment having longer peak times, with attenuating onsite effectively exacerbating the flooding scenario.

It is noted that downstream capacities of the network including culverts and bridges will require review at time of Resource Consent with any capacity constraints and required attenuation onsite being included as required.

At this stage of the design, the details of devices, rainfall etc have not been agreed with AC but will be incorporated into the design during the Resource Consent Phase.

Downstream constraints will be assessed at Resource Consent stage and appropriate attenuation provided onsite.

6.0 Stormwater Management

As the site forms part of a Plan Change application, the requirements of the Auckland Council Regionwide Stormwater Network Discharge Consent are triggered.

The site is classified as Greenfield as its current use and Future Urban Zone.

The Auckland Council Regional Stormwater Discharge Consent requires the consideration of the following Principles:

- Water Quality – Ensuring contaminants are not discharged to the receiving environment.
- Stream Hydrology –
 - Retention – The discharge to ground for smaller events with the aim of recharging the groundwater.
 - Detention – Storage and slow release of a 24hr storm event with the aim of alleviating scour from the stream channel.
- Flooding frequency and Management 10 and 1 AEP
 - 10% AEP event – More frequent/nuisance flooding.
 - 1% AEP event – Larger storm event and protection of buildings and structures.

Through discussions with the Auckland Council Healthy Waters team, including the catchment modelling team, the following hydrological conditions have been agreed to be managed onsite.

Table 6.1 – Stormwater Considerations

	Appropriate for the site?	Reason
Water Quality	Y	High generating areas such as roads are proposed
Stream Hydrology		
Retention	Y	Increase of impervious areas resulting in less infiltration

Detention	Y	Increase of impervious area resulting in higher runoff in smaller rain events
Flooding		
10% AEP	N (subject to downstream capacity review)	Due to peak flows within the catchment, the development needs to discharge unattenuated from the site. Check capacities of downstream network at RC stage and provide attenuation if required based on capacity constraints.
1% AEP	N (subject to downstream capacity review)	Due to peak flows within the catchment, the development needs to discharge unattenuated from the site. Check capacities of downstream network at RC stage and provide attenuation if required based on capacity constraints.

Larger storm events are proposed to discharge the site unattenuated. This is due to the fact that larger catchments upstream have a longer time of concentration, therefore if the site is attenuated flood waves will hit concurrently and exacerbate the flooding situation.

Council have confirmed that an assessment of the downstream network needs to be considered, if capacity is constrained downstream, then attenuation for this restriction does need to be included.

6.1 Potential Treatment Train Approach

The guiding principle for the Auckland Region regarding treatment train is to include at source devices as much as possible and have a suite of device options which can be applied.

Auckland Council’s GD01 guideline identifies the Treatment Train in the following stages.

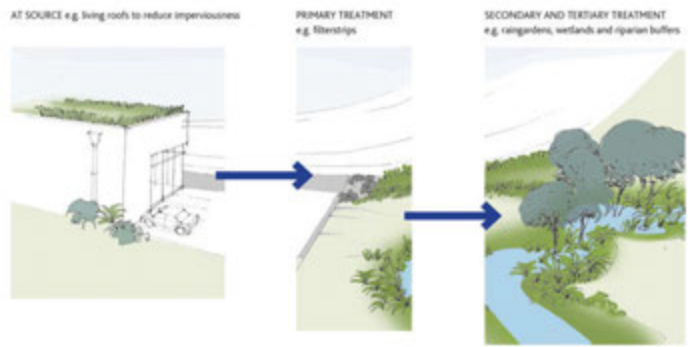


Figure 5 - GD04 – Example Treatment Train Diagram

We consider the following arrangement of a potential treatment train as appropriate for the development.

- **At Source Devices**

Potential devices to be at source include raingardens, swales, filter strips and tanks to address at source treatment and retention requirements for the roads.

These can be a mix of public or private devices depending on location and use.

Proposed dwellings will need to include inert building materials to minimise contaminate runoff from Lots.



Typical Raingarden arrangement on roads

- **Larger Scale Public devices**

To provide sufficient treatment and attenuation, the size of the existing pond could be increased and/or converted to a functioning wetland which would be designed in accordance with GD01 would achieve the same results. This will address Stream Protection and downstream flooding aspects.

Further analysis is required to confirm the volumes of the pond or wetland, however we make note of upstream impounding via a weir and inlet manhole in the Parkhaven Subdivision.

We believe this approach does meet the requirements of the Drury/Opaheke Catchment Management Plan of applying water sensitive design in any future developments.



Typical Wetland for Development

6.2 Proposed Staging

At this early stage, no consideration has been given to staging the development.

If required at Resource Consent, then development devices such as wetlands should be constructed in there entirely prior to the first stage completion.

6.3 Overland Flow path and Flood Plain Management

Overland flow paths from adjacent sites have been identified and will be conveyed and formalized through the design during Resource Consent Stage.

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Po Box 581, OREWA 0946

Ph: 09 426 6552

A conceptual design of overland flow incorporated into the road corridor has been included in the Plan Change documents as an option for an integrated approach. This is subject to AT approval and Resource Consent design.

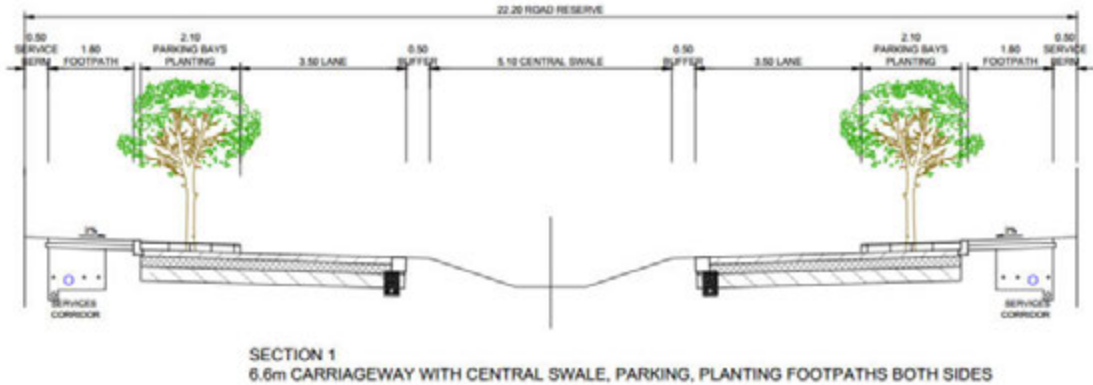


Figure 6 – OLFP incorporated into Road Corridor Option

6.4 Stormwater Toolbox for Site Development and Assets Ownership

The following table identifies the possible treatment devices for each land activity and the required design guidelines which are applicable.

TABLE 5.1 – STORMWATER MANAGEMENT TOOLBOX FOR DEVELOPMENT

<u>Activity</u>	<u>Hydrological Requirement</u>	<u>Recommended Mitigation</u>	<u>Guidelines</u>
Lots –Buildings (residential and neighbourhood centre zones)	Water Quality	Use of Inert building materials for roof area.	Auckland Council GD01
	Stream Hydrology (retention 5mm) (subject to Geotech confirmation of stability and infiltration rates)	Propose use the following devices for retention of the 5mm storm event. <ul style="list-style-type: none"> ○ Reuse tanks 	Auckland Council GD01 Auckland Council GD04
	Stream Hydrology (detention 95 th percentile)	Mitigation for the 95 th percentile storm and slow release over 24hrs) through the following devices. <ul style="list-style-type: none"> ○ Detention tanks ○ Wetland ○ Dry Basin 	Auckland Council GD01 Auckland Council GD04
	Attenuation if required by network constraint (10yr)	Mitigation for the 10yr event if network constraints exist through the following devices. <ul style="list-style-type: none"> ○ Detention tanks ○ Communal Wetland ○ Communal Dry Basin 	Auckland Council GD01 Auckland Council GD04

	<p>Attenuation if required by network constraint (100yr)</p>	<p>Mitigation for the 100yr event if network constraints exist through the following devices.</p> <ul style="list-style-type: none"> ○ Communal Wetland ○ Communal Dry Basin 	<p>Auckland Council GD01 Auckland Council GD04</p>
<p>Lots – Hardstand Areas (residential and neighbourhood centre zones)</p>	<p>Water Quality</p>	<p>Less than 1000m² then no treatment required.</p> <p>If greater than 1000m², then provide treatment through proprietary device such as</p> <ul style="list-style-type: none"> ○ Up flow or cartridge filter ○ Raingarden 	<p>Auckland Council GD01 Auckland Council GD04</p>
	<p>Stream Hydrology (retention 5mm) (subject to Geotech confirmation of stability and infiltration rates)</p>	<p>Allow for 5mm retention for paved areas through</p> <ul style="list-style-type: none"> ● Porous Concrete ● Flowpave (permeable paving) ● Raingarden 	<p>Auckland Council GD01 Auckland Council GD04</p>
	<p>Stream Hydrology (detention 95th percentile)</p>	<p>Mitigation for the 95th percentile storm and slow release over 24hrs) through the following devices.</p> <ul style="list-style-type: none"> ○ Detention tanks 	<p>Auckland Council GD01 Auckland Council GD04</p>

		<ul style="list-style-type: none"> ○ Wetland ○ Dry Basin <p>Mitigation for the 10yr event if network constraints exist through the following devices.</p> <ul style="list-style-type: none"> ○ Detention tanks ○ Communal Wetland ○ Communal Dry Basin 	Auckland Council GD01 Auckland Council GD04
	<p>Attenuation if required by network constraint (10yr)</p>	<p>Mitigation for the 100yr event if network constraints exist through the following devices.</p> <ul style="list-style-type: none"> ○ Communal Wetland ○ Communal Dry Basin 	Auckland Council GD01 Auckland Council GD04
	<p>Attenuation if required by network constraint (100yr)</p>		
Roading	<p>Water Quality</p>	<p>Provide treatment through proprietary device such as</p> <ul style="list-style-type: none"> ○ Up flow or cartridge filter ○ Raingarden ○ Swales 	Auckland Council GD01 Auckland Council GD04
	<p>Stream Hydrology (retention 5mm) (subject to Geotech confirmation of stability and infiltration rates)</p>	<p>Allow for 5mm retention for impervious surfaces through</p> <ul style="list-style-type: none"> ● Raingarden ● Infiltration Trench 	Auckland Council GD01 Auckland Council GD04
	<p>Stream Hydrology (detention 95th percentile)</p>	<p>Mitigation for the 95th percentile storm and slow release over</p>	Auckland Council GD01

		<p>24hrs) through the following devices.</p> <ul style="list-style-type: none"> ○ Wetland ○ Dry Basin <p>Mitigation for the 10yr event if network constraints exist through the following devices.</p> <ul style="list-style-type: none"> ○ Communal Wetland ○ Communal Dry Basin <p>Mitigation for the 100yr event if network constraints exist through the following devices.</p> <ul style="list-style-type: none"> ○ Communal Wetland ○ Communal Dry Basin 	<p>Auckland Council GD04</p> <p>Auckland Council GD01 Auckland Council GD04</p> <p>Auckland Council GD01 Auckland Council GD04</p> <p>Auckland Council GD01 Auckland Council GD04</p>
Open Space	<p>Attenuation if required by network constraint (10yr)</p> <p>Attenuation if required by network constraint (100yr)</p> <p>Water Quality</p> <p>Overland Flow conveyance</p>	<p>Enhance and improve conveyance channels, retain and enhance intermittent streams.</p> <ul style="list-style-type: none"> ○ No streams located onsite <p>Enhance and improve overland flow path conveyance through swales or road channels.</p> <ul style="list-style-type: none"> ○ Use road channels to provide conveyance 	<p>Auckland Council GD01 Auckland Council GD04</p> <p>Auckland Council GD01 Auckland Council SWCoP Auckland Transport CoP</p>



7.0 Conclusion

The future development of the site will require attenuation of new impervious areas and include the requirements of the overarching Stormwater discharge consent for SMAF and Water Quality. These can be managed onsite through various means, including wetlands, raingardens and tanks.

Overland flow paths will also be required to be assessed and managed at time of Resource Consent but can be managed through engineering design at Resource Consent stage.

All solutions can be managed onsite and liaison with the Healthy Waters department will be ongoing during the Resource Consent stage.

Appendices

Appendix A – Council Correspondence

Appendix B – Concept Development Plans



APPENDIX A – COUNCIL CORRESPONDENCE

ASPIRE CONSULTING ENGINEERS LIMITED
Po Box 581, OREWA 0946
Ph: 09 426 6552

Evan Peters

From: Evan Peters
Sent: Tuesday, 25 August 2020 2:13 PM
To: 'Danny Curtis'; Lakshmi Nair
Cc: Mark Benjamin
Subject: RE: Private Plan Change Application - Great South Road / Gatland Road Papakura - 6ha FUZ to Mixed Housing.

Thanks Danny/Lakshmi

That's clear to me, I thought it may have been something along the lines of the flood times of concentrations coinciding.

We are located on GSR and Gatland Road Intersection, we are in the FUZ zone and will be discharging to a creek downstream.

We would be happy to do an assessment on culverts downstream when the project heads to RC stage and will allow for detention if necessary.

Appreciate the comments.

Evan Peters
CPEng (civil), MIPENZ
DIRECTOR / ENGINEER



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From: Danny Curtis <danny.curtis@aucklandcouncil.govt.nz>
Sent: Thursday, 20 August 2020 4:43 PM
To: Evan Peters <evan@aspeng.co.nz>; Lakshmi Nair <Lakshmi.Nair@aucklandcouncil.govt.nz>
Cc: Mark Benjamin <MarkB@mhg.co.nz>
Subject: RE: Private Plan Change Application - Great South Road / Gatland Road Papakura - 6ha FUZ to Mixed Housing.

Good afternoon Evan,

The Drury-Opaheke Stormwater Management Plan states that no attenuation is required for developments. However, this direction is taken at a catchment level of the Slippery Creek catchment. The Slippery Creek catchment has a significant rural area above the current Future Urban Zone (FUZ) and as such general attenuation of flows was not considered appropriate as it could lead to peak rural flows and peak FUZ flows coinciding thus increasing flood risk.

I am unaware of where your proposed plan change will be discharging runoff too, but if you are discharging to an existing public pipe network then the capacity of this network must be taken into consideration and attenuation of your development may be required where there are capacity constraints in the existing network. If you are discharging to a stream it will be necessary that you consider if there are any public culverts immediately downstream that may not have capacity to convey unmitigated flows from your development area. If this is the situation, then temporary attenuation may be required on your site until such time as the culvert is upgraded.

I hope that this provides you with some clarification. I am happy to talk through this with you if that would be helpful.

Best regards

**Danny Curtis | Principal Catchment Planning
Healthy Waters | Infrastructure & Environmental Services**

Mobile +64 21 579 861

Auckland Council, Level 4 South, Auckland House, 135 Albert Street, Auckland, 1010

Visit our website: www.aucklandcouncil.govt.nz

From: Evan Peters <evan@aspeng.co.nz>

Sent: Thursday, 20 August 2020 3:09 pm

To: Lakshmi Nair <Lakshmi.Nair@aucklandcouncil.govt.nz>; Danny Curtis <danny.curtis@aucklandcouncil.govt.nz>

Cc: Mark Benjamin <MarkB@mhg.co.nz>

Subject: RE: Private Plan Change Application - Great South Road / Gatland Road Papakura - 6ha FUZ to Mixed Housing.

Thanks Lakshmi

Happy with SMAF 1. We will undertake Geotech and confirm infiltration at RC stage.

Danny - Just wanted to confirm if attenuation is or is not required as part of the CMP as I'm just a little confused. I assume the ICMP developed had looked at flood storage within the catchment and the pass it down approach may have been specified due to the proximity to the tidal reach of Slippery creek.

Regards,

Evan Peters
CPEng (civil), MIPENZ
DIRECTOR / ENGINEER



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From: Lakshmi Nair <Lakshmi.Nair@aucklandcouncil.govt.nz>

Sent: Thursday, 20 August 2020 3:05 PM

To: Evan Peters <evan@aspeng.co.nz>; Danny Curtis <danny.curtis@aucklandcouncil.govt.nz>

Cc: Mark Benjamin <MarkB@mhg.co.nz>

Subject: RE: Private Plan Change Application - Great South Road / Gatland Road Papakura - 6ha FUZ to Mixed Housing.

Hi Evan,

I am sorry it has created some confusion, please may I clarify the following in yellow highlighted?

- SMAF 2 management for retention including as source devices (typical best practice)
- SMAF 2 24hr detention to account for stream protection. We would look at reconstructing a wetland or dry basin depending on Council's preference at Resource Consent stage.

It will be for SMAF-1 not SMAF-2 and infiltrations tests and geotechnical investigations will have to be carried out at the time of SMP update to confirm that onsite mitigation methods will be feasible

- No attenuation for 2, 10 and 100yr events

What Danny meant in response to the 2nd bullet point is for a Council flood management device not necessary. He mentions that individual/specific developments will need to carry out investigation and provide mitigation devices as necessary. So for this development flood attenuation may be required to 100 year event as downstream is within flood plain. Please refer to GD01 clause below

To meet the diversion and discharge requirements of the Auckland Unitary Plan, all developments that to an increase in impervious surface must provide detention for larger storm events as follows:

- Detention for the difference between pre- and post-development runoff in a 10% AEP rainfall event for the total site area
- Detention for the difference between pre- and post-development runoff in a 1% AEP event, Auckland Council flood maps show downstream flooding with an actual or potential risk of inundation of buildings
- Detention of 10% AEP and 1% AEP rainfall events is not required for developments that are located within the lower half of the catchment or for which a validated flood modelling study shown that the development does not increase downstream flooding
- When designing for larger storm events, the volumes for the larger events are stacked on top of the detention and retention volumes calculated in Section B1.7.1.1.

Ngā mihi

Lakshmi Nair | Senior Specialist
Healthy Waters | Infrastructure and Environmental Services
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Level 4, 135 Albert Street, Auckland 1010
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WORLD LEADER UTILITY ASSET MANAGEMENT BENCHMARKING 2017

From: Evan Peters <evan@aspeng.co.nz>
Sent: Thursday, 20 August 2020 2:30 pm
To: Lakshmi Nair <Lakshmi.Nair@aucklandcouncil.govt.nz>; Danny Curtis <danny.curtis@aucklandcouncil.govt.nz>
Cc: Mark Benjamin <MarkB@mhg.co.nz>
Subject: RE: Private Plan Change Application - Great South Road / Gatland Road Papakura - 6ha FUZ to Mixed Housing.

Hi Lakshmi/Danny

Mark has forwarded me your comments on the SW. Thank you for looking at this for us and appreciate the concise responses.

So in summary we would look to update our SW Report to include the following design principles when moving into Resource Consent if the Zoning was granted.

- SMAF 2 management for retention including as source devices (typical best practice)
- SMAF 2 24hr detention to account for stream protection. We would look at reconstructing a wetland or dry basin depending on Council's preference at Resource Consent stage.
- No attenuation for 2, 10 and 100yr events

We would suggest inclusion of an assessment of the downstream SW network and capacity constraints which would then need to be addressed as part of any RC Conditions when the development is formally being assessed.

Let me know if you have any objections to this, if not I will update the report and send to Mark for updating with Craig and the team.

Regards,

Evan Peters
CPEng (civil), MIPENZ
DIRECTOR / ENGINEER



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From: Mark Benjamin <MarkB@mhg.co.nz>
Sent: Thursday, 20 August 2020 12:12 PM
To: Evan Peters <evan@aspeng.co.nz>
Subject: FW: Private Plan Change Application - Great South Road / Gatland Road Papakura - 6ha FUZ to Mixed Housing.

FYI below

From: Danny Curtis <danny.curtis@aucklandcouncil.govt.nz>
Sent: Thursday, 20 August 2020 12:05 PM
To: Lakshmi Nair <Lakshmi.Nair@aucklandcouncil.govt.nz>

Subject: RE: Private Plan Change Application - Great South Road / Gatland Road Papakura - 6ha FUZ to Mixed Housing.

Hi Lakshmi,

Comments in red below 😊

If you need me to attend, just give me a call.

Danny

**Danny Curtis | Principal Catchment Planning
Healthy Waters | Infrastructure & Environmental Services**

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From: Lakshmi Nair <Lakshmi.Nair@aucklandcouncil.govt.nz>

Sent: Thursday, 20 August 2020 11:46 am

To: Danny Curtis <danny.curtis@aucklandcouncil.govt.nz>

Subject: RE: Private Plan Change Application - Great South Road / Gatland Road Papakura - 6ha FUZ to Mixed Housing.

Thanks Danny, since I have a meeting with Aspire this afternoon, would you kindly have any responses to these queries even if very high level?

1. *Are there any further specific requirements that are being developed within the catchment which we need to include?*
 - *Nothing specific. We are requesting that development in this area allows for full unattenuated flows from the urban area to be conveyed, But I do not think that this will have a significant impact on this development area.*
2. *Are there wider flood management devices being improved in the catchment?*
 - *No. The development approach as set out in the Drury-Opaheke SMP, produced to support the Structure Plan for the FUZ, promotes a pass-it-forward approach and therefore no attenuation is considered necessary. This was identified at a catchment level and specific developments will need to assess the potential impact on downstream infrastructure (e.g. culverts and any pipe networks) to confirm whether upgrades are required or temporary attenuation within the development.*
3. *Does the existing wetland fit into the wider catchment strategy being developed?*
 - *No. The existing wetland does not feature in the catchment strategy; however, careful consideration is required by the developer on how this is incorporated into the treatment train for the development. As a rule existing wetlands cannot be considered to provide retention, detention or water quality management to the required standard. They can be included into the treatment train as a 'polishing' device. It is recommended that engagement with mana whenua be undertaken to consider what their thoughts and preferences are with regard to this area. On GeoMaps it looks as though it may be a man made ornamental / stock pond see image below). Aerial images suggest it was created at some point between 1996 and 2001.*



Ngā mihi

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From: Danny Curtis <danny.curtis@aucklandcouncil.govt.nz>
Sent: Thursday, 20 August 2020 11:44 am
To: Lakshmi Nair <Lakshmi.Nair@aucklandcouncil.govt.nz>
Subject: RE: Private Plan Change Application - Great South Road / Gatland Road Papakura - 6ha FUZ to Mixed Housing.

Thank would be me sadly Lakshmi lol

Danny Curtis | Principal Catchment Planning
Healthy Waters | Infrastructure & Environmental Services
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From: Lakshmi Nair <Lakshmi.Nair@aucklandcouncil.govt.nz>
Sent: Thursday, 20 August 2020 11:38 am
To: Danny Curtis <danny.curtis@aucklandcouncil.govt.nz>
Subject: FW: Private Plan Change Application - Great South Road / Gatland Road Papakura - 6ha FUZ to Mixed Housing.

Hi Danny,

Who is the CMP for Slippery Creek?

Ngā mihi

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From: Lakshmi Nair
Sent: Tuesday, 14 July 2020 5:47 pm
To: Paula Vincent <Paula.Vincent@aucklandcouncil.govt.nz>
Cc: Mark Iszard <Mark.Iszard@aucklandcouncil.govt.nz>
Subject: RE: Private Plan Change Application - Great South Road / Gatland Road Papakura - 6ha FUZ to Mixed Housing.

Hi Paula,

Please find attached my first cut on this review

Ngā mihi

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From: Mark Iszard <Mark.Iszard@aucklandcouncil.govt.nz>
Sent: Monday, 13 July 2020 12:24 pm
To: Iresh Jayawardena <iresh.jayawardena@aucklandcouncil.govt.nz>; Danny Curtis <danny.curtis@aucklandcouncil.govt.nz>

Cc: Craig Cairncross <Craig.Cairncross@aucklandcouncil.govt.nz>; Paula Vincent <Paula.Vincent@aucklandcouncil.govt.nz>; Lakshmi Nair <Lakshmi.Nair@aucklandcouncil.govt.nz>
Subject: Re: Private Plan Change Application - Great South Road / Gatland Road Papakura - 6ha FUZ to Mixed Housing.

Hi both,

Paula will touch base with Mark Benjamin in the next few weeks.

Don't see this as urgent given all the live applications we need to prioritise.

Lakshmi will undertake the technical review as it's adjacent to the 520 Great South Rd one she's currently also involved with.

Thanks
Mark

Regards
Mark Iszard
Growth and Development Manager
Healthy Waters
Auckland Council
021913296
mark.iszard@aucklandcouncil.govt.nz

From: Mark Benjamin <MarkB@mhg.co.nz>
Sent: Monday, July 13, 2020 12:18:27 PM
To: Iresh Jayawardena <iresh.jayawardena@aucklandcouncil.govt.nz>; Danny Curtis <danny.curtis@aucklandcouncil.govt.nz>
Cc: Evan Peters <evan@aspeng.co.nz>; Craig Cairncross <Craig.Cairncross@aucklandcouncil.govt.nz>; Mark Iszard <Mark.Iszard@aucklandcouncil.govt.nz>; Paula Vincent <Paula.Vincent@aucklandcouncil.govt.nz>
Subject: RE: Private Plan Change Application - Great South Road / Gatland Road Papakura - 6ha FUZ to Mixed Housing.

Hi Iresh and Danny,

Received out of office's from Paula and Mark noting they are both away all this week.

Is the below something you are involved with?

Thanks

Mark Benjamin



P 09 950 5107 **M** 021 0267 2078 **E** markb@mhg.co.nz **W** mhg.co.nz
A PO Box 37964, Parnell, Auckland 1151 **A** 481 Parnell Road, Parnell, Auckland 1052

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From: Mark Benjamin
Sent: Monday, 13 July 2020 12:13 PM
To: Paula.Vincent@aucklandcouncil.govt.nz; Mark.Iszard@aucklandcouncil.govt.nz
Cc: Evan Peters <evan@aspeng.co.nz>; Craig Cairncross <Craig.Cairncross@aucklandcouncil.govt.nz>
Subject: RE: Private Plan Change Application - Great South Road / Gatland Road Papakura - 6ha FUZ to Mixed Housing.
Importance: High

Hi Mark and Paula,

Just following up on the email below.

Would a meeting be helpful?

Thanks,

Mark

From: Mark Benjamin
Sent: Wednesday, 8 July 2020 11:11 AM
To: Paula.Vincent@aucklandcouncil.govt.nz; Mark.Iszard@aucklandcouncil.govt.nz
Cc: Evan Peters <evan@aspeng.co.nz>; Craig Cairncross <Craig.Cairncross@aucklandcouncil.govt.nz>
Subject: FW: Private Plan Change Application - Great South Road / Gatland Road Papakura - 6ha FUZ to Mixed Housing.
Importance: High

Hi Paula and Mark,

I am a planner engaged by the owner of circa 6a of land at the intersection of Gatland and Great South Road in Papakura / Opaheke.

We are preparing a private plan change to rezone from Future Urban to mainly Mixed Housing Urban with a small Business – Neighbourhood Centre zone on the corner (see diagrams attached).

There is an existing overland flow path crossing the land as well as SW reticulation and a SW pond (located on 476 Great South Road). Some diagrams from GIS attached.

Current proposals are for the overland flow path to be provided for within a swale running within the central median of a new road off Great South Road, with raingardens and an upgrade and conversion to wetland of the existing SW pond providing additional treatment and storage.

Aspire Consulting Engineers are engaged for engineering and have prepared the attached memo outlining the proposed stormwater principles along with some matters for discussion with Healthy Waters.

Can you please review the attached and advise what additional information your team would require in terms of review of a private plan change application?

I note that the majority of detailed matters in terms of stormwater treatments and disposal would be addressed at resource consent stage once a more finalised idea of site design and layout was known.

The plan change is being handled for Council by Craig Cairncross (cc'd).

Happy to meet to discuss the proposal if that would be of assistance.

Regards,

Mark Benjamin



P 09 950 5107 **M** 021 0267 2078 **E** markb@mhg.co.nz **W** mhg.co.nz
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






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APPENDIX B – CONCEPT DEVELOPMENT PLANS



LEGEND ZONES

NEIGHBOURHOOD CENTRE	
MIXED HOUSING URBAN	
LOCAL ROAD (AMENITY LINK)	
LOCAL ROAD	
POTENTIAL LOCAL ROAD EXTENSION	
VEHICLE ACCESS LIMITATION CONTROL	
ROAD WIDENING STRIP	



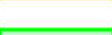
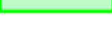

NOTE:
 ALL LEVELS IN TERMS OF LINZ DATUM:
 HORIZONTAL DATUM: GEODETIC DATUM 2000
 VERTICAL DATUM: AUCKLAND MEAN SEA LEVEL 1946

REV.	DESCRIPTION	CHECK	APP'D	DATE	SCALE	1:1500 AT A3		CLIENT GREG AND NICKY HAYHOW	SITE ADDRESS 470, 476 & 490 GREAT SOUTH ROAD PAPAKURA	DRAWING NUMBER 1554 - PC - PG107	DATE JULY 20	REVISION -	 Ph: 09 426 6552 Web: www.aspire.co.nz
					DESIGN	EP	03/20						
					DRAWN	EP	03/20						
					DRAWING CHECK	XX	XXX						
					DESIGN CHECK	XX	XXX						
				APPROVED	XX	XXX	Conditions of Use: These drawings shall only be used for the purpose for which they were supplied. Do not measure off this drawing. If doubt please contact Engineer.	DRAWING TITLE PROPOSED ZONING PLAN					

CATCHMENT AREA = 16.68ha



TYPE	CN	AREA(ha)
OPEN SPACE	74	1.00
SITE (IMPERVIOUS)	98	3.90
SITE (PERVIOUS)	74	1.00
RESIDENTIAL (IMP)	98	6.72
RESIDENTIAL (PERV)	74	1.68
ROADS	98	2.38
TOTAL		16.68

	ROAD CATCHMENT AREA
	RESIDENTIAL CATCHMENT AREA
	OPEN SPACE CATCHMENT AREA
	PROPOSED SITE EXTENTS
	EXISTING FLOOD EXTENTS

NOTE:
 ALL LEVELS IN TERMS OF LINZ DATUM:
 HORIZONTAL DATUM: GEODETIC DATUM 2000
 VERTICAL DATUM: AUCKLAND MEAN SEA LEVEL 1946

REV.	DESCRIPTION	CHECK	APP'D	DATE	SCALE	1:3000 AT A3
	DESIGN		CW	03/20		
	DRAWN		CW	03/20		
	DRAWING CHECK		EP	03/20		
	DESIGN CHECK		EP	03/20		
	APPROVED		EP	03/20		

CLIENT
GREG HEYHOW

Conditions of Use:
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SITE ADDRESS
 470, 476 & 490 GREAT SOUTH ROAD
 PAPA KURA

DRAWING TITLE
 PROPOSED STORMWATER CATCHMENT PLAN

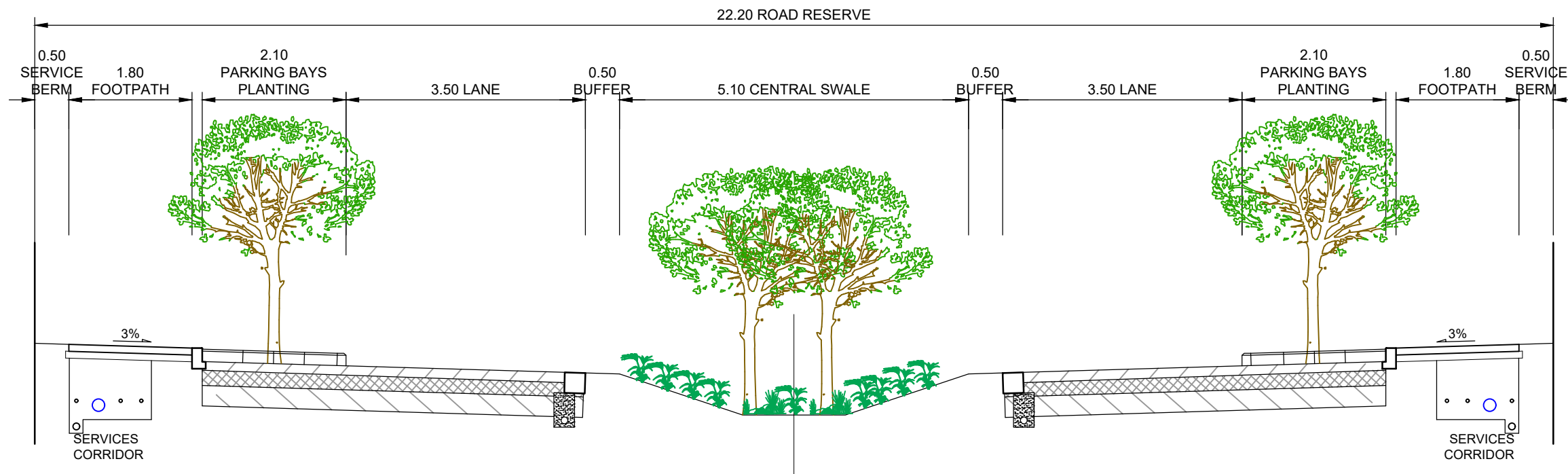
DRAWING NUMBER
 1554 - RC - SW410

DATE
 MAR 20

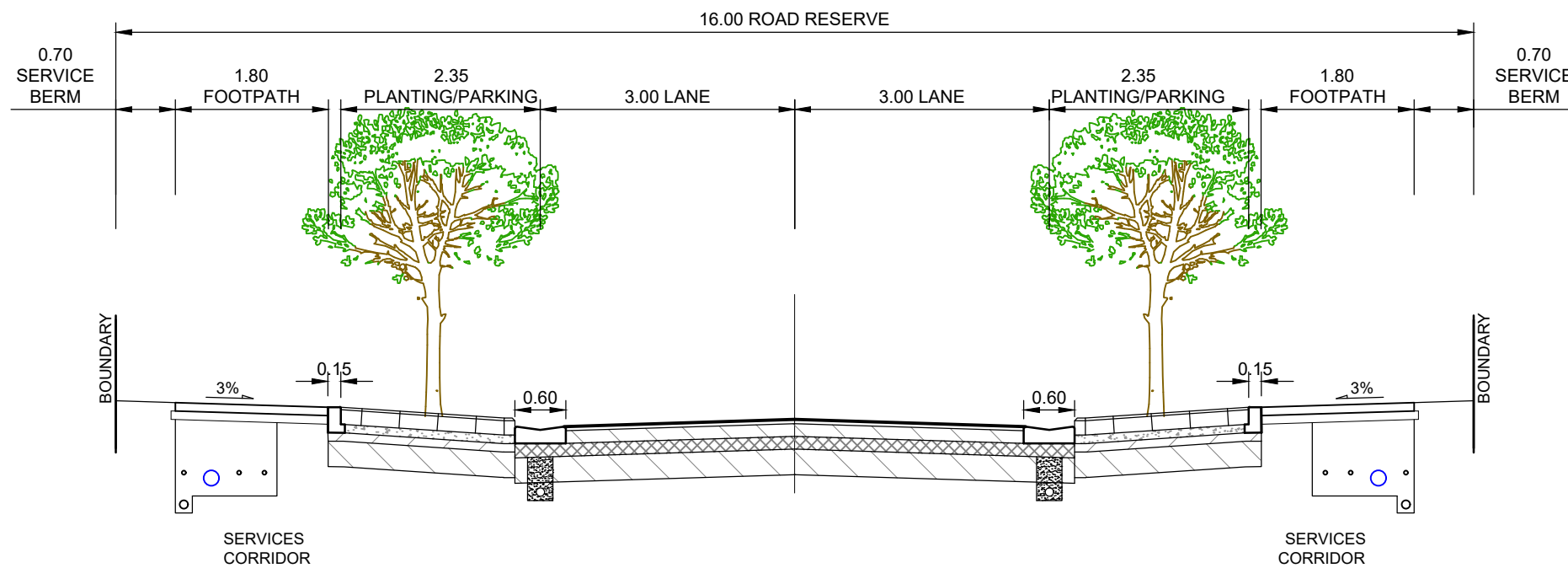
REVISION
 -



Ph: 09 426 6552
 Web: www.aspeng.co.nz



SECTION 1
6.6m CARRIAGEWAY WITH CENTRAL SWALE, PARKING, PLANTING FOOTPATHS BOTH SIDES



ROAD 2 & 3 - SECTION 2 - WITH PLANTING/PARKING
6.0m CARRIAGEWAY WITH FOOTPATHS BOTH SIDES

REV.	DESCRIPTION	CHECK	APP'D	DATE	SCALE	1:75 AT A3	CLIENT	SITE ADDRESS	DRAWING NUMBER	
							GREG HEYHOW	470, 476 & 490 GREAT SOUTH ROAD PAPAKURA	1554 - RC - RD310	
					DESIGN				DATE	REVISION
					DRAWN				MAR 20	-
					DRAWING CHECK					
					DESIGN CHECK					
					APPROVED					
							Conditions of Use: These drawings shall only be used for the purpose for which they were supplied. Do not measure off this drawing. If doubt please contact RCineer.	DRAWING TITLE TYPICAL ROAD CROSS SECTIONS		ASPIRE CONSULTING ENGINEERS Ph: 09 426 6552 Web: www.aspire.co.nz

Sam Otter

From: Michelle Seymour <michelle@commute.kiwi>
Sent: Thursday, 17 September 2020 9:35 AM
To: Bryce Hall; Andrew Temperley
Cc: Leo Hills; Mark Benjamin
Subject: Gatland Road PPC
Attachments: J001478 GSR Gatland ITA 300720 w att.pdf

Hi Andrew/Bryce,

I am the traffic consultant for the PPC at Gatland Road/Great South Road Papakura that you and Andrew recently provided feedback on to Council.

We have received your comments and I note that the first comment was a request for a version of the ITA with attachments. Please find this document attached.

We are still working through the remainder of the comments.

Thanks

Michelle Seymour

BA/BCOM MEngSt (Transportation) (Hons)
Principal Transport Consultant

Commute Transportation

M 021 784 662 **W** www.commute.kiwi

A 4 Leek Street, Newmarket 1023, Auckland

P PO Box 128259, Remuera 1541, Auckland



Mr Andrew Temperly
Traffic Planning Consultants
400 Titirangi Road
Titirangi
Auckland 0604

13 November 2020

Copy via email: MarkB@mhg.co.nz

Dear Andrew

REQUEST FOR FURTHER INFORMATION: CLAUSE 23 RESPONSE – GATLAND ROAD PLAN CHANGE

Subsequent to your email dated 4 November 2020, I have prepared the following response to your requests.

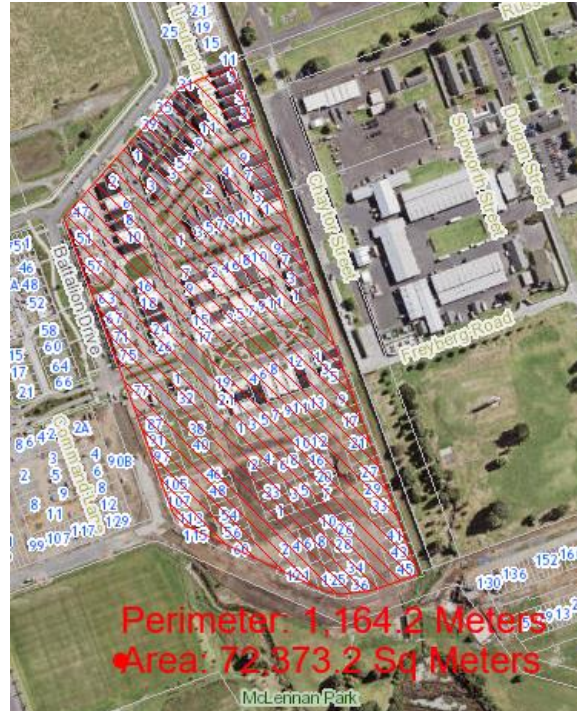
DWELLING YEILD

I note that your memo provides some examples of densities of other nearby residential developments coming onto the market, as requested. However, I note that these are all located within 'Mixed Housing Suburban Zones', or a 'Residential Single House Zone', while the subject site is proposed to be rezoned as Mixed Housing Urban Zone. The latter desired future zoning allows for more intense development, with the AUP suggesting dwellings of up to three storeys in height, including terrace housing and low-rise apartments, while the example developments provided are noted to be one to two storeys in height.

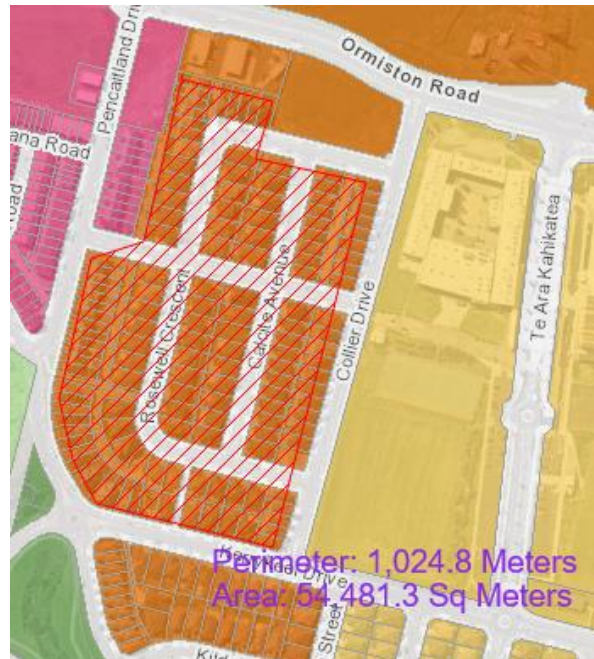
I would still favour more sensitivity testing with a higher development yield (in addition to the higher dwelling peak hour trip rate already adopted), in order to gain the confidence that the subsequent effect on trip generation and intersection operation will be acceptable.

Following your email, I have liaised with the applicant's planner to confirm the potential yield of the site. Queries related to the developable potential of the site are typically provided by the project team in collaboration with multiple specialists, notwithstanding this, the applicants planner has reconsidered the potential yield of the site and confirmed the following case studies.

The first case study is around McLennan Park and is zoned Mixed Housing Urban. It has an overall size of around 7ha and a total of 192 property records and includes a couple of reserve areas. Based on 190 units this is an overall density of 1 unit per 380sqm



A second case study is from Flatbush and has an area of 5.5ha and is zoned Town House and Apartments. There are 151 property records with some shared lanes are included). Based on 150 units, this is a density of 1 dwelling per 366m².



In addition to the above examples, Proposed Plan Change 52 at 520 and 522 Great South Road neighbouring the site was publicly notified in August 2020¹. This Plan Change has a site area of 4.6268 hectares and is proposed to be rezoned from Future Urban to Mixed Housing Urban. This is proposed to have a likely yield of 113 dwellings, which is an average density of 1 dwelling per 409m².

¹ <https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/pc-52-appendix-6-transport-assessment.pdf>

Considering these development outcomes, this would suggest that it is unlikely that the market would support the viable development of low-rise apartments in this location.

Based on the above case studies, applying a density of 1 per 370m² to the 6.1ha plan change area results in some 165 dwellings.

Given that our assessment to date has utilised 200 dwellings, this can reasonably be considered a conservative assessment of the potential developable yield of the plan change area. As such it is not considered necessary to assess scenarios with yields greater than 200 dwellings – particularly considering the increased trip generation rates already tested.

TRIP GENERATION RATES

Your latest memo undertakes a sensitivity test of the traffic generation analysis, with a higher peak hourly trip rate of 0.85 trips per hour, which is closer to what we would consider appropriate for the development. However, I would be grateful for confirmation of assumptions applied to the mainline traffic flow data for Great South Road, and whether this takes account of growth that would be expected to take place up to an appropriate assessment year.

As part of the ITA assessment, Auckland Transport advised that Great South Road would likely change in form and function in the longer-term future, and that these investigations would be carried out by the Supporting Growth Alliance. At this stage, Auckland Transport confirmed that the corridor would likely be four lanes, and that further work was needed to confirm if these additional lanes would be bus lanes, high occupancy lanes or general traffic lanes.

The Drury Structure Plan ITA and the South Indicative Business Case (IBC), as shown in Figure 1 and Figure 2, both identify Great South Road as part of the Frequent Transport Network. The ITA also confirms that this would indicate a desire for 10min peak public transport frequencies and public transport priorities such as bus lanes.

These strategic documents indicate that a lower trip rate in the future would be a likely outcome for this plan change area – given the high level of public transport access forecasted.

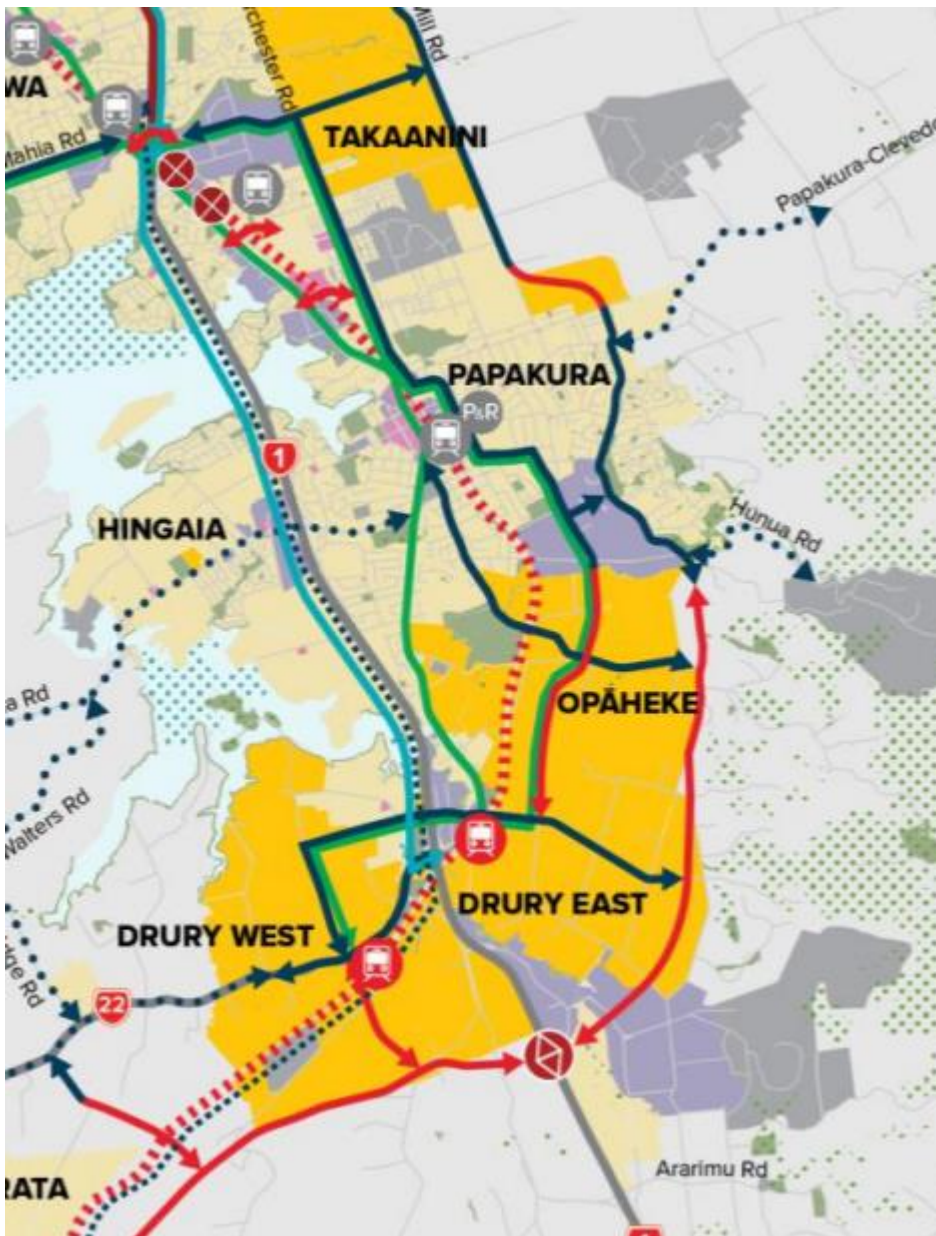


Figure 1: Supporting Growth South IBC – Recommended Network

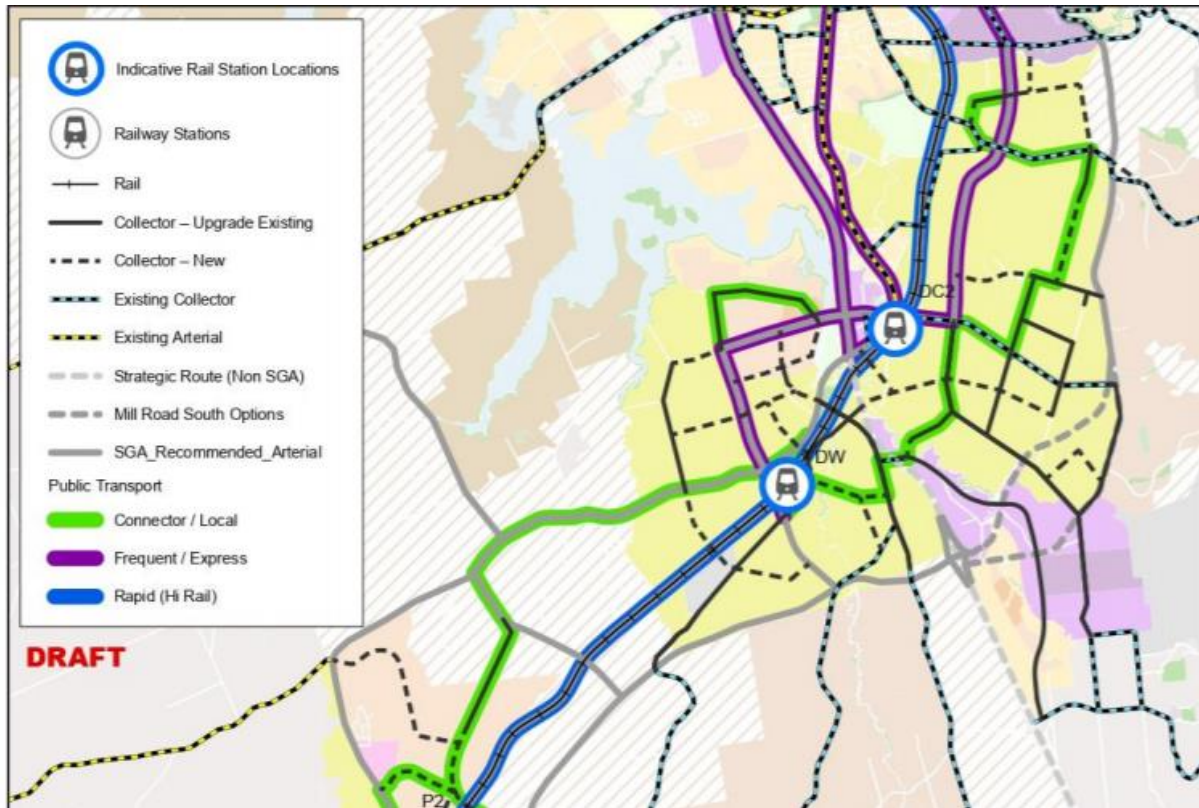


Figure 2: Potential extent of public transport network (Drury-Opāheke and Pukekohe-Paerata Structure Plan ITA)

To forecast future volumes on Great South Road, the ITA has applied regional demands from the MSM model within a SATURN model to consider key reporting elements such as traffic volumes and congestion levels.

These regional demands forecast household trip generation rates by private vehicle while taking into account future uptake of public transport and active modes in accordance with increased public transport provision.

In the case of the proposed plan change area, the daily public transport and private vehicle trips rate for the nearest reported MSM zone² is 7.5 trips per day. The ITA also provides an indication of the peak hour vehicle trips for this MSM zone and indicates an AM peak hour trip rate of 0.63, and a PM trip rate of 0.81.

It is considered that by testing the plan change proposal with a 0.85 trip rate, particularly in the AM, with current traffic volumes, this provides a reasonable estimation of a longer-term scenario. Should a scenario with increased main line volumes, **and** a higher trip generation (0.85) be utilised to assess traffic operation it is considered that this will likely result in over provision of roading infrastructure for private vehicles – contra to wider public transport, walking and cycling objectives for the Auckland region.

Further to this, intersection options including signalisation should this be required, have not been precluded in the future, with sufficient land allowed for future widening to accommodate a four laned Great South Road.

² MSM Zone Opāheke North 551



Yours sincerely

Commute Transportation Consultants

Michelle Seymour

Principal Transport Consultant

michelle@commute.kiwi

GEOTECHNICAL INVESTIGATION REPORT

490 GREAT SOUTH RD,
PAPAKURA

PREPARED FOR
MCINNES READ & LUCAS LTD.

BY
MOSS ENGINEERING CONSULTANTS LTD

Andy M

Site visit

SW part c
Dramed gully over
bedrock with to
A

1.0 INTRODUCTION

Moss Engineering Consultants Ltd were commissioned to undertake a soil investigation for a proposed subdivision of Lot 2 DP190539, 490 Great South Rd, Papakura. The purpose of the investigation is to determine a building platform within the new lot (Lot 2) and subsoil conditions for the building platform.

This report presents the results of the subsoil investigation and provides recommendations for the proposed development including effluent disposal system.

This report has been prepared for the sole benefit of McInnes Read & Lucas Ltd. and their client and the Papakura District Council with respect to a particular brief and is not to be relied upon or used out of context by any other person without reference to Moss Engineering Consultants Ltd.

2.0 GENERAL DESCRIPTION

The site is located at Lot 2, DP 190539, 490 Great South Rd, Papakura. A site plan is shown in Figure 1. The total site area is about 5.45 ha. The proposed new Lot 2 has an area of 2.0 ha. The land within the proposed lot is generally level to gently sloping. We have identified building platforms (20m x 20m size) for Lot 2 as shown in Figure 1 within the gently sloping to level part of the site.

3.0 PROPOSED DEVELOPMENT

It is proposed to subdivide the existing property into two lots as shown in Figure 1. We do not have any detail about any future development within the new Lot 2. However, we assume that residential dwelling will be erected within the new lot at a location shown in Figure 1.

4.0 INVESTIGATION PROCEDURE

Two hand auger boreholes (BH1 & BH2) were drilled at an approximate position shown in Figure 1. The depths of the boreholes were varied from 1.5m to 2.0 m.

During drilling in-situ strength tests were carried out using shear vane and the material recovered logged. The borehole records are enclosed in Appendix B of this report.

5.0 SOIL PROFILE

5.1 Geology

Reference to the Auckland Geological Map indicates that the site consists of Tauranga Group Alluvium.

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5.0 SOIL PROFILE

5.1 Geology

Reference to the Auckland Geological Map indicates that the site consists of Tauranga Group Alluvium.

5.2 Soil Profile

The borehole records show two different types of soils, which have been described below:

LAYER 1 – Topsoil

The layer thickness was 0.2m.

LAYER 2 – Alluvium / Reworked Waitematas

This layer is found within BH1 & BH2 and expected to be within the entire site. The layer typically consisted of "Yellow mottled Grey CLAY, SILTY CLAY to SILTY SAND". The shear strength was varied from 79 kPa to 206+ kPa. The layer thickness was not investigated.

5.3 Ground Water Levels

Ground water was not encountered within borehole drilled.

5.4 Soil Classification

The clays found within the site appear to be moderately expansive.

6.0 UNSTABLE FEATURES

The proposed building platform is nearly level and thus slope stability is not an issue.

7.0 STABILITY ANALYSIS

As the proposed building platform is nearly level, no stability analysis will be required.

8.0 FOUNDATIONS

Based on the walkover inspection and subsoil investigation, we recommend that shallow foundation can be utilised within the proposed building platform provided that a level building platform is created by cutting. An allowable bearing capacity of 100 kPa can be assumed for the design. A minimum embedment of 500 mm is recommended for shallow foundations.

9.0 RETAINING WALLS

The proposed development may not require any retaining walls. However, if retaining walls are required, then a qualified engineer should design the walls. Based on the subsoil information, we recommend that the retaining walls should be designed at active or at – rest conditions based on the following values:

Soil Density = 17.5 kN/m³
Angle of Internal Friction = 30 deg.

10.0 STORM WATER DISPOSAL

We recommend that all concentrated stormwater from roof, paved areas and retaining walls should be collected and discharged to an approved outlet or well away from the house site and effluent disposal fields with some erosion control methods.

11.0 EFFLUENT DISPOSAL

11.1 Options

An on-site wastewater disposal system is required for this site. Based on the findings from our geotechnical investigation, the subsoil is not suitable for shallow soakage trench systems.

We therefore recommend that low impact wastewater treatment and disposal system will be required for the necessary environmental protection. Although a number of approved systems are available in the market, we recommend two options as follows:

Option 1:

Innflow technologies wastewater treatment system comprising a 4500 liter septic tank with an Orenco Vaulted Screen and pump dose loading an intermittent sand contactor (about 10 m²) capable of consistently producing a high quality waste water under intermittent usage with pump discharge to the ground disposal network.

Option 2:

Advanced Lifestyle 8500 comprising an aerated package treatment system.

We recommend Ram pressure- compensating trickle lines be used for ground disposal of wastewater which is to be dose loaded from the treatment system to provide an areal loading rate of 3 litres/m²/day. Ram trickle irrigation lines should be buried to a minimum depth of 100 mm within the topsoil horizon.

Area required for the disposal fields (primary and reserve areas) is not an issue as there is ample area available in the vicinity of the proposed building platform shown in Figure 1.

A qualified engineer should carry out a specific design of the effluent disposal system at the building consent stage when the development details are available.

11.2 Preliminary Design

We have carried out a preliminary design for a wastewater disposal system as follows:

- A. Although a number of on-site waste water systems are available, we choose Sand filter system for the purpose of this preliminary design.
- B. Our preliminary design assumes a 4-bedroom house with 6 people.

Waste water production rate = 170 liters/person/day

For 6 people, waste water production = $6 \times 170 = 1020$ liters/day.

It must be noted that water conservation measures are not included in the design. However we encourage the use of them.

- C. Gross lot area to discharge are is greater than 1.5 and daily waste water production is less than 2000 liters/day. Thus the proposal does not require a resource consent from the ARC.
- D. The soil is classified as category 6 (TP58, Table 5.3) within the proposed wastewater disposal area and the loading rate is assumed to be 3.0 liters/m²/day.
- E. The required disposal area = $\frac{1020 \text{ liters/day}}{3 \text{ liters/m}^2/\text{day}} = 340 \text{ m}^2$.
- F. A reserve area of 340 m² shall also be provided.
- G. The disposal area shall be well away from any nearby watercourses with a minimum clearance of 15 m
- H. The disposal area also shall not be closer than 1.5m to property boundaries and 3.0m to habitable buildings.
- I. A cut off drain is also recommended to protect the land application area from surface water run off.
- J. No storm water should be discharged within the waste water system including the disposal area.

- K. A schematic diagram of the preliminary design is shown in the attached plan.
- L. A specific design shall be carried out at building consent stage when the development details are available.

12.0 CONCLUSIONS & RECOMMENDATIONS

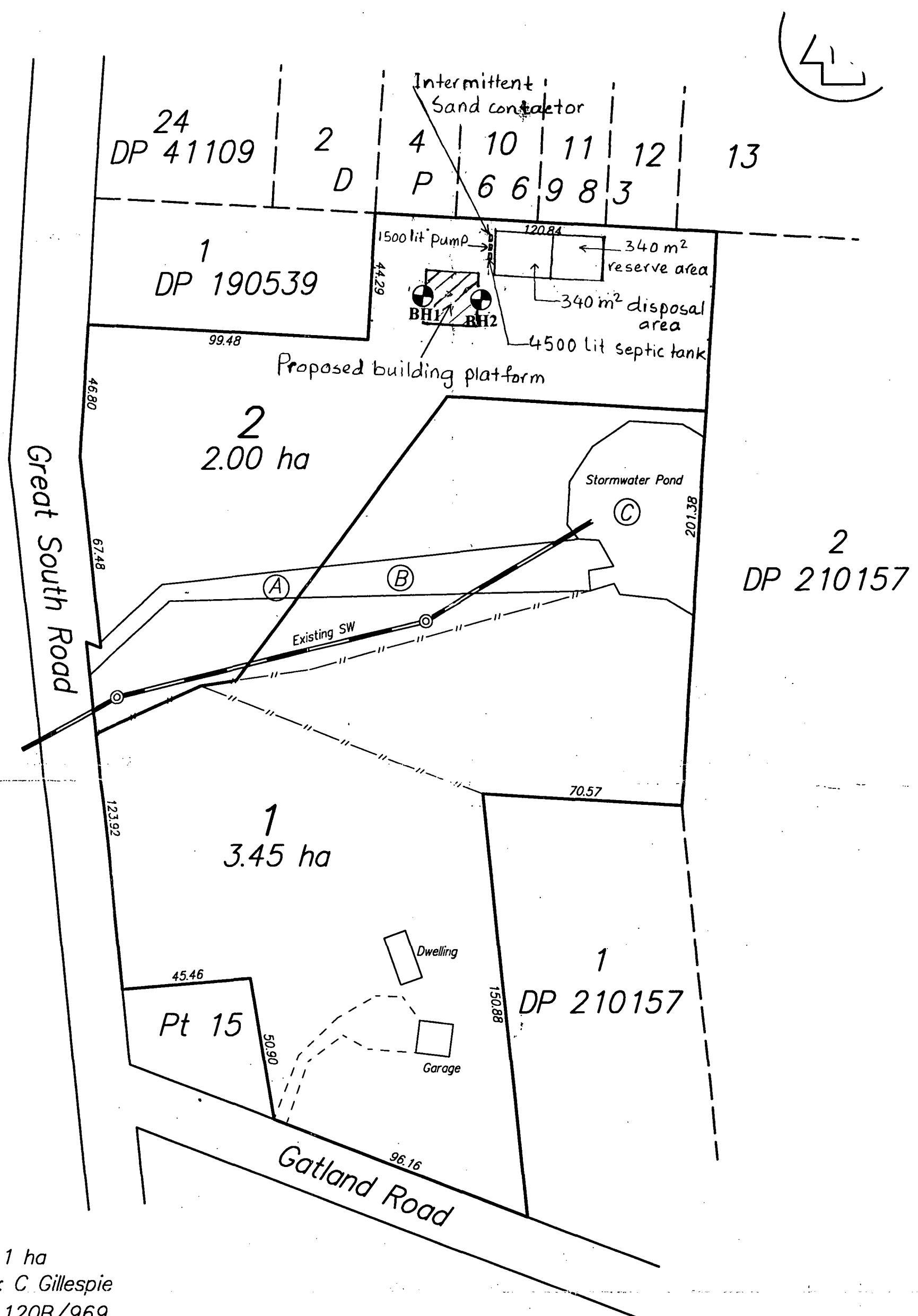
Based on our above assessment of ground conditions, it is our opinion that the land is suitable for the proposed subdivision subject to the following geotechnical recommendations:

1. Shallow foundations can be utilised within the proposed building platform provided that a level building platform is created. However, further investigation will be required if the building is proposed somewhere else. A minimum embedment of 500 mm is recommended.
2. A specific design will be required for the effluent disposal system by a qualified engineer familiar with this report.
3. Any earth works shall be designed and supervised by a qualified engineer.
4. A qualified engineer should approve all excavations for the foundations.
5. All storm water runoff from roof and paved areas and the retaining walls shall be collected and carried in a sealed pipe and discharged well away from the house site and the effluent disposal field.

13.0 LIMITATIONS

The recommendations given in this report were based on the limited hand auger bores, which by their nature only provide information about relatively small volume of soils. Therefore during excavation and construction, the site should be examined by a qualified geotechnical engineer to see whether the exposed subsoils are compatible with the inferred conditions on which the report has been based. We would be pleased to provide this service. However it is important that we be contacted if there is any variation in subsoil conditions from those described in this report.

**APPENDIX A
FIGURES**



Total Area: 5.4511 ha
 Owners: G Nicol & C Gillespie
 Comprised in: CT 120B/969
 Address: Great South Road, Papakura.

FIGURE 1

THIS PLAN HAS BEEN PREPARED BY MCINNES READ & LUCAS LTD FOR SUBDIVISIONAL PLANNING PURPOSES. THEY WILL ACCEPT NO LIABILITY IF USED OUTSIDE THIS CONTEXT.
 AREA AND MEASUREMENTS MAY CHANGE ON FINAL SURVEY.

Existing Easements in Gross		
Purpose	Shown	Grantee
ROW	(A) & (B)	Papakura
ROW, SW Plantation	(C)	District Council

Proposed Subdivision of Lot 2
 DP 190539

McInnes Read & Lucas
 SURVEYORS & PLANNERS
 21 EAST STREET, PAKAPURA. P.O. BOX 72559
 Tel. 298-7288 Fax. 296-1350 Web. www.mrl.co.nz



DATE 14/08/03
 SCALE 1:1500
 405
 Ref. 5639

**APPENDIX B
BORELOGS**

BOREHOLE NO: BH 1

JOB NAME: <u>490 Great South Rd.</u>	PROJECT NO: <u>1669 G</u>
CLIENT: <u>McInnes Read & Lucas Ltd.</u>	LOCATION: <u>Papakura</u>
METHOD OF BORING: <u>Hand auger</u>	ELEVATION: _____ DATUM: _____

Depth (m)	Soil Description	Samples and Tests			Ground Water
		Depth (m)	Sample	Test	
	Topsoil				
0.5	SILTY CLAY, grey mottled yellow. -v. stiff; moist; mod. plastic	0.5		C=206 ^t	
1.0	becoming yellow mottled grey	1.0		UTP	
1.5	SANDY SILT, yellow -v. dense; moist; non plastic	1.5		UTP	
2.0	EOB @ 1.5 m Too hard to auger	2.0			
2.5		2.5			
3.0		3.0			
3.5		3.5			
4.0		4.0			
4.5		4.5			
5.0		5.0			

Date Started 22/12/03 Time _____
 Date Finished 22/12/03 Time _____
 Driller EH
 Logged by EH
 Checked by _____

Samples

Tests

C = Undrained Shear Strength (kPa)
 C_r = Residual Shear Strength (kPa)
 S = Scala Reading, Blows / 150 mm

**MOSS ENGINEERING
CONSULTANTS**

PO Box 8221 Symonds Street
 Ph: (09) 623 3169 Fax: (09) 623 3165

BOREHOLE NO: BH 2

JOB NAME: <u>490 Great South Rd.</u>	PROJECT NO: <u>1669 G</u>
CLIENT: <u>McInnes Read & Lucas Ltd.</u>	LOCATION: <u>Papakura</u>
METHOD OF BORING: <u>Hand auger</u>	ELEVATION: _____ DATUM: _____

Depth (m)	Soil Description	Samples and Tests			Ground Water
		Depth (m)	Sample	Test	
	Topsoil				
0.5	SILTY CLAY, yellow mottled grey. -v. stiff; moist; mod. plastic	0.5		UTP	
1.0	CLAY, yellow mottled grey -v. stiff; moist; mod. plastic	1.0		C = 111 Cr = 63	
1.5	becoming brownish yellow	1.5		UTP	
2.0	EOB @ 2.0 m	2.0		C = 79 Cr = 57	
2.5		2.5			
3.0		3.0			
3.5		3.5			
4.0		4.0			
4.5		4.5			
5.0		5.0			

Date Started <u>22/12/03</u> Time _____ Date Finished <u>22/12/03</u> Time _____ Driller <u>EH</u> Logged by <u>EH</u> Checked by _____	Samples	Tests C = Undrained Shear Strength (kPa) Cr = Residual Shear Strength (kPa) S = Scala Reading, Blows / 150 mm
<p>MOSS ENGINEERING CONSULTANTS</p> PO Box 8221 Symonds Street Ph: (09) 623 3169 Fax: (09) 623 3165		

14xx Gatland Road

14xx.1 Precinct description

The Gatland Road precinct comprises some 6.1 hectares of land on the eastern side of Great South Road, north of Gatland Road, approximately 2km south of the Papakura Metropolitan Centre.

The purpose of the precinct is to provide for comprehensive and integrated development of the site, making efficient use of land resources and infrastructure, and increasing the supply of housing in the Papakura area. Development within the precinct is envisaged to provide approximately 200 new dwellings comprising a mixture of attached and detached typologies.

The development of the precinct will be integrated with the surrounding road network and future urban development to the east through the alignment of proposed roads.

The precinct is within the Slippery Creek Catchment and stormwater discharges to the Drury Creek Significant Ecological area so quality stormwater management is a key outcome of the precinct provisions.

The zoning of land within the precinct is Residential Mixed Housing Urban and Business Neighbourhood Centre.

Refer to the planning maps for the location and extent of the precinct.

14xx.2 Objectives

The underlying zones and Auckland-wide objectives apply in this precinct, in addition to those specified below.

- (1) Gatland Road precinct is subdivided and developed in a comprehensive and integrated way
- (2) A high quality built form and landscaped streetscape has developed, reflecting an urban character and amenity.
- (3) A safe, efficient and integrated road network provides strategic connections and improvements, encourages walking and cycling and the use of public transport, and provides strong legible connections through the precinct.

~~(4) Stormwater runoff is managed to respect natural processes, minimise flood risk and implement water sensitive design.~~

(4) Stormwater management is designed to achieve a treatment train approach for hydrology mitigation and quality treatment to avoid adverse effects of stormwater on the sensitive receiving environment.

Commented [CT1]: This is an objective that HW are seeking for PC40 in Warkworth and addresses the receiving environment as well as the treatment train.

Commented [MCB2R1]: Agreed and accepted

4xx.3 Policies

The underlying zones and Auckland-wide policies apply in this precinct, in addition to those specified below.

Subdivision and development

- (1) Require that the design of any subdivision and development within the precinct is undertaken in general accordance with the Gatland Road precinct plan.

Transport Infrastructure

- (2) Require a safe and interconnected road network which provides for:
 - a. improvements to Great South Road where it adjoins the precinct;
 - ~~b. restricted vehicle access for new lots fronting Great South Road to increase the safety and efficiency of Great South Road;~~
 - ~~e-b.~~ road connections to Great South Road and Gatland Road; and
 - ~~d-c.~~ future road connections to land to the east.
- (3) Require the internal road network, to be consistent with the precinct specific road ~~layout across sections~~ to achieve an appropriate balance between movement and sense of place functions and to maintain a high quality, safe, environment.

Stormwater

- ~~(4) Maintain the existing catchment hydrology through management of stormwater onsite and employing water sensitive design principles prior to the discharge of stormwater.~~
- ~~(5) Require subdivision and development to achieve SMAF1 mitigation through the use of a single device or combination of devices and generally accord with any relevant approved Network Discharge Consent and Stormwater Management Plan.~~
- (4) Subdivision and development achieve stormwater quality treatment of stormwater runoff from all impervious areas within the precinct through inert building materials and GD01 approved devices biofiltration devices (on-site or communal devices) for other impervious surfaces.
- (5) Ensure stormwater from subdivision and development is managed in accordance with the following drainage hierarchy:
 - a) Retention for reuse;
 - b) Retention via soakage on-site or at-source;
 - c) Detention;

Commented [CT3]: This policy would be achieved via a standard for inert building materials and assessment criteria for subdivision. Intention is to require inert building materials but also recognise that provided full treatment is achieved then this is also ok. Therefore non-compliance with inert building material would be RD and require assessment of at-source treatment.

Also recognises the opportunity for treatment via communal device (wetland)

Commented [MCB4R3]: Agreed and accepted with slight change to Gd01 approved devices reference.

Commented [CT5]: This policy addresses hydrological mitigation but establishes a hierarchy to management that takes implements SMAF with slightly more direction. I believe this is consistent with the SMP.

d) Conveyance.

(6) Ensure communal stormwater devices are appropriately located, designed and constructed to minimise the number of devices in roads, contribute to a quality built environment and integrate with open space where practicable.

(7) Ensure that subdivision provides adequate space to convey the overland flow path entering the precinct from Great South Road and that it is appropriately protected.

Commented [CT6]: Trying to do a lot here but these need to be appropriately designed and constructed and tries to reflect the importance of the roads as part of the stormwater network

Commented [CT7]: Given the importance of the existing OLFP / easement it is important to have a policy. This then supports any provisions that require it.

I4xx.4 Activity table

- (1) The provisions in any relevant zone and Auckland-wide provisions apply in this precinct unless otherwise specified below. A blank table cell with no activity status specified means that the underlying zone provisions apply.

Table I4xx.4.1 Activity table specifies the activity status of subdivision activities in the Gatland Road Precinct pursuant to sections 9(3) and 11 of the Resource Management Act 1991.

Table I4XX.4.1 Activity table - Subdivision – All zones

Activity	Activity status
Subdivision	
(A1) Subdivision in accordance with the Gatland Road precinct plan	RD
(A2) Subdivision not in accordance with the Gatland Road precinct plan	NC
Development	
<u>New buildings and additions to buildings</u>	

Commented [CT8]: These activities rely on the activity status of the underlying zone but are identified here to support standards and assessment criteria

Commented [MCB9R8]: Don't consider that this is necessary as this is not the practice across other precincts.

The relevant activity status is taken from the main zone activity table.

I4xx.5 Notification

- (1) Any application for resource consent for an activity listed in activity tables Ixx4.4.1 will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in [Rule C1.13\(4\)](#).

14xx.6 Standards

14xx.6.1 Building materials

Purpose: To protect water quality in streams, and the Slippery Creek Catchment, by avoiding the release of contaminants from building materials.

(1) New buildings, and additions to buildings must be constructed using inert cladding, roofing and spouting building materials that do not have an exposed surface made from contaminants of concern to water quality (i.e. zinc, copper, and lead).

Commented [CT10]: Becomes RDA under C1.9 therefore need supporting assessment criteria.

Commented [MCB11R10]: Agreed and accepted

Commented [MCB12]: SMAF 1 overlay to be added to plan change request.

14xx.6.1.1 On-site stormwater management — new impervious area

Purpose: To manage stormwater runoff from the development of impervious areas onsite to mitigate adverse effects on catchment hydrology.

- (1) — Development of new impervious areas is a permitted activity provided that it:
- a — complies with the Stormwater Management Area Flow 2 mitigation requirement in Table E10.6.3.1.1 and Standard E10.6.3(1) — E10.6.3(4) of the AUP or;
 - b — is in accordance with an approved Stormwater Management Plan for the site.

14xx.6.2.1 Vehicle Access to Great South Road

Purpose: To restrict direct vehicle access to Great South Road from the precinct to manage stormwater runoff from the development of impervious areas onsite to mitigate adverse effects on catchment hydrology.

Commented [MCB13]: Deleted as not required. E27 provisions re arterial road sufficient.

- (2) — Vehicle access restrictions apply and new vehicle crossings must not be constructed to provide vehicle access across that part of a site boundary which is subject to a Vehicle Access Limitation Control as shown in the Precinct Plan.
- infringing this standard is a non-complying activity.

14xx.6.7 Subdivision Standards

14xx.6.7.1 Rooding Construction Standards

Purpose: to provide a safe and legible street network.

- (1) All roads within the precinct must be located in general accordance with the Gatland Road Precinct Plan.

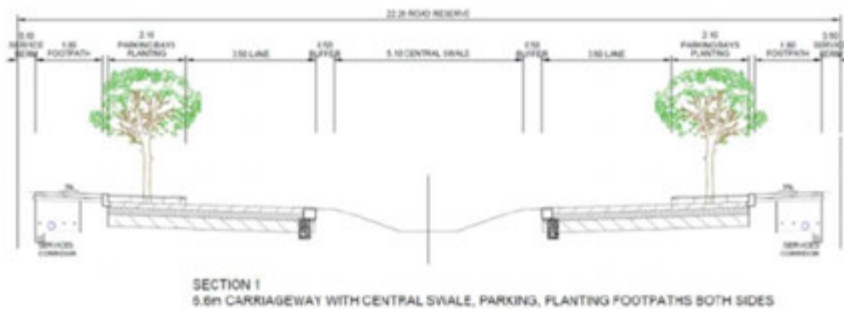
- (2) All roads provided within the precinct must be constructed to the standards contained within Table I4xx.6.1.1: Road Construction Standards within the Gatland Road Precinct and cross-section diagrams in Figures 1 and 2 below or, where not contained in Table I4xx.6.1.1 below, the relevant Auckland-wide rules apply.

Table I4xx.6.1.1: Road Construction Standards – Gatland Road Precinct

Road typology	Road Reserve Width	Carriageway	Footpath Width	Central Swale	Parking Bays
Local Road Amenity Link	22.2m	3.5m per lane	1.8m	5.1m	2.1m
Local Road	16.0m	3.0 per lane	1.8m	1.8m	2.35m

- (3) Subdivision that does not comply with clauses 1 and 2 above is a discretionary activity.
- (4) Cul de sac roads are a non-complying activity. This rule does not apply to staged road construction as part of a staged subdivision or balance site.
- (5) A swale shall be provided for the conveyance of existing overland flows centrally within the precinct aligned with the east-west road.

Figure 1 – Proposed Cross Section – Local Road Amenity Link



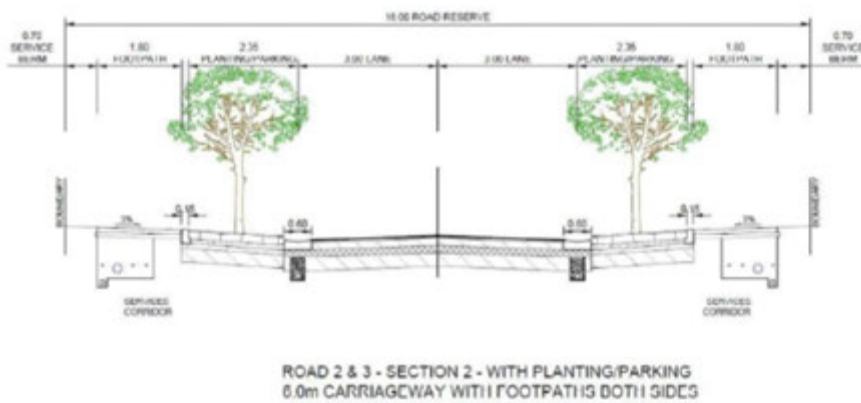
Commented [CT14]: Need something here to ensure that the OLFP / Swale is implemented as part of subdivision. Doesn't necessarily need to be part of the road construction standard and could be a separate standard. Need to agree with AT if want to include in the road.

If you can get agreement with AT to include in the road then helpful to include here to avoid confusion at the time of subdivision.

Commented [MCB15R14]: Happy to have this standard here.

As discussed there are options for the specific location should AT resile from the central swale (no indication at this stage of any concern from them re this though).

Figure 2—Proposed Cross Section—Local Road



14xx.8 Assessment – controlled activities

There are no controlled activities in this precinct.

14xx.9 Assessment – Restricted discretionary activities

14xx.10.1 Matters of discretion

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

(1) Subdivision and development

- a. Consistency with the Gatland Road precinct plan
- b. Stormwater

(2) For development that does not comply with precinct standards the Council will restrict its discretion to all of the following matters when assessing a restricted discretionary resource consent application:

- a. the matters listed under C1.9(3);
- b. Stormwater management methods proposed for the management of adverse effects on receiving environments, including cumulative effects, having regard to:

- i Hydrology mitigation
- ii Quality treatment
- iii Downstream flooding
- iv Efficacy and effectiveness of infrastructure
- v Effects on mana whenua values

14xx.10.2 Assessment criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities in addition to the assessment criteria specified for the relevant restricted discretionary activities in the zones or Auckland-wide provisions.

14xx.10.2.1 Consistency with the Gatland Road Precinct Plan

- (1) The extent to which the subdivision implements and is in general accordance with the Gatland Road Precinct Plan;
- (2) Refer to Policy 14xx.3.1;
- (3) Refer to Policy 14xx.3.2;
- (4) Refer to Policy 14xx.3.3;

(2) Stormwater management

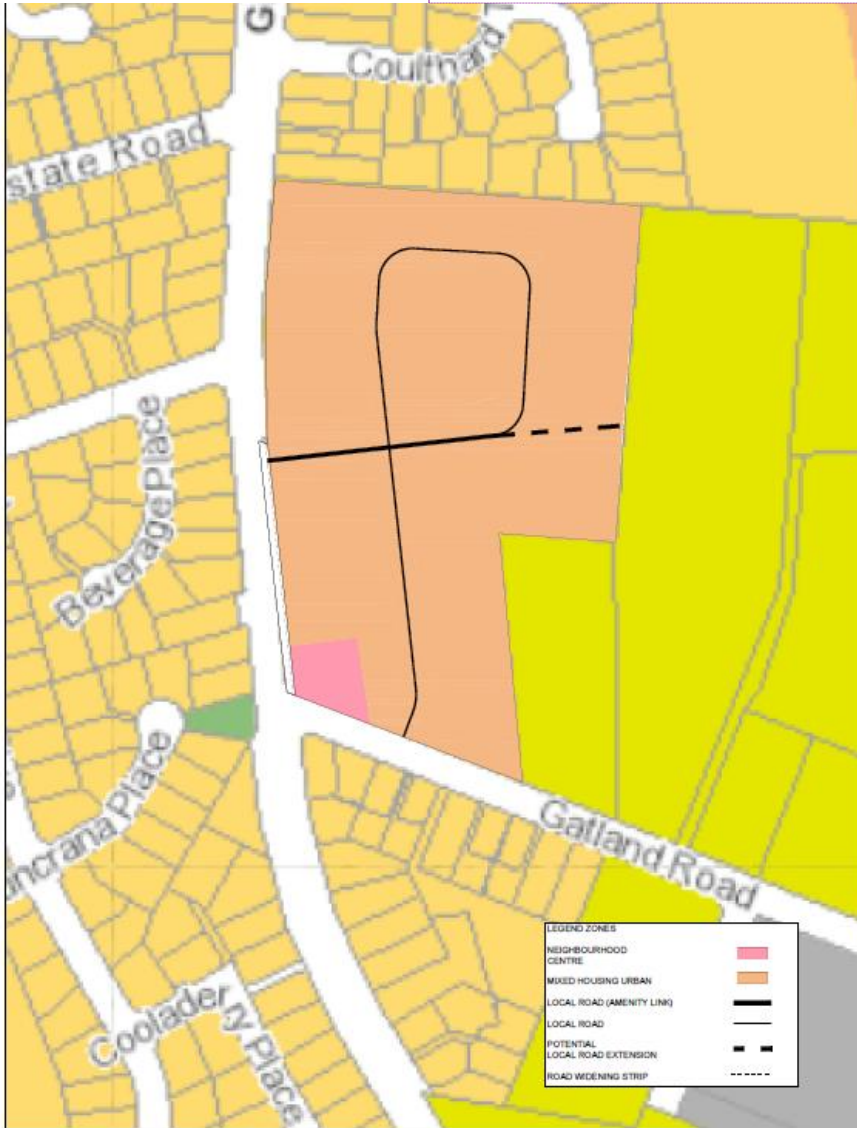
- a) Subdivision and development is in accordance with the approved Stormwater Management Plan and policies E1.3(1) – (14) and (20b).
- b) Changes in hydrology are mitigated with reuse and detention the primary mitigation methods with infiltration being applied where ground conditions have been identified as being suitable to absorb such discharges without causing, accelerating or contributing to land instability and downstream effects either on site or on neighbouring properties.
- c) A treatment train approach is used to treat runoff from all impervious surfaces so that all contaminant generating surfaces are treated including cumulative effects of lower contaminant generating surfaces.
- d) Where downstream assets affected by flooding are identified at the time of subdivision flood effects are mitigated by attenuating the up to the 100% AEP flood event within the precinct.
- e) The design and efficacy of infrastructure and devices (including communal devices) with consideration given to the likely effectiveness, lifecycle costs, ease of access and operation and integration with the built and natural environment.
- a)f) Adverse effects on Mana Whenua values are avoided, remedied or mitigated

Commented [CT16]: Needs to be checked by final SMP – not sure if only 10% or also 100%

Commented [CT17]: Addressing issues of multiple devices in roads as well as integration into the environment.

I4xx.7 Precinct plan |

Commented [MCB18]: Precinct Plan updated



APPENDIX 5
SPECIALIST ASSESSMENTS

Memo (technical specialist report to contribute towards Council's section 42A hearing report)

01.06.2021

To: Lee-Ann Lucas, Senior Planner, Auckland Council

From: Arun Niravath, Senior Development Engineer

Subject: Private Plan Change – PC58 – Water and Wastewater Assessment

1.0 Introduction

1.1 I have undertaken a review of the private plan change, on behalf of Auckland Council in relation to water and wastewater reticulation.

1.2 In writing this memo, I have reviewed the following documents:

- Aspire Consulting Engineers- 470-476 Great South Road and 2 & 8 Gatland Road Papakura *Engineering Infrastructure Design Report, Ref- 1554-1, July 2020*
- Submission 04- Veolia Water Services [Public Water and Wastewater Network-Service/Utility provider]

2.0 Key Infrastructure Issues

- Wastewater- Capacity constraints in the existing wastewater reticulation and upgrades may be needed to existing infrastructure
- Water Supply- Network modelling is required to determine the suitability of existing infrastructure to provide for the proposed demand or if upgrades are required.

3.0 Applicant's assessment

Wastewater

The applicant has proposed a gravity servicing for majority of the future residential lots. There are 6 wastewater servicing options proposed in the engineering report. Veolia (asset manager) has reviewed the options and in their submission Veolia has commented on option 3 as below-

Although not in its entirety, a feasible option, Option 3, proposes that the Plan Change Area be serviced via a proposed then existing gravity wastewater network, through to the existing Slippery Creek Wastewater Pump Station, to the Motorway Wastewater Pump Station, where wastewater is pumped via a rising main across State Highway 1, into the Bulk Hingaia Wastewater Pump Station.

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

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

This is a high-level assessment. As the finer details or assessment is not provided, the applicant should work together with the service/utility provider to determine the necessary

upgrades and carry out the required infrastructure work to service the future residential development. I believe that a suitable design can be reached at the detailed design stage.

Water

The engineering report advises that water supply is available on Great South Road and Gatland Road, further analysis and upgrades will be developed as part of resource consent.

The two properties, 470 and 476 Great South Road, Papakura are positioned with a public 150mm public watermain along their western boundaries. The other two properties, 2 and 8 Gatland Road, Papakura are positioned with a 40mm public watermain along their southern boundaries.

As part of the review process Veolia Water (service/utility provider) has requested to provide the existing water network modelling analysis to determine suitability or if upgrades are required. I believe that this information is needed to assess the capacity and these details should be provided.

4.0 Assessment of Infrastructure effects and management methods

Need to address:

Water Supply –

- (a) Network modelling of the existing network with the additional demand proposed
- (b) An assessment of the water infrastructure upgrades that might be required to service the development

Wastewater –

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

5.0 Submissions

- Submission 04- Veolia Water Services [Public Water and Wastewater Network-Service/Utility provider].

Comment on Veolia's submission points is provided below:

(Submission 04-3 (a)) - Existing water infrastructure is modelled to determine if sufficient capacity exists. Should there be insufficient capacity, it is the responsibility of the Applicant to, at its cost, design and construct required network infrastructure upgrades.

Comment- the report provided from the applicant is a high level one. These assessments and details should be provided at the future development stage (ideally subdivision) to ensure that residential lots can be adequately serviced.

(Submission 04-3 (b)) - Wastewater disposal from the Plan Change Area is required to be connected to the public wastewater network, discharging to the Slippery Creek Wastewater Pump Station, Motorway Wastewater Pump Station and across State Highway 1 to the Hingaia Wastewater Pump Station.

Comment- the applicant should work together with the Asset Manager to integrate the new infrastructure required with the existing one.

(Submission 04-3 (c)) - The Applicant will, at its cost, design and construct:

- i. any wastewater infrastructure required to enable the connection of the Plan Change Area to the public wastewater disposal and collection system
- ii. any water infrastructure required to enable the connection of the Plan Change Area to the public retail water network

Comment- It is the applicant's responsibility to provide the necessary infrastructure for the development. I understand that these will be requirements of any future development or subdivision in accordance with the AUP(OP).

(Submission 04- 3 (d)) The Applicant obtains approval from Veolia for the connection points to the local network to service the Plan Change Area.

Comment- it is applicant's responsibility to obtain the necessary approval from respective service or utility managers, prior to any related works.

6.0 Conclusions and recommendations

- There is further assessment required to determine that if there is sufficient network capacity to service the future residential development. The applicant has to work with the service/utility provider and ensure that there is adequate capacity in water and wastewater reticulation to service the future residential development. The applicant should carry out the necessary upgrades required to the network.
- I concur with Veolia's assessment that further information is required on water capacity, and with remainder of their decisions requested under section 3 of their submission.
- Overall recommendation – I can support the proposed private plan change subject to the applicant carrying out additional assessment and necessary infrastructure upgrades.

1 June 2021

To: Lee-Ann Lucas, Senior Policy Planner, Auckland Council

From: Ezra Barwell, Senior Policy Advisor, Auckland Council

Subject: PC 58 (Private): 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura – Open Space Assessment

1.0 Introduction

1.1 I have undertaken a review of the private plan change, on behalf of Auckland Council in relation to open space provision.

I have a Bachelor of Parks, Recreation and Tourism Management degree from Lincoln University and a Master of Science in Environmental Science from the University of Auckland.

I am an associate member of the New Zealand Planning Institute.

I have worked in local government since 2002 in the areas of parks and open space strategy, planning, land acquisition and management.

My current role entails strategic planning for current and future open space networks and acquisition of land for open space purposes.

1.2 In writing this memo, I have reviewed the following documents:

- PC 58: Private plan change request
- PC 58: Gatland Road proposed zoning map
- PC 58 - Appendix 2: Urban design assessment and neighbourhood design statement
- PC 58 - Appendix 5: Proposed precinct provisions
- PC 58 - Appendix 6: s32 analysis
- PC 58 - Appendix 8: Mana whenua responses
- PC 58 - Appendix 9: Ngāti Te Ata cultural values assessment report
- PC 58: Gatland Road proposed zoning map
- Drury-Opāheke Structure Plan (2019).

2.0 Key Open Space Issues

Key open space issues that must be considered by the council are:

- whether open space provision is required within the plan change area to help meet the open space provision targets in the council's Open Space Provision Policy (2016)
- whether greenways and open space should be indicatively shown on precinct plans
- whether proposed open space should be zoned as part of the plan change process.

3.0 Analysis of open space-related matters in the applicant's notified documents

PC 58: Private plan change request

Section 1.2 of the executive summary states that "The Plan Change area is contiguous with the existing urban area and development can be serviced by existing infrastructure, open space and social facilities."

This is not totally correct. While existing sportsfield and suburb park provision does meet the council's provision targets, this is not true for neighbourhood park provision.

Gap analysis identifies that the plan change area is not serviced by existing neighbourhood parks within the council's target walking catchment of 400m. A neighbourhood park is indicated in the vicinity of the plan change area, ideally within it, to help meet provision targets in the council's Open Space Provision Policy.

The Other plans: Drury-Opāheke Structure Plan and Supporting Growth Transport Network section references the Drury-Opāheke Structure Plan. Section 7.61 states that “The proposed rezoning is consistent with this vision and the key outcomes for Drury sought in the draft (sic) Structure Plan...” and that the plan change area is “...within easy walking distance of open space...”.

As already stated, the plan change area is outside the council’s target walking catchment for existing neighbourhood parks.

Although the request references the Drury-Opāheke Structure Plan it does not acknowledge the indicative neighbourhood park identified in the plan that sits within the plan change area.

- 3.1 Furthermore, there is no reference to the greenway network, which is identified along the southern boundary of the site with Gatland Road in the Papakura Greenways: Local Paths Plan (2016), nor riparian enhancement, which is a key outcome for the area identified within The Drury Opāheke Structure Plan.

PC 58 - Appendix 2: Urban design assessment and neighbourhood design statement

The document acknowledges that no open space is proposed within the plan change area. I have summarised what I consider are the key points in section 6.14):

1. The council may seek to acquire a neighbourhood park at the time of subdivision.
2. A 4,000m² park could be readily accommodated on the site in close association with the existing storm water pond and the east-west spine road (or another location preferred by the council).
3. Overall, the vicinity does not suffer an apparent shortfall in public recreational open space in need of urgent redress that the plan change area could logically contribute to.
4. It is not standard practice (or appropriate) to identify and re-zone a future neighbourhood park prior to it being acquired.

I have the following responses to the points above:

1. The council will seek to acquire a neighbourhood park within the plan change area as identified in the Drury-Opāheke Structure Plan.
2. A park located in close proximity to the stormwater pond with a frontage on the east-west spine road is ideal (such as the location, but not size or configuration, shown on Figure 8, Attachment 3 of the Urban design assessment and neighbourhood design statement).
3. The plan change area does have a shortfall when measured against the council’s Open Space Provision Policy.
4. I agree that is not standard practice (or appropriate) to identify and re-zone a future neighbourhood park prior to it being acquired.

Additionally, it is again noted that no reference is made to the greenway identified on the Papakura Greenways: Local Paths Plan (2016).

PC 58 - Appendix 5: Proposed precinct provisions

I4xx.3 Policies: Stormwater: (6) proposes that communal stormwater devices “...contribute to a quality built environment and integrate with open space where practicable”. This is consistent with council standard practice, but it must be noted that stormwater management/treatment devices cannot be located on land acquired for open space purposes.

No indicative neighbourhood park or greenway is shown on the I4xx.10 Precinct plan to reflect the indicative park shown in the Drury-Opāheke Structure Plan, or the greenway shown in the Papakura Greenways: Local Paths Plan (2016).

PC 58: Gatland Road proposed zoning map

No open space zoning or indicative greenway is shown on the proposed zoning map.

This is consistent with the fact that no indicative open space or greenway has been identified in the proposed I4xx Gatland Road precinct provisions or shown on the proposed I4xx.10 Precinct plan.

4.0 Submissions

I have read all submissions and further submissions on the proposed plan change. None of the submitters have directly commented on open space provision – or lack of – within the plan change area.

Therefore, I have no specific comments to make in response to any of the content of the submissions or further submissions received per se.

I note that Ngāti Te Ata Waiohua (submission point 3.1) give the following conditional support to the plan change “Providing that the Recommendations in the Ngati Te Ata CVA Report are provided for and/or integrated the overall design then Ngati Te Ata Waiohua have no issue with this Plan Change being adopted”.

I concur with the following points in section 7.2.5. Open Space and greenways plans (Table 17, p. 73) of the Ngāti Te Ata cultural values assessment report:

- The focus should be on visually and physically connecting Drury-Opāheke’s network of parks, open spaces and streets to create opportunities for residents to move around their neighbourhoods and to enhance native biodiversity.
- Open space buffer zones and internal neighbourhood parks should be encouraged.
- Encourage the use of ‘park edge roads’ along open space zones and esplanade or recreation reserves.

This approach aligns with Auckland Council open space strategy and policy and the broad objectives of the Drury-Opāheke Structure Plan.

The council will seek to acquire an internal neighbourhood park within the plan change area in the location shown indicatively in the Drury-Opāheke Structure Plan (Figure 1: The Drury-Opāheke Structure Plan 2019 land use map 2019, p. 6). The council will seek to locate the neighbourhood park in close proximity to communal stormwater management areas and on any proposed greenway route where practicable. This is to maximise visual and physical connectivity of open spaces in the plan change area and beyond.

The Council will seek to locate a greenway along the boundary of the site as indicated by the greenway plan, along with appropriate riparian planting should the stream within the centre of the site be daylighted.

5.0 Conclusions and recommendations

In conclusion, the applicant has not adequately acknowledged or addressed the indicative neighbourhood park shown in the Drury-Opāheke Structure Plan that falls within the plan change area. Nor has the applicant adequately addressed the greenway shown on the Papakura Greenways: Local Paths Plan (2016), or riparian aspects (if the piped stream through the site was daylighted during future development).

The applicant’s view is that the open space needs of future residents are met by existing open space.

While this is true for sportsfield and suburb park provision it is not the case for neighbourhood parks.

I recommend that the I4xx.10 Precinct plan is amended to show an indicative neighbourhood park in accordance with:

- the indicative neighbourhood park shown on the Drury-Opāheke Structure Plan
- the ideal location described in in section 6.14 and shown on Figure 8, Attachment 3 of the applicant’s Urban design assessment and neighbourhood design statement.

As the application is silent on greenways, I recommend the additional subdivision standard and matter of discretion below:

I4xx.4.7.2 Greenways

- (a) The greenways shown on Precinct Plan:
- where they are on land subject to any resource consent application, are constructed to a 3m wide shared path standard, and may be vested in the Council, or in the case where the greenway follows vested roads, are constructed to a 3m wide shared path standard.

- connections to greenways on public or private land outside the land subject to resource consent, are futureproofed by footpath access to the boundary of the application site.
- (b) A walkway network, generally in accordance with I4xx.10 Precinct plan including roads and open space area, is created to ensure an interconnected neighbourhood.

I4xx.9.1 (1) (c) the provision of a walkway network, generally in accordance with the greenways shown on the Precinct Plan.

The recommended amendments to the I4xx.10 Precinct plan are shown on Figure 1 below.



Figure 1. Proposed amendment to the I4xx.10 Precinct plan: include an indicative neighbourhood park location – denoted by the green disk (not to scale) – and indicative greenways route – denoted by the green dotted line.

As the application is silent on riparian treatment, I recommend the additional subdivision standard below:

I4xx.4.7.3 Riparian margins

- (1) Riparian margins of permanent or intermittent streams must be planted either side to a minimum width of 10m measured from the top of bank of the stream, or from the centreline of the stream where the bank cannot be physically identified by ground survey. This rule shall not apply to road crossings over streams.
- (2) A building, or parts of a building, must be setback at least 20m from the bank of a river or stream measuring 3m or more in width, consistent with the requirements of E38.7.3.2.
- (3) Pedestrian/cycle paths shall be located adjacent to, and not within the 10m planted strip.
- (4) Riparian margins must be offered to Council for vesting at no cost to Council where a walkway is to be provided, and where there is a greenway link indicated on the Precinct Plan. This should be on land vested to a minimum of 20m either side of a permanent stream with at least the first 10m width planted.

Memo (technical specialist report to contribute towards Council's section 42A hearing report)

8 June 2021

To: Lee-Ann Lucas – Senior Policy Planner, Auckland Council

From: Chloe Trenouth, Consultant Planner; and Danny Curtis, Catchment Planner

Subject: Private Plan Change – PC58 – 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura – Stormwater Assessment

1.0 Introduction

- 1.1 Healthy Waters has undertaken a review of the private plan change (plan change), on behalf of Auckland Council in relation to stormwater effects. Danny Curtis reviewed the plan change in relation to technical stormwater issues, and Chloe Trenouth undertook a planning review in relation to stormwater issues.
- 1.2 In writing this memo, the following documents have been reviewed:
 - Plan Change Request – Assessment of effects and statutory assessment
 - Appendix 3: Engineering Infrastructure Design Report
 - Appendix 5: Proposed Precinct Provisions
 - Appendix 6: Section 32 Analysis
 - Stormwater Management Plan prepared by Aspire

2.0 Key Stormwater Issues

- 2.1 Healthy Waters assessed the plan change information when it was lodged and requested further information to address stormwater issues. Specifically, Healthy Water requested a Stormwater Management Plan (SMP) be provided in support of the plan change. The issue of whether precinct provisions were needed to support the stormwater management approach proposed was also raised.
- 2.2 An SMP was prepared by Aspire Consultants in August 2020 to support the plan change. Healthy Waters has reviewed the SMP and considers it to be sufficient to support the plan change because it achieves integrated stormwater management consistent with the Auckland Unitary Plan (AUP) objectives and policies for water (Chapter E1). It is noted that the SMP was not included in the notified documents and therefore interested parties have not had an opportunity to review or comment on it. However, we understand that that the SMP has since been sent to all submitters.
- 2.3 The applicant proposes that the SMP be adopted under the Regional Stormwater Network Discharge Consent (NDC). In order for this to occur the SMP needs to be prepared in accordance with Schedule 4 of the NDC and be adopted in principle by Healthy Waters as part of the First Schedule Plan Change Process.
- 2.4 Flows from the plan change area will discharge via the existing stormwater pond on the site's eastern boundary to the stream, which is a tributary of Slippery Creek. Therefore, stream hydrology management is required to mitigate erosion effects. Slippery Creek is identified as a Significant Ecological Area (SEA) and therefore water quality treatment is also required for the plan change area.
- 2.5 Stormwater flows from the Parkhaven Subdivision on the opposite side of Great South Road currently discharges through the site via a public pipe and secondary overland flow discharging to the existing stormwater pond. This upper catchment is approximate 16ha and stormwater flows through the plan change area need to be maintained and provided for. The existing stormwater pond is a Council owned asset, which will be upgraded to a constructed wetland and sized appropriately to accommodate existing and proposed flows.

- 2.6 Some minor flooding exists on the site associated with the overland flow path. The Drury-Opaheke SMP recommends a “pass it forward” approach for larger storm events due to the scale of the catchment. A private culvert exists downstream of the wetland that will need to be assessed for capacity as part of future development proposal to determine whether any attenuation will be required.
- 2.7 In summary, the key stormwater issues addressed by the SMP are:
- Overland flow conveyance
 - Water quality treatment
 - Hydrology mitigation (detention and retention)
 - Flood management
 - Communal stormwater devices

3.0 Applicant’s assessment

- 3.1 The applicant identifies that the plan change area discharges to a tributary of the Slippery Creek sub-catchment, which is part of the larger Drury Opaheke Catchment. Flows from the plan change area eventually combine with larger flows from the eastern portion of the catchment and enter the tidal reach of Slippery Creek, which discharges to Drury Creek identified as an SEA.
- 3.2 The plan change proposes to apply the Residential - Mixed Housing Urban Zone across the site with a small area of Business – Neighbourhood Centre on the corner of Great South Road and Gatland Road. The SMP has been prepared in accordance with Schedule 4 of the NDC, appropriately assessing the existing site and planning context including referring to the Drury-Opaheke Structure Plan Draft SMP. A toolbox approach is proposed to implement a treatment train with at-source devices working in conjunction with a new larger constructed wetland replacing the existing pond to manage flows. Devices such as raingardens, reuse tanks will be incorporated to provide some level of treatment and attenuation prior to entering the wetland. All stormwater devices are expected to be designed in accordance with guidelines in GD01.
- 3.3 In summary, the stormwater management approach proposed requires the following:
- Overland flow to maintain the current entry and exit points
 - Flood attenuation for 10-year event via detention tanks and wetland if network constraints exist
 - Residential roof areas to use inert building materials
 - Hydrology mitigation through at-source reuse/detention tanks, permeable paving, and wetland
 - Water quality treatment for all impervious surfaces through a combination of proprietary devices, raingardens, swales, and wetland
 - Discharge to the receiving environment via green outfalls where practical
- 3.4 The SMP discusses the proposed stormwater management approach in section 6.2, identifying a treatment train approach is the Best Practicable Option (BPO) for future development in accordance with GD01. Two treatment train options were considered by the applicant and Option 2 is identified to be the BPO, applying a toolbox for development that includes at-source devices and a communal constructed wetland.
- 3.5 Flood attenuation is identified as not being required within the plan change area because peak flows can be passed forward before peak flows from the greater catchment arrive. This approach is consistent with the Drury-Opaheke and is supported by Healthy Waters.
- 3.6 The SMP identifies that Schedule 4 of the NDC requires water quality and hydrological mitigation of all impervious surfaces, which is more stringent than the regulations outlined in the AUP (which only require treatment of high contaminant generating car parks and high use roads). The SMP proposes to treat all impervious surfaces (excluding non-contaminant generating areas) at or near source using swales, raingardens, and tree pits. Inert building materials are proposed, along with exemplary sediment and erosion control measures during earthworks, and integrated green outfalls for discharges to streams.
- 3.7 In summary the SMP adopts a toolbox for development (Table 1) that provides a treatment train that includes at-source management and a communal constructed wetland. The approach also

seeks to enhance and improve conveyance channels, retain, and enhance intermittent streams including the opportunity to daylight piped stream. Overland flow conveyance is also identified to be enhanced and improved through swales or road channels.

Table 1 Summary of toolbox for development

	Water Quality	Hydrology Mitigation	Attenuation (if required)
Private lots – buildings	<ul style="list-style-type: none"> Inert building materials for roof 	<ul style="list-style-type: none"> Reuse / detention tanks Public wetland 	<ul style="list-style-type: none"> Detention tanks Public wetland
Private lots – hardstand areas	Treatment through proprietary devices such as: <ul style="list-style-type: none"> Up flow or cartridge filter Raingardens Public wetland 	<ul style="list-style-type: none"> Porous concrete Permeable paving Detention tanks Raingardens Public wetland 	
Roads	Treatment through proprietary devices such as: <ul style="list-style-type: none"> Public wetland Raingardens Swales 	<ul style="list-style-type: none"> Raingardens Public wetland 	<ul style="list-style-type: none"> Public wetland

4.0 Assessment of stormwater effects

- 4.1 The stormwater management approach is considered to provide a balanced approach to at-source, close to source and communal stormwater management to allow implementation of a treatment train approach to water sensitive design principles. The toolbox approach will provide appropriate flexibility to determine the appropriate devices at the time of development. Augmentation of the existing stormwater pond will be undertaken during the first stage of construction to facilitate the lot development. Potential options to daylight existing piped watercourses are to be explored during the subdivision process.
- 4.2 While a pass-it-forward approach to flood management is supported, further assessment of potential impacts on downstream assets should be undertaken to determine whether this is appropriate at the time of subdivision. Although there are no public assets downstream of the site there is a private driveway culvert downstream of the site that may need to be upgraded to facilitate pass-it-forward flows from the plan change area. Consultation with the downstream landowner is recommended to determine any upgrades needed. If an upgrade is not possible then attenuation would be required within the plan change area. Therefore, provision should be made within the precinct for further consideration of downstream flooding effects on existing culverts or bridges at the time of resource consent to determine whether some attenuation is required.
- 4.3 At-source stormwater management is proposed to achieve retention. However, high level calculations have also been completed to determine whether there is sufficient room for an upgraded wetland to achieve retention, detention and 10yr attenuation (if required). The calculations demonstrate that an upgraded wetland to achieve both retention and attenuation for the plan change area could be accommodated on-site. Therefore, providing sufficient capacity for attenuation if downstream flooding impacts are identified at the time of resource consent. Healthy Waters is satisfied that there are sufficient options to address potential flooding impacts as well as hydrology mitigation.
- 4.4 Although the SMP identifies that hydrology mitigation will achieve the requirements for SMAF 1, a map of the SMAF 1 Control was not included with the notified documents. This appears to be an error. The plan change area must be identified with the SMAF 1 Control for those provisions to apply otherwise specific precinct provisions must be included to achieve this outcome.

- 4.5 Water quality treatment is proposed for all impervious surfaces consistent with the NDC, which will ensure that potential adverse effects from stormwater discharge into the Slippery Creek will be avoided or mitigated. Use of inert building materials for roofs will prevent generation of contaminant-laden runoff, therefore quality treatment will not be required. Where inert building materials are not used then treatment would be required. Treatment of hard-stand areas on private lots will be treated at-source with proprietary devices (i.e., raingardens) or could be managed by the communal constructed wetland. No high contaminant generating roads are proposed in the plan change area, but all public roads and carparks will be treated using vegetated bio-retention devices such as swales, raingardens, and tree pits to achieve water quality treatment. Riparian margins are identified as a secondary benefit by disconnecting impervious areas from the receiving environment. Healthy Waters supports the water quality management proposed in the SMP and is comfortable that these can generally be determined and implemented at subdivision stage other than inert building materials, which would be determined at development stage.
- 4.6 Healthy Waters considers the SMP to be consistent with the requirements of the NDC and adopts it in principle. Although it is accepted that future resource consents will need to demonstrate compliance with the SMP in accordance with the NDC, there is no ability to impose conditions on a resource consent to implement the NDC because it is a third-party resource consent. Therefore, appropriate precinct provisions are required where these matters are not already provided for within the AUP (i.e., inert building materials).

5.0 Assessment of precinct provisions

- 5.1 Healthy Waters supports the proposed approach to include precinct provisions to implement the stormwater management approach proposed by the SMP. This will ensure that the stormwater management requirements are well understood during the development process and enables the appropriate conditions to be imposed on consents to achieve the stormwater outcomes.
- 5.2 Precinct provisions include:
- Objective for stormwater management to achieve a treatment train approach and avoid adverse effects on the sensitive receiving environment.
 - Policies requiring inert building materials for stormwater quality treatment; ensuring stormwater management is achieved through a drainage hierarchy; appropriate location and design of communal devices; and overland flow path conveyance through the site.
 - Development standard for new buildings and additions to use inert cladding, roofing, and spouting materials.
 - Subdivision standard for roads to provide a swale for conveyance of existing overland flow path through the site.
 - Matters of discretion for subdivision and development to include stormwater, and for development not complying with standards the stormwater management hierarchy.
 - Assessment criteria for stormwater management for restricted discretionary activities.
- 5.3 Healthy Waters supports the proposed precinct provisions as appropriate matters to be addressed through the resource consent process. Objectives and policies are required to support the stormwater provisions. Permitted standards encourage the outcomes sought through the SMP, but also provide an avenue for alternative options to be considered as a restricted discretionary consent application. Therefore, if inert building materials are not used it is expected that treatment will be required, and appropriate conditions can be imposed to manage effects on water quality. Without this standard there is no ability to impose conditions on a resource consent for development to achieve water quality treatment.

6.0 Submissions

- 6.1 There are several submissions that raise stormwater issues.
- *Kainga Ora [09]* supports the plan change to rezone the land but does not support the precinct provisions. The submission seeks to delete all precinct provisions for stormwater management because they add complexity to the interpretation of the AUP which is unnecessary. The submitter considers there are existing AUP provisions that manage the

effects and outcomes sought in the proposed precinct, and the objectives and policies duplicate existing provisions not providing any additional value.

Kainga Ora specifically opposes the permitted standard for building materials and considers the precinct to be unclear regarding the activity status for not complying with the standard. The submitter raises the fact that water quality treatment for building materials was removed from the AUP through the hearings process and considers that requiring such treatment will increase costs of development. In the submitter's opinion this issue is appropriately addressed when a development seeks approval from Healthy Waters to connect to the Council's public network and must be in accordance with the NDC.

Response

Healthy Waters considers the proposed permitted standard for inert building materials to be required to ensure that development implements the stormwater management outcomes of the SMP. If the standard is not complied with the activity becomes a restricted discretionary activity under Rule C1.9. Therefore, it does not need to be explicitly identified in the Activity Table or alongside the standard, it is the assumption unless otherwise stated.

Provisions requiring inert building materials were not included in the AUP because of concerns that at a region-wide level they were too broad and may not be appropriate in every situation. The NDC has since been approved, which requires that greenfield development discharging to an SEA achieves water quality treatment for 100% of impervious surfaces. To achieve this the applicant's SMP proposes inert building materials. In this regard, a precinct provision is needed in the precinct to achieve this outcome otherwise the basis for which the plan change is being supported will be undermined.

There are no existing provisions in the AUP that will achieve the outcomes proposed by the precinct provisions. There are provisions for subdivision, but not for development.

Subdivision Policy E38.3.22 requires subdivision to be designed to manage stormwater in accordance with any approved stormwater discharge consent or network discharge consent, and in a manner consistent with stormwater management policies in E1 by applying an integrated stormwater management approach. The policy also requires subdivision to be designed to maintain or progressively improve water quality (e), and to be designed in an integrated and cost-effective way (f). As subdivision is generally a restricted discretionary activity, these policies are achieved through the matters of discretion and assessment criteria in E38.12.

The relevant matters of discretion are set out in E38.12.7(b) the effect of infrastructure provision and management of effects of stormwater. Relevant assessment criteria in E38.12.2.7(b) refer back to the policies. Therefore, as a discretionary activity or a restricted discretionary activity subdivision is required to implement Policy E38.3.22 for stormwater management, including the requirement to manage stormwater in accordance with an approved NDC. Where an SMP has been adopted under the NDC, subdivision is therefore required to be in accordance with it and appropriate conditions can be imposed.

However, as the submitter points out, building materials are not determined till later in the process and would not be known at the time of subdivision. There are no provisions in the Mixed Housing Suburban Zone that will address building materials. Therefore, there is no process to achieve this outcome within the AUP currently. The proposed precinct provisions do not duplicate existing provisions.

At the time of subdivision, it may be possible to impose a consent notice on each lot to require inert building materials in order to satisfy the NDC / SMP process. However, this would then reduce flexibility to be able to use such materials at the time of development. The precinct provides for that flexibility, while still ensure the outcomes of water quality treatment are achieved.

Given that the submitter appears to be supporting the implementation of the SMP at the development stage, the requirement for inert building materials also appears to be supported.

Therefore, there would be no additional costs to development as this outcome has been proposed by the SMP.

- *Stuart Hope [01]* raises concerns about the pass-it-forward approach to floodwater management and the impacts on 46 and 50 Gatland Road. The existing open culvert downstream of the stormwater pond struggles to cope with the pond's runoff during heavy rains.

Peter Bolam [10] is the landowner of 91, 95 Gatland Road and 524 Great South Road south of the plan change area. The submitter conditionally opposes the plan change because of concerns regarding flooding effects of downstream properties. The submitter indicates that the precinct provisions do not adequately address potential downstream flooding effects. The submitter seeks further amendment to the precinct provisions once the flooding effects are quantified to ensure no increase in downstream flood water levels.

Response

The pass-it-forward approach to flooding addresses the larger catchment-based flooding issues but it is recognised that this may not be appropriate where flood flows could impact on downstream properties. However, it is also accepted that at this stage of the process the detailed analysis of flood flows is difficult to determine without fully designing the wetland.

Healthy Waters acknowledges that there could be potential flooding impacts downstream of the site, specifically the culvert at 46 and 50 Gatland Road. As discussed above, Healthy Waters considers the SMP to have identified that sufficient land is available for the wetland to be upgraded to provide attenuation to address downstream flooding if this is determined to be an issue at the time of development. Alternatively, the applicant could consult with the landowner to upgrade the culvert.

All stormwater from the plan area will be directed towards the constructed wetland. Therefore, there are no anticipated flood effects on 91 Gatland Road.

Healthy Waters is satisfied that the existing provisions in the AUP as outlined above will provide for the consideration of potential flooding effects at the time of subdivision. Therefore, it is not considered necessary to include specific provisions in the precinct.

- *Ngati Te Ata Waiohua [03]* provides conditional support for the plan change providing the recommendations of the CVA are provided for and/or integrated into the overall design.

Response

Healthy Waters considers the stormwater management outcomes proposed by the SMP will be achieved through a combination of the proposed precinct provisions, existing AUP provisions (i.e., SMAF control, subdivision provisions). Therefore, the recommendations relating to stormwater management would be provided for in the overall design.

- *Auckland Transport [08]* supports the proposed stormwater provisions in so far as they require consideration of whole of life costs and use of communal devices to treat road runoff. The submitter seeks minor amendments to the precinct provisions including the stormwater management provisions as they relate to roads.
 - Include whole of life costs associated with publicly vested assets as a matter of discretion I4xx.9.1
 - Amend matter of discretion to read Efficiency ~~efficacy~~ and effectiveness of infrastructure I4xx.9.1
 - Add reference to assessment against stormwater related policies in I4xx.3
 - Amend I4xx.9.2.1(5)(e) to replace efficacy with efficiency

Response

Healthy Waters acknowledges the importance of ensuring that determining the appropriate communal stormwater devices, particularly in roads, consider the life costs in terms of

ongoing maintenance and operation. Healthy Waters supports the amendments proposed by the submitter to better address this issue.

7.0 Conclusions and recommendations

- 7.1 Healthy Waters considers the applicant to have provided sufficient information to consider stormwater effects. The SMP is consistent with the direction and framework of the AUP for integrated stormwater management (Chapter E1) and is adopted in principle under the regional NDC because it meets the requirements of Schedule 4.
- 7.2 Overall, Healthy Waters supports the plan change subject to the stormwater provisions as notified and including the amendments proposed by Auckland Transport.

Memo (technical specialist report to contribute towards Council's section 42A hearing report)

To: Lee-Ann Lucas, Principal Planner – Central South, Plans and Places, Auckland Council

From: Andrew Temperley, Traffic Planning Consultants

Date: 25 May 2021

Subject: **Proposed Plan Change 58, 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura – Transportation Assessment**

1.0 Introduction

- 1.1 We have undertaken a review of the Private Plan Change (PPC) at the above location, on behalf of Auckland Council in relation to traffic and transportation effects.
- 1.2 In writing this memo, I have reviewed submissions from the following individuals and parties, which are noted to include comments relating to transportation issues associated with the PPC:
 - Stewart Hope, local resident
 - Dominique Lowry, local resident
 - Counties Power
 - Auckland Transport (AT)
- 1.3 By way of summary of the detail contained within this report, three of the four submissions oppose the PPC on grounds which include transportation related matters, while the Counties Power submission supports the PPC subject to the provision of additional information. AT's submission provides particular detail in relation to the scope, sequencing and funding for transport improvements which are considered appropriate to support the PPC.
- 1.4 Other submissions received do not include comments which relate to transportation aspects of the PPC.
- 1.5 The PPC area forms part of the Opāheke Drury Structure Plan area, which proposes around 22,000 new houses and in turn forms part of Auckland's Southern Growth area, as recognised in Auckland's Supporting Growth Strategy. Auckland Future Urban Land Supply Strategy (FULSS) identifies the Opāheke Drury area for development during the first half of its 'Decade Two', during the indicative timeframe of 2028 to 2032. The PPC would hence bring forward a small part of the Opāheke Drury structure plan area, of around 200 dwellings, for development prior to this time and in advance of certain transport provisions recognised within the Supporting Growth strategy.
- 1.6 Overall, we consider that sufficient evidence has been provided by the applicant to verify that the traffic effects associated with the PPC can be accommodated on the transport network during an interim period ahead of future infrastructure and transport provisions associated with wider growth within the South Auckland sub region. However, we support some of AT's conditions for approval, in relation to infrastructure improvements and integration with planning for adjacent land areas.

2.0 Key Transportation Issues

The applicant proposes the PPC to enable the development of around 200 new dwellings at the above location, through rezoning from Future Urban Zone to Residential – Mixed Housing Urban and Business – Neighbourhood Centre. As noted above, the proposed dwelling yield of around 200 dwellings represents a small component of the Opāheke Drury Structure Plan, which would be brought forward for development from Decade Two to Decade One of FULSS.

Vehicle trips generated by the proposed rezoning would access the road network via two intersections on Great South Road, which currently consists of a single traffic lane in either direction. The site of the PPC is currently served by only a single bus service along Great South Road, with a typical daytime frequency of every 30 minutes.

While future proposals by AT under the Supporting Growth initiative would include widening this section of Great South Road to four lanes and the introduction of a ‘Frequent Transport Network’ (FTN) public transport, there is at present no confirmed funding or timeline for such improvements.

The ITA proposes a new intersection on Great South Road to serve the development, whilst providing land for future improvements to Great South Road, including eventual widening to four lanes. The ITA additionally proposes an intersection onto Gatland Road, providing onward access to Great South Road. The PPC is reliant on these two intersections to provide adequate vehicle access to the subject site during an interim period prior to the completion of longer-term improvements on Great South Road.

The location of the PPC lies on the fringes of the existing urban areas of Opāheke and Drury and its development would serve to transition the character of the area from its semi-rural nature to a more urbanised standard. This highlights some current deficits in transport infrastructure provisions, such as the current lack of pedestrian footways along roads bordering the PPC site.

The development proposal associated with the PPC is at a relatively high level and does not include detailed parking and access layouts within the site. Assessment of these arrangements against the requirements of the Auckland Unitary Plan Transport Chapter (E27) would thus be expected to take place at a later stage in the development of the proposal.

3.0 Applicant’s assessment

The scope of assessment of the applicant’s Integrated Transport Assessment (ITA), dated July 2020, covered background context and environment, existing transport provisions, safety, trip generation, parking requirements, access arrangements and traffic analyses and effects.

The ITA makes the following conclusions:

- The PPC aligns with the regional and district policy context, and encourages key regional and district plan policies.
- The traffic effects of the PPC can be accommodated on the surrounding road network while maintaining acceptable levels of safety and performance, subject to upgrades outlined in the ITA.

While the scope of the applicant’s methodology and analyses within the ITA is reasonable, following an initial review of the ITA, TPC raised concerns on key issues such as assumptions underlying the site’s potential dwelling yield and the robustness of trip generation analyses, as discussed below. Notwithstanding this, TPC agree with the applicant’s key conclusions, subject to confirmation of conditions, such as appropriate infrastructure provisions and confirmation of phasings in the context of wider regional growth proposals associated with the Opāheke Drury Structure Plan and Supporting Growth Strategy for South Auckland.

4.0 Assessment of Transportation effects and management methods

Following review of the applicant's ITA, further information was requested in relation to the following:

- Further assessment in relation to potential dwelling yields for the site, based on the desired future Mixed Housing Urban Zoning.
- Further assessment in relation to potential trip generation potential for the site, as the vehicular trip rates were deemed to be conservative and trips by public transport and non-motorised users were not assessed in detail.
- Further assessment in relation to other permitted land uses within a future Mixed Housing Urban Zone.
- Confirmation that new roads within the precinct will be vested as public roads and conform to ATCOP Standards

Following the above information requests, additional information was provided by the applicant, including sensitivity testing utilising higher trip generation rates for traffic accessing Great South Road, to take account of potential for a higher dwelling yield and less public transport provision prior to the delivery of improvements associated with the Supporting Growth Strategy. This showed that the intersection points on Great South Road could be made to operate at an acceptable level of service during this interim period.

TPC consider that sufficient analysis has been undertaken to verify that transportation effects associated with the PPC can be reasonably accommodated on the adjoining transport network in the immediate term.

5.0 Submissions

Key matters raised in the submissions from local residents are summarised below:

Submitter	Position	Transportation related issues	TPC Comments
#01 Stuart Hope	Opposition	Proposed redesign of loop road to provide a link to the proposed link road in 46 Gatland Road for Opaheke Park access and access to Bellfield SHA Development.	<p>While part of the applicant's proposed local road extension is recognised in the ITA for the Proposed Plan Change (PPC) Area, its function would be primarily to serve the Bellfield Special Housing Area (SHA) development to the east. The full proposal for access roading to serve the Bellfield SHA is deemed to be beyond the scope of the PPC.</p> <p>While the submitter's enclosed plan identifies the link to the Bellfield SHA as an arterial road, the function and future form of this road would be determined through its context within the adjoining public road network.</p>

<p>#02 Dominique Lowry</p>	<p>Opposition</p>	<p>This proposed development is going ahead before sufficient infrastructure is in place to support it. This is one of a number of developments in the local area.</p> <p>I don't think the full scale and scope of all the developments going on in our area have been scoped together to fully understand the scope of the pressure we are going to put on the local infrastructure and the impact to local residents.</p> <p>Great South Road doesn't even have proper footpaths in the area where this development is proposed, and of how residents will be able to turn right onto Great South Road during peak traffic cues (once the likes of Park Estate development and Auranga are in full flight) and traffic is more condensed on Great South Road?</p> <p>Seeks explanation of the impact on the safety of existing residents of Great South Road entering and exiting their property during peak traffic?</p>	<p>While the ITA notes that transport proposals associated with the wider South Auckland Growth area, such as the four-laning of Great South Road and public transport improvements along this corridor, are subject to ongoing development, the ITA and additional information demonstrate that the traffic generation associated with the PPC can be reasonably accommodated on the adjoining section of Great South Road prior to the delivery of these proposal, subject to appropriate interim infrastructure provisions.</p> <p>These include intersection improvements on Great South Road (with provisions for land adjacent to Great South Road to be safeguarded for future improvements, including its eventual four laning) and other local infrastructure provisions, such as footpaths along the road frontages to the subject site.</p> <p>The safety assessment undertaken within the applicant's ITA did not indicate any existing safety issues on the adjoining road network that would be expected to be exacerbated by the proposal.</p>
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Key matters raised by Counties Power were as follows:

Submitter	Position	Transportation related issues	TPC Comments
Counties Power	Support with requested amendments	<p>Provide a cross section of area of Great South Road to be widened to understand the potential impact on Counties Power's asset. In addition, any relocation of Counties Power's assets arising from the plan. Change will need to be funded by those requiring the work.</p> <p>Counties Power seeks a typical road cross-section for local roads and local road amenity link to ensure that the berm is an acceptable width for installation of underground electrical reticulation.</p> <p>Counties Power also seeks this standard to be amended to include cross-sections of local roads and local road amenity links rather than just the width.</p> <p>Subdivision and development in the Plan Change Area should be designed to include suitable space for installation of electrical infrastructure to meet the needs of the area or building, as well as adequate separation between the different utilities, landscaping and other road users in order to maintain the integrity of network infrastructure. Where electrical infrastructure is required, vehicular access of a suitable construction standard must be provided to allow access for maintenance of electrical infrastructure.</p> <p>Counties Power seeks the provisions to be amended to include consideration of road design and vehicular access to be included in the matters of discretion, in particular considerations of whether suitable space for installation of electrical infrastructure.</p> <p>Alternatively, specific provision for these factors may be made within the Precinct Plan.</p>	<p>As noted in the ITA and in feedback by AT, the future four-laning of Great South Road is still subject to further investigation and development.</p> <p>As noted by AT in their submission, AUP provisions already require road reserves to be fit to accommodate network utilities. In addition, the consenting and Engineering Plan Approval processes will enable the issues raised by the submitter to be appropriately addressed.</p>

Key matters raised in AT's submission are summarised as follows:

Submitter	Position	Transportation related issues	TPC Comments
Auckland Transport	Opposition	<p>AT recommend declining the PPC, unless their concerns in relation to transport infrastructure and finding deficits are appropriately addressed and resolved, namely:</p> <ul style="list-style-type: none"> • AT is concerned that the adverse transport effects, including cumulative effects have not been adequately mitigated. • The PPC has not provided a clear indication of how transport infrastructure would be financed and funded. PPC 58 is reliant on transport infrastructure projects and operational services to be provided by third parties to service and support the rezoning of the precinct area from Future Urban Zone to a mix of Business and Residential zones. • AT is not supportive of development proposals where there is no provision, or not adequate provision, for necessary infrastructure to enable development to be appropriately serviced. In the case of PPC58, AT make particular note of the required upgrade to Great South Road to an urban standard, including provisions for pedestrians, cyclists and a proposed future Frequent Transport Network route, requiring bus lanes. • The Plan Change does not include Staging Requirements for proposed infrastructure provisions • AT seeks appropriate connectivity for vehicles and active modes from Great South Road to the Future Urban zoned land to the east of the plan change area • The PPC could lead to development along Gatland Road without associated frontage improvements. Frontage improvements should therefore be provided along Gatland Road as mitigation by the developer at the time of development. Such improvements 	<p>While major transport improvements such as the four-laning upgrade to Great South Road and the future Frequent Transport Network route have been identified through the Supporting Growth Alliance, for delivery prior to the development of the PPC site, AT has not provided technical evidence to demonstrate that bringing forward development of the PPC area would result in adverse effects on the adjoining transport network in the absence of these improvements.</p> <p>TPC continues to support the evidence that the transport effects of the PPC site can be reasonably accommodated on the adjoining networks, subject to appropriate infrastructure provisions and futureproofing of land to allow for future improvements on Great South Road.</p> <ul style="list-style-type: none"> • TPC support requesting confirmation staging requirements for infrastructure provisions. • TPC Support appropriate connectivity for active modes east of the PPC area. • TPC support frontage improvements along Gatland Road

		<p>would also serve to upgrade the frontage from a rural standard to an urban standard, and could include footpaths, traffic calming, street lighting, etc.</p> <ul style="list-style-type: none"> • PPC 58 should be amended to incorporate provisions and mechanisms to provide certainty around local network improvements, including: <ul style="list-style-type: none"> ○ Continuation of the flush median on Great South Road southwards, along the site frontage ○ Vegetation Removal at the Gatland Road intersection to achieve Safe Sight Distance of 150m for 70kph ○ Modifications to the intersection of Gatland Road / Great South Road, which is wider than desirable for an urban road intersection ○ Pedestrian Crossing facilities on Gatland Road in the vicinity of the intersection with Great South Road and the proposed neighbourhood centre • AT is not clear as to whether the potential future road connection to the east of the PPC is to be formed and seeks that this is continued to the eastern boundary, with a view to it potentially being continued to connect with a future north-south extension of Park Way though to Gatland Road. • AT seeks provisions within the Precinct Plan which indicate the minimum key standards for road cross sections • Auckland Transport supports the proposed stormwater provisions in so far as they require consideration of whole of life costs and use of communal devices to treat road runoff. However, AT seek minor drafting changes to further reinforce this. • AT recommends making amendments to PPC 58 to achieve an integrated development framework with adjacent plan change / development areas, to achieve a 	<ul style="list-style-type: none"> • TPC support the proposed improvements, however it is noted that the section of Great South Road outside the subject site is now subject to a 50kph speed limit, with an operating speed of up to 60kph (as assessed by TPC), based on which a minimum SSD of 123 metres would be considered appropriate at the intersection with Gatland Road. • TPC support provision of future eastward road connections commensurate with an appropriate geographical scope for the PPC. • TPC support confirmation of key standards within the Precinct Plan, including compliance with ATCOP Standards in the event that the roads are to be publicly vested. • TPC support the minor drafting changes proposed by AT • TPC supports AT's proposed integrated approach
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		consistent approach towards objectives policies, rules, etc. within the Drury Growth area.	
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6.0 Conclusions and Recommendations

Overall, TPC consider that the PPC is consistent with the strategic policy context of the Auckland Unitary Plan, including the Opāheke Drury Structure Plan, and that the applicant has provided sufficient information to confirm that the transport effects of the PPC can be accommodated on the transport network in the immediate term.

We acknowledge AT's opposition to the PPC, which relates to a large extent to the lack of consistency of the timing of the PPC with the existing Supporting Growth strategy, which advocates for major transport improvements in advance of developing the Opāheke Drury Structure Plan area. These include the proposed upgrade to Great South Road and FTN public transport improvements, which are currently subject to uncertainty in relation to timing and funding.

Notwithstanding this, AT has not provided technical evidence to demonstrate that bringing forward development of the PPC area would result in adverse effects on the adjoining transport network in the absence of these improvements. We would consider that evidence provided by the applicant reasonably demonstrates that the PPC area can be made to be acceptable in transport terms during an interim period prior to the delivery of the Supporting Growth Transport improvements, subject to the following:

- The provision of adequate intersection arrangements on Great South Road which will allow the existing road network to operate at an acceptable level of service, whilst providing futureproofing for future improvements along this corridor, including the future four-laning of Great South Road and introduction of FTN public transport improvements.
- Confirmation of Staging Requirements for proposed infrastructure provisions, including longer-term provisions recognised in the Opāheke Drury Structure Plan and the Supporting Growth Strategy.
- Frontage improvements along Gatland Road, to support its transition from a rural road to an urban road, such as footpaths, traffic calming and street lighting.
- Other improvements within the existing road network, including continuation of the flush median on Great South Road southwards, along the site frontage, modifications to the intersection of Gatland Road / Great South Road, to support its transition to the form of an urban intersection, and Pedestrian Crossing facilities on Gatland Road in the vicinity of the intersection with Great South Road and the proposed neighbourhood centre.
- Provisions within the Precinct Plan to indicate the minimum key standards for road cross sections, to comply with ATCOP Standards in the event of the precinct internal roads being publicly vested.
- An integrated development framework with adjacent plan change / development areas, to achieve a consistent approach towards objectives policies, rules, etc. within the Drury Growth area.

ADDENDUM

9 July 2021

Further to a government announcement in June 2021, in relation to funding allocations through the NZ Upgrade Programme, the following changes have been identified with regards to planned transport improvements within the South Auckland sub-region:

- Planned improvements to the Mill Road corridor will be smaller scale in nature and limited to targeting improvements in safety between Flat Bush and Alfriston, while previously planned improvements to the Mill Road corridor between Papakura and Drury will not be progressed at the present time. This is due increases in construction costs, including the cost of property, accompanied with other fiscal constraints following COVID-19.
- Papakura to Pukekohe rail electrification is to continue, with completion planned by 2024.
- Three new railway stations in the Drury area, located to the south of the Plan Change Area, have been confirmed and are now due to be delivered by late 2025.
- SH1 Southern Motorway Improvements Stage 1 between Papakura and Drury South have been confirmed and are due to be completed by 2026.

There remains no confirmation funding for improvements along Great South Road in the vicinity of the PPC subject site, including the four-laning of Great South Road and the introduction of the FTN.

Notwithstanding the above, TPC consider that the PPC as proposed remains consistent with the strategic policy context of the Auckland Unitary Plan, including the Opāheke Drury Structure Plan. While the proposed upgrade to Mill Road between Papakura and Drury would provide an alternative strategic corridor to Great South Road for north-south movements in the long-term, the applicant has provided sufficient information to confirm that the transport effects of the PPC can be accommodated on the existing transport network in the immediate term.

The overall acceptability of the PPC in transport terms over the longer term remains subject to the conditions highlighted in the 'Conclusions and Recommendations' section of this report.

**Memo : Technical specialist report to contribute towards
Auckland Council section 42A hearing report)**

4 June 2021

To: Lee-Ann Lucas
Senior Policy Planner, Planning Central and South Plans and Places
Chief Planning Office
Auckland Council

From: Lisa Mein
Senior Urban Designer on behalf of Urban Design Unit
Auckland Council

**Subject: Private Plan Change 58 for 470 and 476 Great South Road and 2 and 8
Gatland Road, Papakura, Urban Design Review**

1.0 Introduction

- 1.1 This review addresses the urban design effects of the above proposed private plan change by Greg and Nicky Hayhow to rezone approximately 6.1 hectares at their landholding in Papakura from Future Urban zone to Residential - Mixed Housing Urban (MHU) and Business – Neighbourhood Centre zone (BNC) in light of the Drury-Opāheke Structure Plan. This review does not address any subsequent resource consent for use of the land following plan change.
- 1.2 I hold the qualifications of Bachelor of Planning from University of Auckland (1994) and Master of Arts (Urban Design) from the University of Westminster in London (2001). I am a full member of Te Kokiringa Taumata - the New Zealand Planning Institute, a member of ICOMOS NZ and a member and current co-chair of the Urban Design Forum Aotearoa.
- 1.3 I have in excess of 25 years' experience as an urban designer and planner in New Zealand, the UK and Ireland. Prior to establishing Mein Urban Design and Planning in 2019, I worked for Boffa Miskell Limited for fifteen years. In the final three years of that time, I was a Senior Principal and managed the Auckland Urban Design and Landscape Planning team.
- 1.4 Recent relevant experience includes the following:

Auckland Council, Proposed Plan Change 52, 2020 – current

Urban design review of Proposed Private Plan Change 52 to the Auckland Unitary Plan and submissions/further submissions. Included preparation of material for the s42A report

Auckland Council, Auckland Unitary Plan Proposed Plan Change 34 2019 –2020

Preparation of a character statement for Howick Village (Howick Business special character area), including amendments to the planning maps to add four new sites to the special character area and identification of character buildings. Assistance with s32, preparation of material for s42A report and attendance at Council hearing.

Auckland Council, Auckland Unitary Plan Proposed Plan Change 25 (Private) – 2019-Present

Urban design review of Proposed Private Plan Change 25 to the Auckland Unitary Plan and submissions/further submissions. Included preparation of material for the s42A report, attendance at the Council hearing and assistance with preparation of the Council's closing statement. Currently involved with an appeal by Middle Hill to PC25.

Auckland Unitary Plan Hearings 2014-2016

A key role for Auckland Council on the Special Character overlay provisions of the Proposed Auckland Unitary Plan throughout the Independent Hearing Panel process and at the Environment Court

- 1.5 When the request for a private plan change was first lodged, I reviewed the material and was satisfied that this was in accordance with the expectations of Schedule 1, Clause 23 of the RMA. I did not request any further information.
- 1.6 In writing this memo, I have reviewed the following documents:
 - Request for Private Plan Change, by Mt Hobson Group, dated November 2020
 - Gatland Road, Proposed Zoning Map
 - Gatland Road, Proposed Precinct Provisions
 - Urban Design Assessment and Neighbourhood Design Statement, by Ian Munro, dated August 2020
 - Ngati Te Ata Cultural Values Assessment Report, dated November 2020
 - Drury-Opāheke Structure Plan, Auckland Council, dated August 2019
 - Auckland Future Urban Land Supply Strategy, Auckland Council, dated July 2017
 - Responses to the RFI, dated 16 October 2020
 - Submissions and Further submissions to the proposed private plan change

2.0 Background

- 2.1 The Plan Change area was rezoned through the development of the AUP from Rural Plains under the legacy Papakura District Plan to Future Urban. The Future Urban zone is applied to greenfield land that has been identified as suitable for urbanisation. In order to be used for urban activities it is required to be rezoned. The process requires preparation of a structure plan and plan change.
- 2.2 Auckland Council, with input from landowners, prepared a Structure Plan for the Drury-Opāheke area in 2019. Drury-Opāheke is part of a much greater southern growth area comprising approximately 45% of the future urban areas in Auckland. The Drury-Opāheke Structure Plan (DOSP) applies to 1921 hectares of predominantly rural land surrounding Drury, Opāheke and Karaka. It was adopted in August 2019.
- 2.3 The Auckland Future Urban Land Supply Strategy (FULSS) anticipates the part of the DOSP land east of SH1, which includes the plan change area, being ready for development between 2028-2032. Development ready means that urban zoning and bulk infrastructure is provided.
- 2.4 The plan change area is outlined in Figure 1. It is located towards the north-western part of the wider DOSP area and is contiguous with existing development and within close proximity to the land subject to PPC52. The subject site and its surrounds are identified as MHU with

a small area of BNC both within the draft and adopted DOSP land use maps. This anticipates a medium-high intensity of residential development due to the proximity both to Drury Village and to existing lower intensity settlement. A small neighbourhood centre node is also identified for the needs of the existing and future population.



Figure 1 Aerial depicting proposed plan change area

3.0 Overall zoning response and precinct provisions

- 3.1 A plan change to the AUP is required to give effect to the DOSP. The proposed plan change was developed in parallel with the development and adoption of the DOSP. The proposed zoning for the plan change area is for approximately 6 hectares of MHU, which allows for higher density residential living, with a small area of approximately 8,000m² of BNC located on the corner of Gatland and Great South Roads, which allows a range of small-scale retail opportunities. The proposed zoning is consistent with the direction of the DOSP for this land.
- 3.2 The land in question is already anticipated for future urban development per the RPS as it was included within the Rural Urban Boundary and zoned Future Urban, the proposed plan change is consistent with, and gives effect to, the Urban Growth objectives and policies within Chapter B2 – Urban Growth and Form of the RPS.
- 3.3 The preferred option outlined within the proposed plan change documentation is to rezone the plan change area MHU with BNC at the corner of Gatland and Great South Roads as per Figure 2 overleaf. It is proposed to create a precinct to specify road access points from Great South Road and a vehicle access restriction along the Great South Road frontage. The purpose of the precinct plan is to provide for comprehensive development of the site.
- 3.4 The precinct plan provides for the zoning and a broad structure for internal roads, including the road access points. The description states that the precinct is envisaged to provide approximately 200 new dwellings, which is consistent with the direction of the MHU. The precinct includes proposed provisions for comprehensive and integrated development, a high quality of built form and streetscape, the road network and stormwater management. the plan change area. In addition, following rezoning, the provisions for the MHU and BNC zones would apply to the land and any subsequent resource consents would be assessed against those provisions.
- 3.5 The timing for the plan change, and its likely development, is significantly earlier than anticipated by the Structure Plan and FULSS, as noted in Mr Munro's urban design assessment. The extent to which this is an urban design issue relates primarily to proximity of the land to existing services and amenities, more particularly Papakura Metropolitan Centre and Drury village, and to the transport network. I note the plan change area is located approximately 2km from Drury Village, which is approximately a 30–40-minute walk. At that distance some may walk, while many will opt for motorised transport.
- 3.6 The Structure Plan indicates a requirement for Drury village to expand to become a large main centre to serve the wider area. If this occurs, the plan change area will be in a prime location for access to greater services and amenities and, in turn, development of the plan change area will support the expansion of the village.
- 3.7 Although in time the area around the village is likely to undergo plan changes leading to growth and transformation, this is not part of the proposed plan change. From an urban design perspective, it would be preferable that social, as well as physical, infrastructure precede residential development and therefore the provision of the BNC zone is supported from an urban design perspective as it offers opportunity to provide an array of services for the existing as well as future local community.
- 3.8 The plan change area is within less than a 5-minute walk from the Papakura South Cemetery, which provides a significant area of open space for reflection and passive

recreation and Park Estate School. It is also within close proximity (a 10-minute walk) to Opāheke Reserve, providing significant active recreation opportunities.

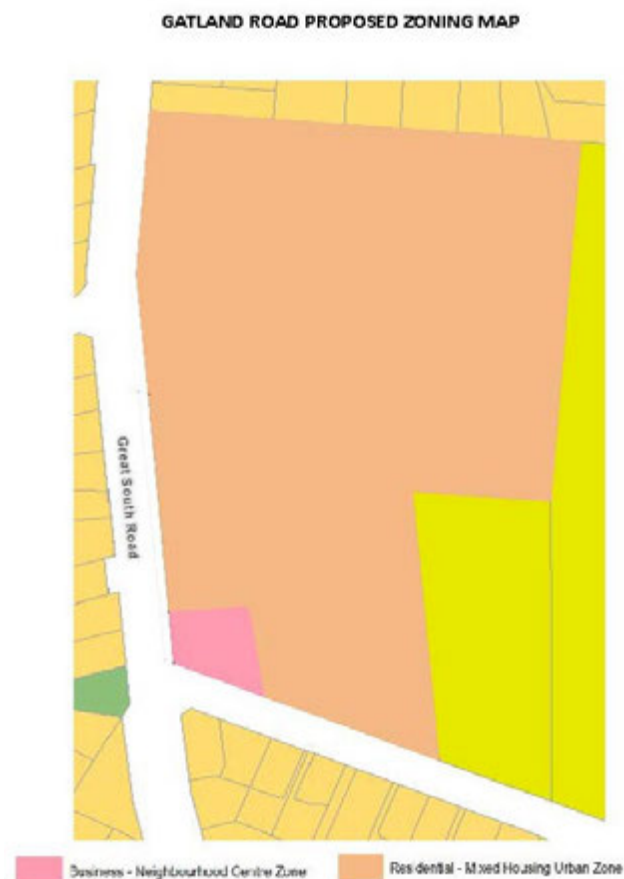


Figure 2 Plan Change Zoning Map (source: Mt Hobson Group)

3.9 I note the timing of the plan change may also affect infrastructure provision, in particular transport and wastewater, however I understand other specialists are addressing adequacy of existing infrastructure to support the proposed plan change and therefore this memo is focused only on urban design impacts.

3.10 In summary, other than the timing of the plan change relative to others within the DOSP area, there are no significant urban design issues for the private plan change as the zoning proposed is consistent with the built form outcomes anticipated within the DOSP.

4.0 Applicant's Urban Design Assessment

- 4.1 An Urban Design Assessment and Neighbourhood Design Statement was prepared by Ian Munro, this forms Appendix 2 of the Proposed Plan Change material. Section 4 of the Urban Design Assessment report sets out a very clear site and context analysis, including an analysis of the existing built form, topography and access and movement framework. I also note from my site visit there is a formed footpath along Great South Road on the western side only, as this is still only a peri-urban environment.
- 4.2 Section 5 of the Urban Design Assessment report sets out the key aspects of the proposal. This sets out the rationale for the access points from Great South and Gatland Roads and the intent of the internal roads. According to the report, other than the placement of roads and other key infrastructure, the proposed precinct plan does not seek to vary or change any provisions of the underlying zone. A concept masterplan is included as an attachment to the report. This does not form part of the precinct plan, but tests the concepts and demonstrates that the land is capable of being developed consistent with the aspirations of the DOSP and the provisions within the AUP and could also be used inform future subdivision plans for the land.
- 4.3 The urban design assessment confirms the optimal use of the land would be medium density residential development with a neighbourhood centre on the corner as enabled through the provisions of the MHU and BNC respectively. The report also identifies an area of public open space, consistent with the DOSP, although I note no specific open space zoning is proposed to create this. I would support inclusion of a neighbourhood park, which includes the stormwater pond.
- 4.4 In my opinion, the proposed process has used a robust urban design methodology to reach a conclusion that is consistent with the intent of the DOSP.

5.0 Cultural Values Assessment Report by Ngati Te Ata

- 5.1 A Cultural Values Assessment Report by Ngai Te Ata forms Appendix 9 to the Proposed Plan Change material. This includes a section on Urban Design. In essence Ngati Te Ata expect the development of the plan change area and the wider Drury-Opāheke area to actively incorporate Te Aranga principles and other urban design values to better reflect Māori culture and connection to place. While this is not something that can be incorporated into the Precinct Provisions, I would support greater visibility of Te Aranga principles in the next stages of development.

6.0 Submissions

A total of ten submissions were received in response to the proposed plan change. While none of the submitters specifically cite built form reasons for opposing the proposed plan change, submission 2 from 2/465 Great South Road appears to be concerned with the number of developments in the locality in terms of the impacts on existing community and local infrastructure.

From an urban design perspective, the proposed plan change is consistent with the direction for future land use set out in the DOSP. The indicative site masterplan depicts slightly larger lots adjoining the boundaries of the existing residential development to provide a transition between the existing low density and medium density envisaged for this area. The standards in the MHU for building height (H5.6.4), height in relation to boundary (H5.6.5) and height in relation to boundary adjoining lower intensity zones (H5.6.7), should in combination ensure

an appropriate transition, albeit the area will be transformed from peri-urban to urban in character. While this particular parcel is being proposed for a plan change to bring forward the live zoning of the land in advance of other parcels, the framework for this site and the wider area had been created and agreed via the structure plan process.

The key urban design related concern for submission 2 appears to be the timing of the proposed plan change in relation to social and physical infrastructure for the locality. I have some sympathy for the submitter, as ideally from an urban design perspective social infrastructure would be advanced prior to residential development. However, in this instance I have less concerns as the plan change area is contiguous with the existing settlement and proposes an area of BNC to provide some local shops and services. Furthermore, the DOSP has established a framework for the wider area, with which the proposed plan change is consistent.

7.0 Conclusions and recommendations

Overall PC58 has properly considered the urban design impacts of the development on the existing and intended future environment of the wider Drury-Opāheke area. I support the approach to residential and business zoning of the site, which is consistent with the DOSP, the direction and framework of the AUP and gives effect to the RPS (in particular Chapter B2). In my opinion this will also support the direction of the NPS-UD, while acknowledging the AUP has not yet been amended to give effect to this.

A handwritten signature in black ink, appearing to read 'Lisa Mein', with a stylized flourish at the end.

Lisa Mein

MA (Urban Design), BPlan, MNZPI

APPENDIX 6

NATIONAL POLICY STATEMENT – URBAN DEVELOPMENT 2020

NATIONAL POLICY STATEMENT ON URBAN DEVELOPMENT 2020

Objectives and Policies Relevant to PPC58

OBJECTIVES

- 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.
- Objective 2: Planning decisions improve housing affordability by supporting competitive land and development markets.
- 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: the area is in or near a centre zone or other area with many employment opportunities the area is well-serviced by existing or planned public transport there is high demand for housing or for business land in the area, relative to other areas within the urban environment.
- Objective 4: New Zealand's urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations.
- Objective 5: Planning decisions relating to urban environments, and FDSs, take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).
- Objective 6: Local authority decisions on urban development that affect urban environments are:
- (a) integrated with infrastructure planning and funding decisions; and
 - (b) strategic over the medium term and long term; and
 - (c) responsive, particularly in relation to proposals that would supply significant development capacity.
- Objective 7: Local authorities have robust and frequently updated information about their urban environments and use it to inform planning decisions.
- Objective 8: New Zealand's urban environments:
- (a) support reductions in greenhouse gas emissions; and
 - (b) are resilient to the current and future effects of climate change.

POLICIES

- Policy 1: Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:
- (a) have or enable a variety of homes that:
 - (i) meet the needs, in terms of type, price, and location, of different households; and
 - (ii) enable Māori to express their cultural traditions and norms; and
 - (b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and

- (c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and
- (d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and
- (e) support reductions in greenhouse gas emissions; and
- (f) are resilient to the likely current and future effects of climate change.

Policy 2: Tier 1, 2, and 3 local authorities, at all times, provide at least sufficient development capacity to meet expected demand for housing and for business land over the short term, medium term, and long term.

Policy 3: In relation to tier 1 urban environments, regional policy statements and district plans enable:

- (a) in city centre zones, building heights and density of urban form to realise as much development capacity as possible, to maximise benefits of intensification; and
- (b) in metropolitan centre zones, building heights and density of urban form to reflect demand for housing and business use in those locations, and in all cases building heights of at least 6 storeys; and
- (c) building heights of least 6 storeys within at least a walkable catchment of the following:
 - (i) existing and planned rapid transit stops
 - (ii) the edge of city centre zones
 - (iii) the edge of metropolitan centre zones; and
- (d) in all other locations in the tier 1 urban environment, building heights and density of urban form commensurate with the greater of:
 - (i) the level of accessibility by existing or planned active or public transport to a range of commercial activities and community services; or
 - (ii) relative demand for housing and business use in that location.

Policy 4: Regional policy statements and district plans applying to tier 1 urban environments modify the relevant building height or density requirements under Policy 3 only to the extent necessary (as specified in subpart 6) to accommodate a qualifying matter in that area.

Policy 6: When making planning decisions that affect urban environments, decisionmakers have particular regard to the following matters:

- (a) the planned urban built form anticipated by those RMA planning documents that have given effect to this National Policy Statement
- (b) that the planned urban built form in those RMA planning documents may involve significant changes to an area, and those changes:
 - (i) may detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types; and
 - (ii) are not, of themselves, an adverse effect

- (c) the benefits of urban development that are consistent with wellfunctioning urban environments (as described in Policy 1)
- (d) any relevant contribution that will be made to meeting the requirements of this National Policy Statement to provide or realise development capacity
- (e) the likely current and future effects of climate change.

Policy 7: Tier 1 and 2 local authorities set housing bottom lines for the short-medium term and the long term in their regional policy statements and district plans.

Policy 8: Local authority decisions affecting urban environments are responsive to plan changes that would add significantly to development capacity and contribute to well functioning urban environments, even if the development capacity is:

- (a) unanticipated by RMA planning documents; or
- (b) out-of-sequence with planned land release.

Policy 9: Local authorities, in taking account of the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) in relation to urban environments, must:

- (a) involve hapū and iwi in the preparation of RMA planning documents and any FDSs by undertaking effective consultation that is early, meaningful and, as far as practicable, in accordance with tikanga Māori; and
- (b) when preparing RMA planning documents and FDSs, take into account the values and aspirations of hapū and iwi for urban development; and
- (c) provide opportunities in appropriate circumstances for Māori involvement in decision-making on resource consents, designations, heritage orders, and water conservation orders, including in relation to sites of significance to Māori and issues of cultural significance; and
- (d) operate in a way that is consistent with iwi participation legislation

Policy 10: Tier 1, 2, and 3 local authorities:

- (a) that share jurisdiction over urban environments work together when implementing this National Policy Statement; and
- (b) engage with providers of development infrastructure and additional infrastructure to achieve integrated land use and infrastructure planning; and
- (c) engage with the development sector to identify significant opportunities for urban development.

Policy 11: In relation to car parking:

- (a) the district plans of tier 1, 2, and 3 territorial authorities do not set minimum car parking rate requirements, other than for accessible car parks; and
- (b) tier 1, 2, and 3 local authorities are strongly encouraged to manage effects associated with the supply and demand of car parking through comprehensive parking management plans

APPENDIX 7

EDEN EPSOM RESIDENTIAL SOCIETY INCORPORATED VS AUCKLAND COUNCIL [2021] NZENVC 082

IN THE ENVIRONMENT COURT
AT AUCKLAND

I TE KŌTI TAIAO O AOTEAROA
KI TĀMAKI MAKĀURAU

Decision [2021] NZEnvC 082

IN THE MATTER OF

an appeal under clause 14(1) of Schedule
1 of the Resource Management Act
1991 against a decision on Proposed
Plan Change 21 to the Auckland Unitary
Plan

BETWEEN

EDEN-EPSOM RESIDENTIAL
PROTECTION SOCIETY
INCORPORATED

(ENV-2020-AKL-079)

Appellant

AND

AUCKLAND COUNCIL

Respondent

AND

SOUTHERN CROSS HOSPITALS
LIMITED

Requestor

AND

KAINGA ORA – HOMES AND
COMMUNITIES

s274 Party

AND

TUPUNA MAUNGA O TAMAKI
MAKĀURAU AUTHORITY

s274 Party

Court: Alternate Environment Judge L J Newhook
Environment Commissioner R M Bartlett
Environment Commissioner J Baines

Hearing: 8 June 2021

Appearances: M Savage and R Enright for the Society
B Tree, S de Groot and C Woodward for Requestor



Eden Epsom Residential Protection Society Inc v Auckland Council

D Hartley for Auckland Council
C Kirman for Kāinga Ora

Date of Decision: 9 June 2021

Date of Issue: **15 JUN 2021**

**RECORD OF ORAL DECISION OF THE ENVIRONMENT COURT ON
PRELIMINARY QUESTIONS ABOUT RELEVANCE OF NPS-UD TO
THE PROPOSED PLAN CHANGE**

Introduction

[1] The Society had appealed a decision of a majority of independent hearing commissioners approving Proposed Private Plan Change 21 (“PPC21”) to the Auckland Unitary Plan (“AUP”) operative in part. The plan change was to enable expansion and intensification of development of an existing private hospital at 3 Brightside Road Epsom, including onto 3 adjoining residential lots on Gillies Avenue purchased by the requestor.

[2] At the start of the substantive appeal hearing on 8 June 2021, the Court placed 5 questions of law before the parties, the first two of which it advised should be the subject of submissions by the parties at the outset, and perhaps an urgent decision of the Court, against the possibility it could inform the relevance (or not) of some topics in the substantive enquiry.

[3] The two questions orally advised by the Court were:

- a) Does the NPS-UD apply yet? It is operative, but does it drive PPC21; are we required to move ahead of decision-making by the Council on implementation of directive and urgent policies?
- b) If it does drive PPC21 how and in what ways would it drive it?

[4] The NPS-UD was gazetted on 20 July 2020 and became operative on 20 August. It effectively replaced the 2016 NPS on Urban Design Capacity.

[5] It is common ground that Auckland Council is a “Tier 1” local authority, therefore having the greatest obligations of the 3 tiers under the new instrument.

[6] Clause 1.3 is titled “Application” and subclause (b) provides that “[the NPS applies to] planning decisions by any local authority that affect an urban environment”.

[7] The site owned by Southern Cross in Epsom is an urban environment.

[8] The question arises as to whether a decision on the merits of a private plan change on appeal under clause 29(7) of Schedule 1 RMA is a “planning decision”.

[9] The term “planning decision” is defined to the relevant extent in the NPS-UD as meaning a decision on:

...

(c) a district plan or proposed district plan

...

[10] “Proposed district plan” is not defined in the NPS-UD. It is relevant therefore to consider relevant definitions in the RMA, under which the NPS was promulgated.

[11] “District Plan” is defined in s 43AA RMA as (summarised) meaning an operative plan including operative changes.

[12] PPC 21 is not an operative plan change because it is under challenge in this appeal.

[13] “Proposed plan” is however defined in s 43AAC RMA in the following terms:

43AAC Meaning of proposed plan

(1) In this Act, unless the context otherwise requires, *proposed plan*—

- (a) means a proposed plan, a variation to a proposed plan or change, or a change to a plan proposed by a local authority that has been notified under clause 5 of Schedule 1 or given limited notification under clause 5A of that schedule, but has not become operative in terms of

clause 20 of that schedule; and

- (b) includes a proposed plan or a change to a plan proposed by a person under Part 2 of Schedule 1 that has been adopted by the local authority under clause 25(2)(a) of Schedule 1.

(2) Subsection (1) is subject to section 86B and clause 10(5) of Schedule 1.

[14] It is not apparent to us that here are any contexts or policy underpinnings for a proposed change not adopted by a council, not to be regarded in the context of the NPS-UD as being the subject of “planning decisions”.

[15] There is a hint that there is no such contextual difference in literature issued about the NPS-UD by the Ministry for the Environment and Ministry of Housing. Those documents do not however state the law but are limited to providing views from the Executive as to why the National Instrument has been promulgated and to what effect in the view of the Executive.

[16] Perhaps confusingly, there is a definition of “change” in s 43AA RMA as meaning a change proposed by a local authority under clause 2 of Schedule 1 RMA and a change proposed by a person under clause 21 of Schedule 1.

[17] The term “plan change” is found in clause 3.8 in Subpart 2 “Responsive Planning” of the NPS-UD and reads:

3.8 Unanticipated or out-of-sequence developments

(1) This clause applies to a plan change that provides significant development capacity that is not otherwise enabled in a plan or is not in sequence with planned land release.

(2) Every local authority must have particular regard to the development capacity provided by the plan change if that development capacity:

- (a) would contribute to a well-functioning urban environment; and
- (b) is well-connected along transport corridors;
- (c) and meets the criteria set under subclause (3); and

(3) Every regional council must include criteria in its regional policy statement for determining what plan changes will be treated, for the purpose of implementing Policy 8, as adding significantly to development capacity.

[18] From that clause it may be found that some provisions of the national instrument may be considered in a “planning decision” on the merits of a requested plan change including on appeal to the Environment Court.

[19] The question must then be asked “which provisions” [of the instrument]?

[20] It is appropriate to interrogate Part 2 of the NPS (“Objectives and Policies”). The reference to “planning decisions” among the eight Objectives and 11 Policies is quite limited, being found in only Objectives 2, 5, and 7, and Policies 1 and 6.

[21] Objective 3 and Policy 3 of the NPS attain significant focus in evidence called by Southern Cross.¹

[22] Objective 3 provides:

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.

[23] Policy 3 provides:

Policy 3: In relation to tier 1 urban environments, regional policy statements and district plans enable:

- (a) in city centre zones, building heights and density of urban form to realise as much development capacity as possible, to maximise benefits of intensification; and
- (b) in metropolitan centre zones, building heights and density of urban form to reflect demand for housing and business use in those locations, and in all cases building heights of at least 6 storeys; and

¹ There was a dispute between the appellant and Southern Cross as to whether certain of the latter’s witnesses relied on them. We do not need to do more for present purposes than come to our conclusion in about there being “significant focus” on them.

- (c) building heights of least 6 storeys within at least a walkable catchment of the following:
- (i) existing and planned rapid transit stops
 - (ii) the edge of city centre zones
 - (iii) the edge of metropolitan centre zones; and
- (d) in all other locations in the tier 1 urban environment, building heights and density of urban form commensurate with the greater of:
- (i) the level of accessibility by existing or planned active or public transport to a range of commercial activities and community services; or
 - (ii) relative demand for housing and business use in that location.

[24] Neither Objective 3 nor Policy 3 employs the term “planning decision(s)”.

[25] Part 4 of the NPS (“Timing”) is important. Concerning Policies 3 and 4, to the relevant extent it provides as follows:

4.1 Timeframes for implementation

(1) Every tier 1, 2, and 3 local authority must amend its regional policy statement or district plan to give effect to the provisions of this National Policy Statement as soon as practicable

(2) In addition, local authorities must comply with specific policies of this National Policy Statement in accordance with the following table:

Local authority	Subject	National Policy Statement	By when
Tier 1 only	Intensification	Policies 3 and 4 (see Part 3 subpart 6)	Not later than 2 years after commencement date

[26] Evidence and submissions for the council, unchallenged on this aspect, advise that the council is busy with “workstreams” on these (and other) matters that must inform community consultation and the promulgation of plan changes to the AUP

under Schedule 1 RMA. The timing for promulgation under Part 4 is no later than 20 August 2022. That time has of course not yet been reached.

[27] These steps will be logically accomplished under Subpart 6 “Intensification in Tier 1 urban environments”, which requires very precise activity by the local authority (which we were told is happening in these workstreams) of identifying, by location, the building heights and densities required by Policy 3 – with information about these things to be publicly disseminated when notification of the plan changes occurs. Again, these things are yet to occur.

[28] Counsel referred us to two High Court decisions, *Horticulture NZ v Manawatu-Wanganui Regional Council*² and *Hawke’s Bay and Eastern Fish and Game Councils v Hawke’s Bay Regional Council*³, while conceding that the nascent instruments discussed in those cases were not necessarily worded the same as relevant provisions before us. We have not attempted to compare the several instruments and have preferred to undertake a first principles analysis of the NPS-UD and relevant RMA provisions.

Conclusion

[29] The Court holds that it is not required to and will not be giving effect in this case to Objectives and Policies in the NPS-UD that are not requiring “planning decisions” at this time.

[30] We acknowledge the promulgation and operative status of the NPS overall but cannot pre-judge, let alone pre-empt, Schedule 1 processes yet to be undertaken by the Council in implementation of it.

[31] Costs are reserved.

² [2013] NZHC 2492, (2013) 17 ELRNZ 652

³ [2015] NZHC 3191

For the Court:



L J Newhook
Alternate Environment Judge



APPENDIX 8

COUNCIL DECISION TO ACCEPT PPC 58 UNDER CLAUSE 25 TO FIRST SCHEDULE RMA

Private plan change from Greg and Nicky Hayhow at 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura

Clause 25, Schedule 1, Resource Management Act 1991



Te take mō te pūrongo

Purpose of the report

1. To decide under Clause 25 to Schedule 1 of the Resource Management Act how to process a private plan change request to the Auckland Unitary Plan from Greg and Nicky Hayhow in relation to 6.1ha of land at 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura.

Whakarāpopototanga matua

Executive summary

2. This report considers a private plan change request lodged in August 2020 from Greg and Nicky Hayhow. The plan change request seeks to rezone 6.1ha of land at 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura from Future Urban zone to Residential – Mixed Housing Urban zone and with a small area of Business Neighbourhood Centre zone.
3. The plan change request is included as **Attachment A** to this report.
4. Auckland Council must decide how a private plan change request is processed. Under the Resource Management Act 1991¹ the council may either:
 - a) adopt the request as if it were a proposed plan change made by the council, or
 - b) accept the private plan change request in whole or in part, or
 - c) reject the private plan change request in whole or in part, if one of the limited grounds for rejection is satisfied, or
 - d) deal with the request as if it were an application for a resource consent, or
 - e) a combination of options a) to c).
5. There is a potential ground for rejection under Clause 25(4)b), in that the substance of the request has been considered within the past two years through the preparation of the Drury-Opāheke Structure Plan. However, this is considered to be a weak ground for rejection given the structure plan has a strategic focus for the wider Drury-Opāheke area and does not enable urban development to occur in the manner that a private plan change request does.
6. I recommend that the private plan change request is accepted under clause 25(2)(b) Schedule 1 of the Resource Management Act 1991.

Ngā tūtohunga

Recommendation/s

7. That the Manager Planning – Central and South Planning, having had particular regard to the applicant's section 32 evaluation report, accepts the private plan change request by Greg and Nicky Hayhow, included as Attachment A, pursuant to clause 25(2)(b) Schedule 1 Resource Management Act 1991, for the following reasons:
 - a. The applicant's section 32 evaluation report considers different options, including a do nothing approach, rezoning the plan change area as Residential Mixed Housing

¹ Clause 25, Schedule 1, Resource Management Act 1991.

Suburban, rezoning the area as Residential Mixed Housing Urban and Business Neighbourhood Centre zones and rezoning the area as Residential Mixed Housing Urban and Business Neighbourhood Centre zones with a precinct over it (the preferred option). The applicant's report considers that the option put forward in the plan change proposal is the most appropriate to achieve the purpose of the Resource Management Act 1991.

- b. Accepting the private plan change request enables the matters raised by the applicant to be considered on their merits, during a public participatory planning process.
- c. It is inappropriate to adopt the private plan change. The private plan change proposal is not a matter under consideration in council's policy work programme. The private plan change does not address a gap in the Auckland Unitary Plan (Operative in Part) 2016, introduce a new policy direction, nor does the private plan change have broad application by seeking to change provisions that apply across the region. The proposed rezoning and precinct amendments relate only to a geographically discrete area and does not include provisions that fundamentally differ from the policy direction of the Auckland Unitary Plan (Operative in Part) 2016.
- d. There is one ground on which to reject the private plan change request, as the substance of the request has been considered within the last two years (clause 25(4)(b)) through the identification of the land as Mixed Housing Urban and Business Neighbourhood Centre in the Drury-Opāheke Structure Plan. However, this is not considered to be a strong ground for rejection, given that the structure plan takes a strategic view with regard to land use, and does not confer any development rights in a manner that a plan change request does.
- e. The remaining grounds to reject private plan change request under clause 25(4) are limited and no ground is met by this private plan change.
- f. The most relevant consideration is whether the request is in accordance with sound resource management practice under clause 25(4)(c). This is because the plan change request seeks to enable the development of Future Urban zoned land ahead of the sequencing outlined in the Future Urban Land Supply Strategy 2017, which identifies the Drury-Opāheke area as being development ready by between 2028 – 2032.
- g. However, at a coarse merits assessment level, the plan change is considered to be in accordance with sound resource management practice because:
 - i. The proposed Mixed Housing Urban zone and Business Mixed Use zone are consistent with the land use zoning set out in the Drury-Opāheke Structure Plan 2019.
 - ii. The request would enable the land to be developed ahead of planned transport infrastructure identified by Te Tupu Ngātahi / Supporting Growth Alliance being delivered in Drury. This difference in timing between land use development and infrastructure delivery may be between 2 and 12 years. However, some key transport projects have had funding brought forward by the New Zealand Upgrade Programme, which allocates funding to two Drury rail stations, electrification of the rail track from Papakura to Pukekohe, and State Highway 1 improvements from Papakura to Drury South. In the interim, the traffic associated with the plan change can potentially be accommodated on the surrounding network subject to network improvements. There are also broader considerations of how the early release of this land (relative to FULSS sequencing) could divert funding from infrastructure required to support brownfield development (and thus be inconsistent with the Auckland Plan and Regional Policy Statement). However, the merits of the timing of the plan change relative to funded and planned infrastructure (including the effects on delivery of infrastructure elsewhere in Auckland) can be considered in detail through the submissions and hearings stages of the plan change process;

- iii. The site includes a flood plain area and overland flow path that runs along the middle of the site from west to east which is subject to an existing covenant on the certificate of title to restrict development within the flow path area. However, the site is largely located outside of areas identified as being susceptible to flooding effects associated with Otuwairoa / Slippery Creek, and the request is unlikely to preclude wider flooding mitigations required to urbanise land in Drury-Opāheke;
 - iv. The plan change land is contiguous to the existing urban edge, and can likely be serviced by the existing reticulated water and wastewater networks;
 - v. Whilst there is a risk that further plan changes are requested to urbanise land in Drury ahead of the FULSS, these plan changes will likely be confined to the areas that can be serviced by existing infrastructure, and are clear of land subject to flooding constraints.
- h. With regard to the remaining grounds for rejection under clause 25(4):
- i. The request is not frivolous. The applicant provided supporting technical information and the private plan change has a resource management purpose of enabling a more efficient use of the land and more effectively avoiding, remedying or mitigating the adverse effects on surrounding land. The request is not vexatious. The applicant is not acting in bad faith by lodging a private plan change request. The applicant is not requiring council to consider matters in this process that have already been decided or the subject of extensive community engagement or investment.
 - ii. The coarse-grain assessment of the request does not indicate that the private plan change is not in accordance with sound resource management practice. Whether the private plan change request's objectives are the most appropriate way of achieving the promotion of sustainable management will be tested through the submission and hearing processes.
 - iii. The provisions of the Auckland Unitary Plan (Operative in Part) 2016 subject to the private plan change request have been operative for at least two years.
- i. It is not appropriate to deal with the private plan change as if it was a resource consent application because the development of Future Urban zoned land for urban uses ahead of a plan change being approved can be considered contrary to the objectives and policies of the Auckland Unitary Plan (Operative in Part) 2016.
- j. The applicant requested that council accept the private plan change request.

Horopaki

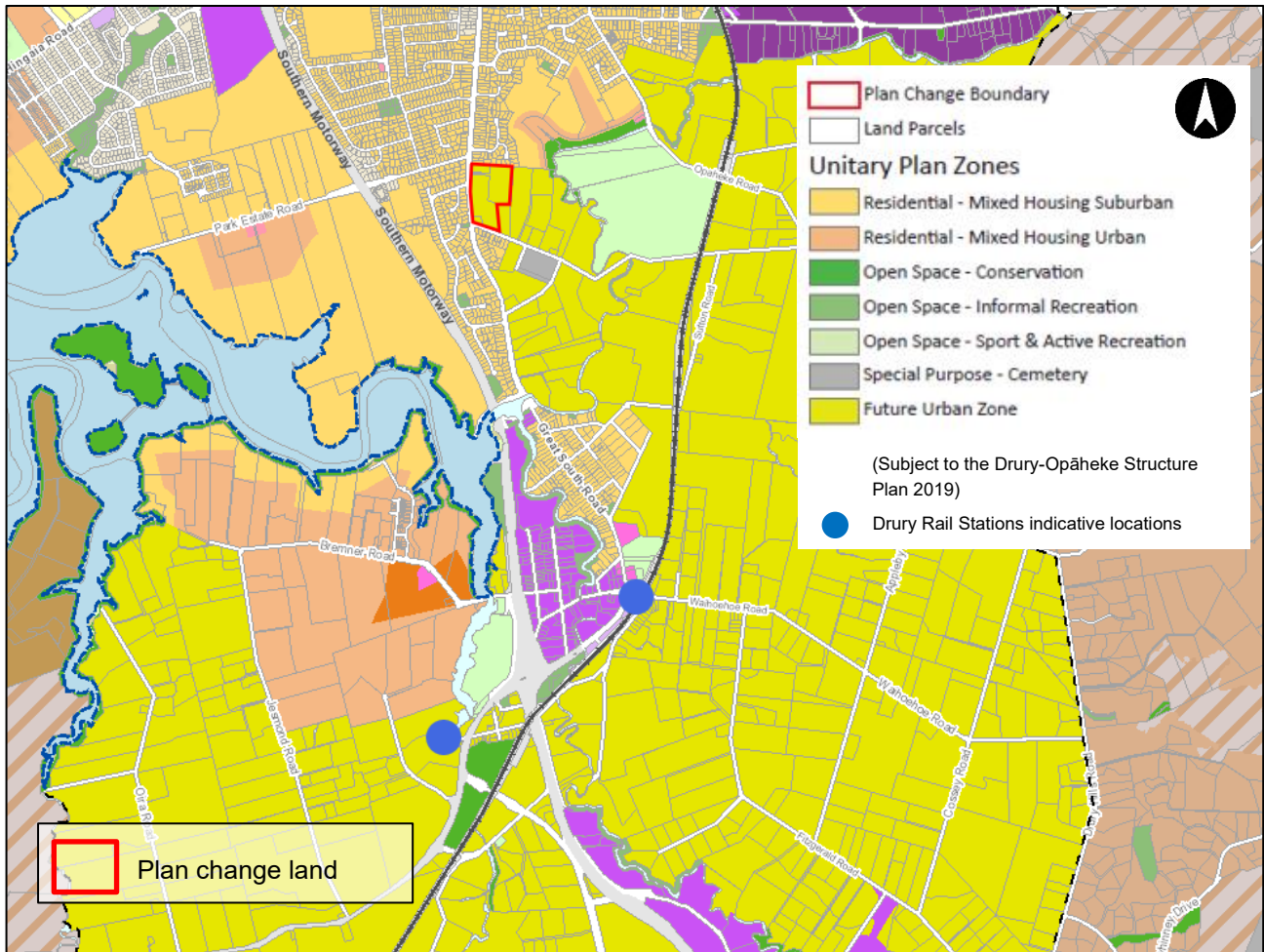
Context

Site and surrounding area

8. The proposed plan change relates to 6.1ha of land held in four titles at 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura. The plan change land (the site) is situated between the Papakura and Drury centres, located approximately 3km south of the Papakura Metropolitan Centre. The site is also located 2km from motorway interchanges at Papakura and Drury, and within 2.5km of the Papakura Train Station (refer to **Figure 1** over page).
9. The site is currently primarily held in pasture and accommodates three residential dwellings on three of the four land holdings. There are also a number of other buildings relating to the current pastoral use of the land. A floodplain runs through the middle of the site from west to east and is subject to an existing covenant on the certificate of title restricting buildings within it. A permanent stream also runs through the site from west to east. This has been piped to the stormwater pond.

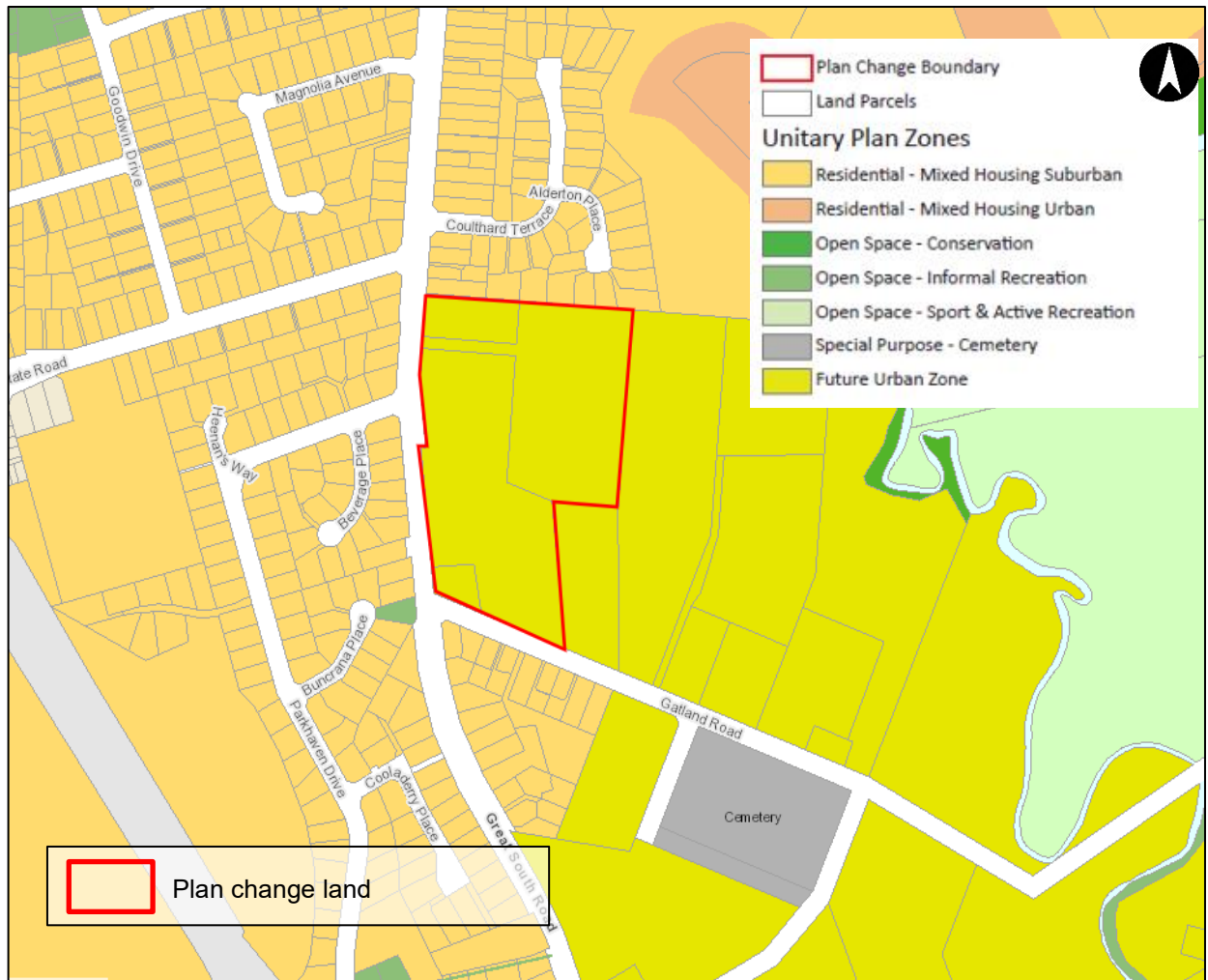
10. The site is contiguous to the urban area of Papakura with low density residential development adjoining to the north, west and south. The land to the east is zoned Future Urban zone and is predominantly in pasture.

Figure 1: Site context



11. Within the Auckland Unitary Plan, the plan change is zoned Future Urban Zone (refer to **Figure 2** over) and is subject to the following controls:
 - a) Controls: Macroinvertebrate Community Index – Rural
 - b) Controls: Arterial Roads

Figure 2: Existing zoning under Auckland Unitary Plan (Operative in Part)



12. The Auckland Plan seeks that most of Auckland's anticipated population and dwelling growth over the next 30 years be within the existing urban area. The remaining development is anticipated to occur in future urban areas and in rural areas. The AUP identifies approximately 15,000 hectares of rural land for future urbanisation with the potential to accommodate approximately 137,000 dwellings and 67,000 jobs.
13. The Future Urban Land Supply Strategy 2017 ('**FULSS**'), sets out the sequencing of future urban land for development within Auckland, and identifies the plan change land and surrounding Drury and Opāheke area east of SH1 as being development ready by between 2028-2032. The reasons provided in support of this timeframe relate to the bulk infrastructure required to service the wider area, including augmenting the Southern and Southwestern wastewater interceptors, and the resolution of complex flooding issues in Opāheke.
14. The Drury-Opāheke Structure Plan 2019 ('**structure plan**') outlines how growth anticipated within this area can be achieved by indicating the location of future land use zonings, infrastructure and constraints within Drury and Opāheke. This includes the location of residential areas, town centres, business areas and critical infrastructure amongst other elements. The land subject to this private plan change request is identified as being Mixed Housing Urban with an area of Business – Neighbourhood centre in the south west corner.
15. Through Te Tupu Ngātahi / Supporting Growth Alliance ('**SGA**'), Auckland Transport and Waka Kotahi New Zealand Transport Agency have identified the preferred transport network and

interventions required to support growth in the south. Of particular relevance to this plan change request are the following projects identified by SGA:

- a) A new train station (Drury Central) on the eastern side of SH1;
- b) Electrification of the railway track between Papakura and Pukekohe;
- c) Great South Road developed as a Frequent Transit Network bus route

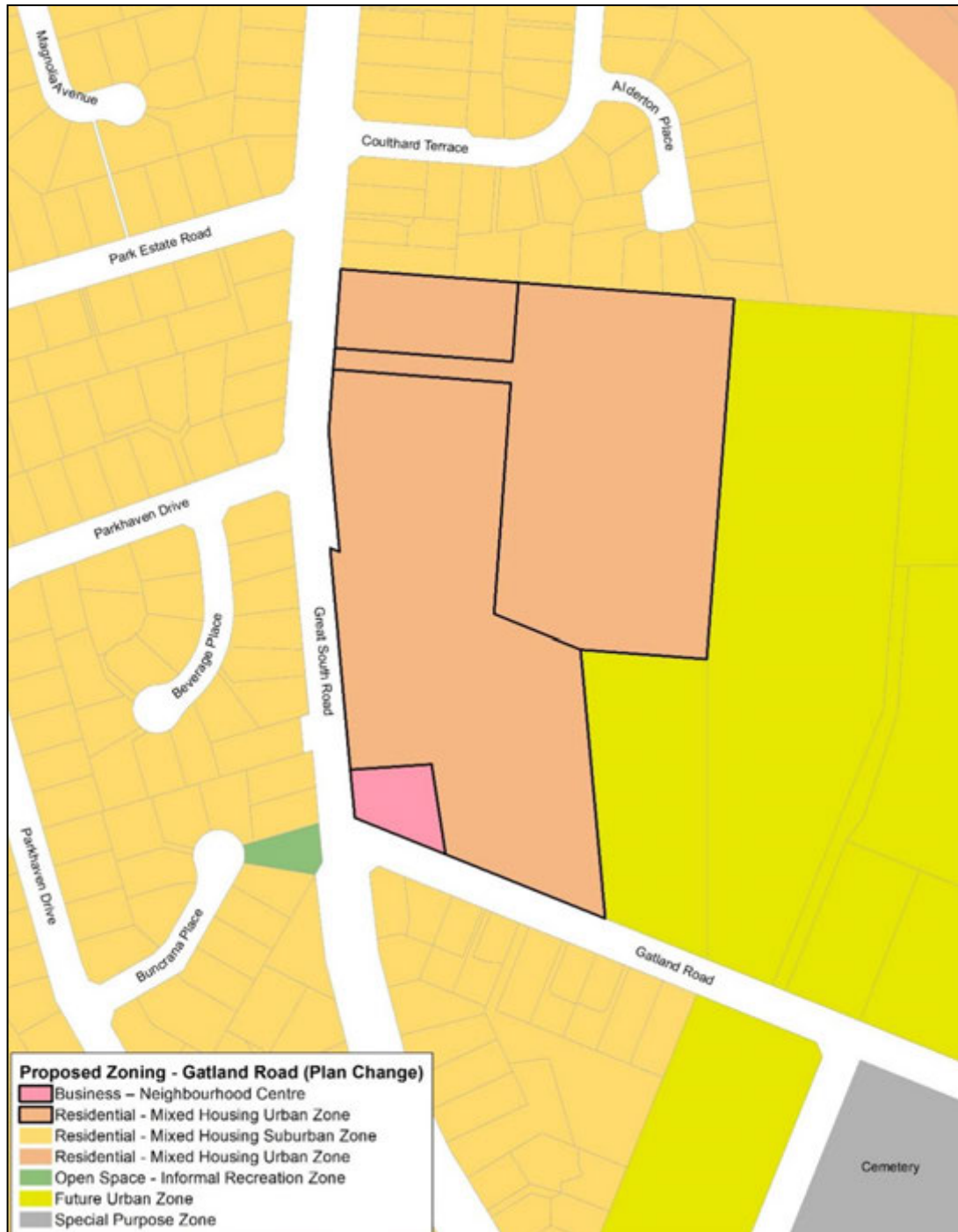
16. In January 2020, central government announced the New Zealand Upgrade Programme ('NZUP'), which allocated funding to transport infrastructure within Drury-Opāheke, amongst other projects. This included:
- a) Fully funding the two new railway stations in Drury Central and Drury West, along with 'park and ride' facilities, with construction of the stations commencing in 2023;
 - b) Fully funding the electrification of the railway track from Papakura to Pukekohe, with construction commencing late 2020; and
 - c) State Highway 1 Papakura to Drury improvements, including three-laning the state highway and upgrading the Drury interchange, to be completed by 2025.
17. In addition to the proposed plan change, Council is also processing several other proposed plan changes in the surrounding area which seek to live zone the Future Urban zone land out of sequence with the FULSS and the structure plan. The closest of these to the subject plan change site is PPC52 – 520 Great South Road, Papakura. This seeks to rezone 4.63ha into Mixed Housing Urban zone and to accommodate approximately 113 dwellings.

Private plan change content

18. The plan change request is set out in Attachment A. The proposed plan change seeks to rezone 6.1ha of land at 470 and 476 Great South Road and 2 and 8 Gatland Road from Future Urban Zone to Residential – Mixed Housing Urban Zone and Business Neighbourhood Centre zone in the Auckland Unitary Plan Operative in Part 2016. A precinct is also sought to manage the roading layout and design and to introduce stormwater management provisions. No further overlays or controls are sought. The zoning sought by the plan change is shown in **Figure 3** on the following page.
19. The objective of the plan change, as stated by the applicant is to:
- apply an urban residential zoning and a business neighbourhood centre zone to 6.1ha of Future Urban zoned [land] in Papakura, consistent with the Council's Drury-Opāheke Structure Plan.²*
20. The applicant has provided the following information to support the plan change request:
- Private plan change request, including drafted precinct provisions
 - Section 32 evaluation report
 - Specialist reports:
 - Urban design report
 - Transport assessment
 - Stormwater management plan
 - Engineering and infrastructure report
 - Regional Policy Statement objectives and policies assessment

² p.8 Section 32 Assessment (Attachment A)

Figure 3: Proposed zoning sought under plan change request



Timeframes

21. Greg and Nicky Hayhow lodged the private plan change request on 5 August 2020.
22. Further information was sought on 9 September 2020³ and provided on 16 October and 28 October 2020. An additional request for information was filed on 4 November 2020. Adequate information has been received by the Council.
23. Council is required to decide how the private plan change request is processed within 30 working days of the latest date specified above. That period ends on 21 January 2021 (this

³ Under Clause 23 to Schedule 1 Resource Management Act 1991

Clause 25 delegated authority – 470 and 476 Great South Road Papakura

includes the non-working days over the Christmas period as prescribed under the Resource Management Act 1991).

Decision-maker

24. The Council delegated⁴ to Plans and Places' tier four managers the authority to make decisions on how to process private plan change requests. A Unit Manager can decide under clause 25, Schedule 1, RMA, how council will process this private plan change request.

Tātaritanga me ngā tohutohu Analysis and advice

Statutory context: Resource Management Act 1991

25. Any person may request a change to a district plan, a regional plan or a regional coastal plan.⁵ The procedure for private plan change requests is set out in Part 2 of Schedule 1, RMA. The process council follows as a plan-maker is adapted,⁶ and procedural steps added⁷ including the opportunity to request information.
26. Council must decide under clause 25 which is the most appropriate processing option for each private plan change request. In making this decision council must have particular regard to the applicant's section 32 evaluation report when deciding. The clause 25 decision is the subject of this report and clause 25 is set out in full in Attachment B.
27. I consider that the applicant has provided sufficient information for the request to be considered. I consider that the insufficient information grounds for rejection in clause 23(6) are not available in this instance.
28. I evaluate the options available under clause 25 in the next sections of this report. I have had particular regard to the applicant's section 32 evaluation report in undertaking the assessment of clause 25 options.

Options available to the council

Option 1: Adopt the request, or part of the request, as if it were a proposed plan change made by the council itself

29. Council can decide to adopt the request, or part of the request. Council would then process it as though it were a council-initiated plan change.
30. If the plan change
- a) includes a rule that protects or relates to any natural or historical resource specified in section 86B RMA, or
 - b) provides for or relates to aquaculture activities
- it may be appropriate for the plan change to have legal effect from notification. If there is a proposed rule of this kind, immediate legal effect could be desirable to prevent a "goldrush" of resource (over)use that could occur until the plan change is made operative.
31. Only a council initiated, or an adopted private plan change, could have immediate legal effect.
32. The plan change does not include any proposed rule that would protect, or relate to, any natural or historical resource specified in section 86B. The private plan change is unrelated to aquaculture activities. It is unnecessary to adopt the private plan change request to enable a rule to have immediate legal effect.

⁴ Auckland Council Combined Chief Executive's Delegation Register (updated June 2019). All powers, functions and duties under Schedule 1 of the Resource Management Act 1991, except for the power to approve a proposed policy statement or plan under clause 17 of Schedule 1, are delegated to the relevant Tier 4 Manager

⁵ Clause 21, Schedule 1, Resource Management Act 1991.

⁶ Part 1 Schedule 1 applies, as modified by clause 29 Part 2 Schedule 1, Resource Management Act 1991.

⁷ Part 2 Schedule 1 Resource Management Act 1991.

33. The request does not address a gap in the Auckland Unitary Plan, introduce a new policy direction, nor does the private plan change have broad application by seeking to change provisions that apply across the region.
34. Council meets all costs of processing the plan change if the request is adopted. Council should not carry these costs if the request is primarily of direct benefit to the applicant, rather than the wider public, or have other public policy benefits. The request is a site-specific proposal, and does not relate to the provision or development of public land. The most immediate or direct benefit, if any, is to the applicant.
35. The applicant did not request that council adopt the private plan change request.
36. I recommend the private plan change request not be adopted.

Option 2 – Reject the request, in whole or in part

37. Council has the power to reject a private plan change request, in whole or in part, in reliance on one of the limited grounds set out in clause 25(4).
38. The grounds for rejection under clause 25(4) are as follows:
 - a) the request or part of the request is frivolous or vexatious; or
 - b) within the last two years, the substance of the request or part of the request;
 - i. has been considered, and given effect to, or rejected by, the local authority or the Environment Court; or
 - ii. has been given effect to by regulations made under section 360A; or
 - c) the request or part of the request is not in accordance with sound resource management practice; or
 - d) the request or part of the request would make the policy statement or plan inconsistent with Part 5; or
 - e) in the case of a proposed change to a policy statement or plan, the policy statement or plan has been operative for less than two years.

Is the request frivolous or vexatious?

39. The private plan change request is not considered frivolous or vexatious. The land subject to the private plan change request is zoned for future urban development, and the private plan change is supported by technical assessments on relevant matters including transport, urban design and infrastructure provision and management.
40. The applicant is not acting in bad faith by lodging a private plan change request. The applicant is not requiring council to consider matters in this process that have already been decided or the subject of extensive community engagement or investment.
41. The applicant advises that the objective of the plan change is to apply an urban residential zoning and business zoning to Future Urban zoned land in Papakura, consistent with the Council's Drury-Opāheke Structure Plan. The request includes a section 32 evaluation report which is supported by specialist assessments on relevant matters, including transport, urban design and stormwater management. I consider the request is not frivolous as the private plan change:
 - a) was considered thoroughly in the application materials
 - b) is supported by expert independent opinion, and a section 32 analysis, and
 - c) cannot be said to have no reasonable chance of succeeding.
42. The applicant is not acting in bad faith by lodging a private plan change request. The applicant is not requiring council to consider matters in this process that have already been decided or

the subject of extensive community engagement or investment. Accordingly I do not consider the private plan change request to be vexatious.

43. I recommend the private plan change request not be rejected on this ground.

Has the substance of the request been considered and been given effect, or rejected by the council within the last two years?

44. As outlined in paragraph 14 of this report, the Drury-Opāheke Structure Plan was adopted by Council in August 2019. The structure plan addresses matters of substance similar to the plan change request, by identifying indicative land use zoning patterns and supporting infrastructure. This includes the plan change land being considered. It does not however consider the timing or sequencing of development.

45. The substance of the private plan change request has been considered by the Council within the last two years. Therefore, the Council has grounds to reject the request under Clause 25(4)(b).

46. However, the focus of the structure plan is to identify how urban growth will be provided for at a strategic level, rather than enable the immediate development of the land for urban activities. Therefore, whilst the substance of the request has been considered (broadly speaking), it has not yet been given effect to.

47. Additionally, the private plan change request is consistent with the aspirations of the structure plan, which identifies the plan change land as Mixed Housing Urban and Business Neighbourhood Centre.

48. Therefore, I recommend the private plan change request not be rejected on this ground.

Has the substance of the request been given effect to by regulations made under section 360A?

49. Section 360A relates to regulations amending regional coastal plans pertaining to aquaculture activities. The site is not within the coastal marine area, or involve aquaculture activities, and therefore section 360A regulations are not relevant.

50. I recommend the private plan change request not be rejected on this ground.

Is the request in accordance with sound resource management?

51. The term 'sound resource management practice' is not defined in the RMA.

52. In the recent Environment Court decision **Orakei Point Trustee v Auckland Council** [2019] NZEnvC 117, the Court stated:

“[13] What *not in accordance with sound resource management practice* means has been discussed by both the Environment Court and High Court in cases such as **Malory Corporation Limited v Rodney District Council** (CIV-2009-404-005572, dated 17 May 2010), **Malory Corporation Limited v Rodney District Council (Malory Corporation Ltd v Rodney District Council** [2010] NZRMA 1 (ENC)) and **Kerikeri Falls Investments Limited v Far North District Council (KeriKeri Falls Investments Limited v Far North District Council**, Decision No. A068/2009)

[14] Priestley J said in **Malory Corporation Limited v Rodney District Council** (CIV-2009-404-005572, dated 17 May 2010, at 95) that the words *sound resource management practice* should, if they are to be given any coherent meaning, be tied to the Act's purpose and principles. He agreed with the Environment Court's observation that the words should be limited to only a coarse scale merits assessment, and that a private plan change which does not accord with the Act's purposes and principles will not cross the threshold for acceptance or adoption (CIV-2009-404-005572, dated 17 May 2010, at 95)

[15] Where there is doubt as to whether the threshold has been reached, the cautious approach would suggest that the matter go through to the public and participatory process envisaged by a notified plan change (**Malory Corporation Ltd v Rodney District Council** [2010] NZRMA 1 (ENC), at para 22).”

53. I understand the consideration on this ground should involve a coarse assessment of the merits of the private plan change request - “at a threshold level” - and take into account the RMA’s purpose and principles – noting that if the request is accepted or adopted the full merits assessment will be undertaken when the plan change is determined.
54. The RMA’s purpose is set out at section 5 and the principles are set out at sections 6 to 8. Regarding these RMA Part 2 matters, the private plan change seeks to enable people and communities to provide for social and economic well-being in accordance with section 5(2). With regard to the RMA’s principles, sections 7(b), 7(c), 7(d) and 7(f) apply because:
- a) The proposal may provide for a more efficient use of the plan change land⁸ by enabling a greater density and range of residential housing and activities and complimentary commercial activities in this location;
 - b) The proposal may enhance amenity values in the area through a masterplan concept that proposes a high quality built form and well laid out subdivision pattern;
 - c) The plan change includes precinct provisions that further seek to provide for a more efficient use of the land through the provision of a road layout that anticipates future linking to adjoining Future Urban zoned land and also seek to protect intrinsic ecosystem values⁹ and maintain the quality of the environment¹⁰ particularly in relation to stormwater management;
55. In terms of land use, the private plan change request is generally aligned with the Drury-Opāheke Structure Plan.
- Transport and funding
56. The plan change request, if approved, would enable residential development to occur in advance of transport infrastructure identified by NZUP and SGA being delivered within the Drury-Opāheke area.
57. This includes the following transport projects earmarked for funding within the NZUP:
- a) rail stations at Drury West and Drury East, construction commencing 2023;
 - b) electrification of the rail tracks from Papakura to Pukekohe, commencing late 2020; and
 - c) improvements to State Highway 1 between Papakura and Drury South, to be completed by 2025.
58. This also includes a number of transport projects identified within the integrated transport assessment prepared by SGA in support of the Drury-Opāheke Structure Plan, which include:
- a) Upgrades to Great South Road “*to be sequenced first and progressively upgraded over time, with bus priority to enable frequent bus services initially, with further improvements occurring as parallel routes are developed to increase overall north-south capacity*”;
 - b) Provision of a new arterial (AR10) between Papakura industrial area and Waihoehoe Road. This may push back the need for the Papakura-to-Waihoehoe Road section of Mill Road given that the additional arterial will provide north-south capacity for all modes whilst facilitating development access;
 - c) Upgrades to Opāheke/Ponga and Waihoehoe Roads in a west-to-east direction along with development, and connecting Waihoehoe Road with Fitzgerald Road and Drury South roads for bus circulation; and
 - d) Waihoehoe Road

⁸ In accordance with s5(2) and s7(b) RMA

⁹ s7(d) RMA

¹⁰ s7(f) RMA

These projects are not yet funded by Council. Whilst the Drury-Opāheke Structure Plan integrated transport assessment does not identify particular sequencing or timing of infrastructure delivery, it does reference the 2028-2032 period outlined in the FULSS as being the driver of such staging.

59. Therefore, on the basis of the plan change becoming operative in early 2021 and construction beginning in 2021, residential development could occur on the land between 2 and 12 years prior to the full extent of transport infrastructure in the immediate area being delivered.
60. In making a determination on sound resource management practice, the key outstanding matter for consideration is the extent to which the transport effects of the plan change can be accommodated in advance of such network infrastructure being developed.
61. To this end, the applicant's analysis¹¹ indicates that the traffic generated by the plan change can be accommodated on the surrounding network whilst maintaining an acceptable level of service on the network. Therefore, the applicant considers that the plan change land does not rely on more comprehensive upgrades to the network.
62. Traffic Planning Consultants has reviewed the plan change application for sufficiency and accuracy of information on behalf of Council. TPC concluded that the traffic generating potential associated with the plan change is acceptable in the context of the adjoining transport network.
63. For the purposes of a Clause 25 assessment, Auckland Transport have provided the following without prejudice views on the plan change:

Auckland Transport recognises that this application site is not sequenced for development until the first half of decade 2 (2028 – 2038) under the Future Urban Land Supply Strategy. Auckland Transport has concerns over the provision of necessary infrastructure and is likely to oppose the plan change and seek that it be declined in the event that these concerns are not appropriately addressed.

As outlined earlier in this report, the requestor has indicated that traffic arising from the plan change can be accommodated on the surrounding network.

Further, the appropriateness of this land being made development-ready prior to network upgrades signaled in the Drury-Opāheke Structure Plan and identified in the NZUP programme occurring can be assessed through the submission and hearing processes for this plan change.

64. A further consideration is that whilst urban development ahead of Council's programme (as sequenced in the FULSS) is possible, earlier than planned urbanisation raises questions about the extent to which the Regional Policy Statement directives to ensure integration of development with infrastructure provision can be given effect to. In view of significant pressures on Council funding for growth-related infrastructure across the region, consistency with the RPS will require a much larger proportion of infrastructure upgrade and expansion costs to be met by developers (and recouped from future landowners) than might otherwise be the case. Growth pressures and existing commitments, plus the impact of Covid19 on revenues mean that the Council cannot easily redirect funding from elsewhere to fund the infrastructure required to support these private plan change requests. In particular is the risk that funding would need to be re-directed from supporting brownfields redevelopment – a key outcome of the Auckland Plan and a fundamental building block of the AUP's approach to providing for growth pressures.
65. This is considered to be a potential ground for rejection of the plan change request. Whilst the plan change land is contiguous to existing urban areas and established transport infrastructure, the early release of this land (compared with the FULSS sequencing) and its surrounds may compel funding to be directed to the improvement of Great South Road to accommodate an FTN network. However, this matter is more relevant to a substantive assessment of the plan

¹¹ Via the Transport Assessment prepared by Commute Transportation Consultants dated 30 July 2020

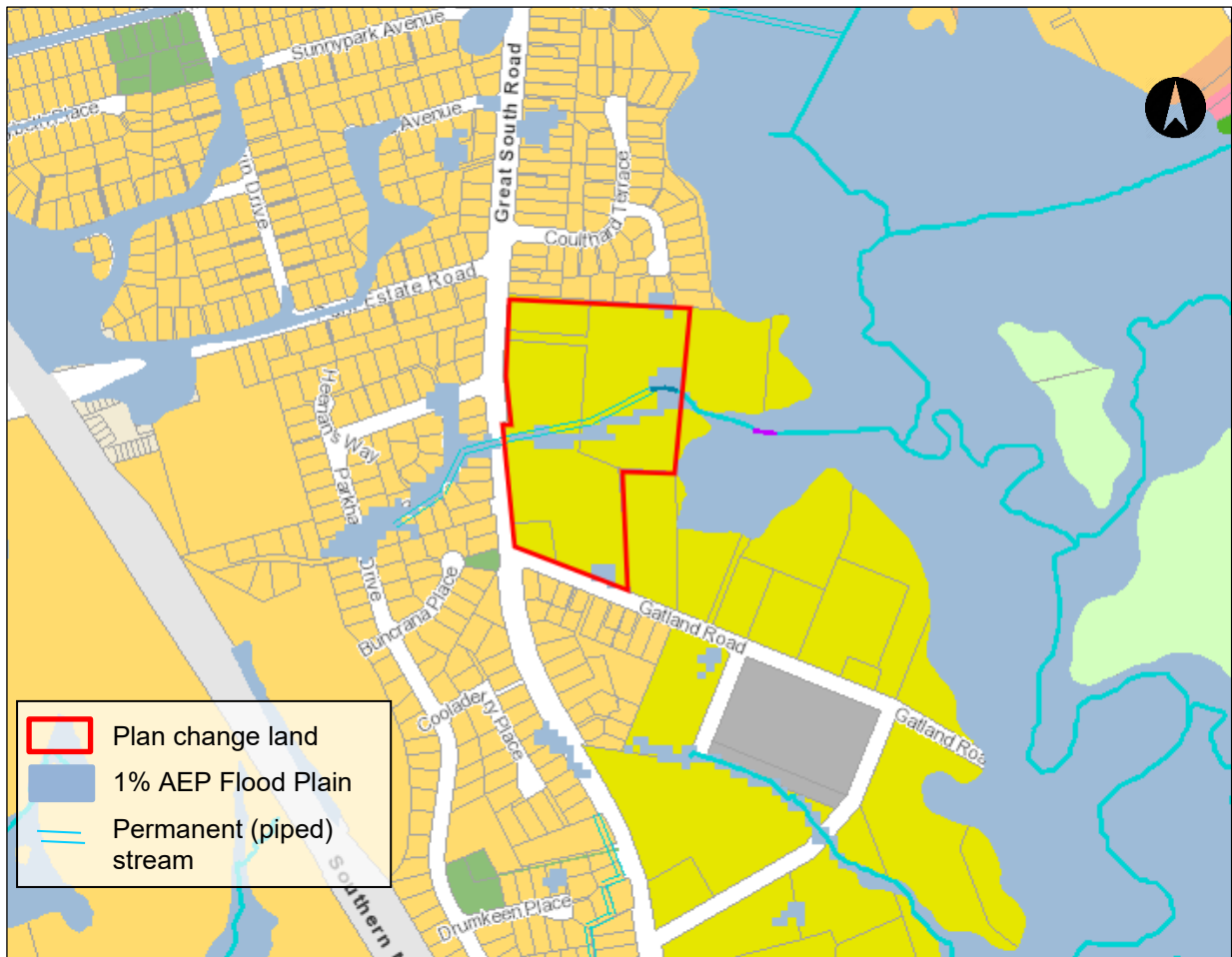
change (through submissions and hearings) rather than a coarse merits assessment, given existing roading and public transport infrastructure is available to service the land (and therefore there may be no immediate need for improvements to support the early urbanisation of this land), and that funding for other key transport projects in Drury has been brought forward by the NZUP programme.

66. Taking into account the conclusions reached by the applicant's transport specialists, the views of Traffic Planning Consultants on behalf of Council, and the pipeline of transport infrastructure investment signalled particularly within the NZUP programme, I consider that at a coarse scale, the plan change should not be rejected on the grounds of sound resource management practice in relation to transport matters.

Flooding and stormwater

67. Flooding is identified within the FULSS and Drury-Opāheke Structure Plan as a significant constraint within the wider Opāheke area, and in particular the land adjacent to Otuwairoa / Slippery Creek, close to the plan change land. However, the plan change area is largely located outside of areas subject to flood risk (refer to **Figure 4** below).
68. A piped stream and overland flowpath bisects the site. However, potential flooding effects that could arise can be addressed through site design and mitigations by way of resource consent applications¹². Given the discrete size of the size and location in relation to major flood plains, the development of the plan change ahead of the FULSS sequencing will not preclude catchment or inter-catchment wide solutions required to urbanise the more marginal flood-prone areas of Opāheke.
69. In relation to stormwater, the applicant has submitted a Stormwater Management Plan ('**SMP**') indicating that there are a variety of mitigations available to address stormwater quality and hydrology. The applicant proposes the precinct provisions to ensure these mitigations are provided in accordance with the SMP.
70. Healthy Waters views are addressed at paragraph 101 of this report. In summary, Healthy Waters are satisfied that flooding and stormwater mitigations are available, subject to the findings of the applicant's SMP being tested through the submissions and hearings stages of the plan change process.
71. Therefore, I consider that at a coarse scale, the plan change should not be rejected on the grounds of sound resource management practice in relation to flooding and stormwater matters.

Figure 4: Map showing 1% AEP Flood Plain and rivers in relation to the plan change land



Wastewater and water supply infrastructure

72. The FULSS identifies bulk wastewater infrastructure as being critical to the full build out of the Drury-Opāheke area. This includes the augmentation of the South and Southwestern Interceptors across the future urban land.
73. For the purposes of a Clause 25 assessment, Veolia Ltd as the wastewater network operator in the area, have provided the following without prejudice views on the plan change:

Currently, water and wastewater serviceability is not possible. Network upgrades will be required should the applicant wish to connect to the public network. These upgrades will include upgrades of the existing wastewater network and pump stations (Slippery Creek and Motorway WWPS) and will likely include the existing water network also. Upgrades will be done in collaboration with 520 Great South Road.
74. Whilst Veolia Ltd have identified network capacity constraints associated with the plan change, they have confirmed that there are options available and that these can be addressed through the resource consent stage of development.
75. The Drury-Opāheke Structure Plan identifies an indicative bulk wastewater network required to service the full build out of the structure plan area. The indicative network is not located on the plan change land, and therefore the development of this land is unlikely to obstruct the delivery of future bulk wastewater infrastructure in Drury-Opāheke.
76. Therefore, I consider that at a coarse scale, the plan change should not be rejected on the grounds of sound resource management practice in relation to wastewater and water supply matters.

Other matters

77. The applicant's Urban Design report finds that there is sufficient open space, amenities and social facilities to support the development of the plan change land. In reference to open space, the applicant's analysis notes a proposed neighbourhood park in the structure plan within the site. The requestor suggests that this could be provided near to the stormwater pond, subject to discussions with Council. The proposed precinct provisions support this by seeking the integration of communal stormwater devices with open space where practicable.
78. Additionally, the requestor notes other parks of various size and function in close proximity to the site – the park on the corner of Tatariki Street and Goodwin Place to the north and Opāheke Reserve to the east which will become readily accessible to the site once the Opāheke 1 Precinct has been implemented.
79. In accordance with Council's Open Space Provision Policy 2016, the proposed plan change is required to provide a neighbourhood park to meet the needs of the proposed population growth in this area. Subsequently and supported by the indicative neighbourhood park of the structure plan Council wishes to pursue the development of this park. It is appropriate that this be developed at the subdivision stage.
80. The applicant has also noted the presence of schools (Drury School and Rosehill College) and the existing Drury and Papakura Centres that would serve the plan change land.
81. There is risk that upon acceptance of this request, further plan changes will be lodged with Council to develop further areas within the Drury-Opāheke area ahead of the FULSS sequencing, and subsequently infrastructure provision and land use integration will be difficult to coordinate. However, were this to happen, it is anticipated that future plan change requests within Drury East will likely be confined to the future urban areas contiguous with the existing urban area (and therefore not reliant on bulk network infrastructure being established) and outside of the Otuwairoa / Slippery Creek flood plain.
82. In respect of integration within the wider Future Urban Zone area, the plan change request includes an indicative neighbourhood master plan that identifies surrounding land uses, infrastructure and amenities.
83. I recommend that the private plan change request not be rejected on this ground.

Sound resource management conclusions

84. Having reviewed the applicant's planning and specialist reports, undertaken a coarse scale merits assessment of the private plan change request, and taken the purpose and principles of RMA into account, the private plan change request is considered to be in accordance with sound resource management practice for the purposes of consideration under Clause 25(4)(c), Schedule 1.
85. I recommend the private plan change request not be rejected on this ground.

Would the request or part of the request make the policy statement or plan inconsistent with Part 5 of the RMA?

86. The most relevant consideration is whether the plan change would give effect to the RPS component of the Auckland Unitary Plan.
87. Based on a preliminary assessment of the RPS, and subject to being tested fully through the submissions and hearing process, the plan change request would not automatically make the Auckland Unitary Plan inconsistent with Part 5 of the RMA, because:
 - a) the Plan Change area is contiguous with the existing urban area and development can likely be serviced by existing infrastructure, open space and social facilities;

- b) the surrounding road network can operate safely and efficiently with the rezoning in place, there is existing public transport serving the site and development of the site would not preclude any future transport upgrades;
- c) the zoning seeks to efficiently utilise the physical land resource, and offers the potential for a greater range of housing types, contributing to greater housing choice in an accessible location;
- d) the recreational needs of future residents within the Plan Change area can be met by existing local open spaces¹³;
- e) the Plan Change has been informed by an infrastructure assessment which indicates that the development enabled by the proposed rezoning can connect to existing infrastructure networks, and does not rely on more comprehensive upgrades to the network; and
- f) specific mitigation measures to natural hazard risk from flooding are required under the Auckland-wide provisions and will be considered as part of a future resource consent process.

88. Other considerations include the consistency with the:

- Auckland Plan 2050
- National Policy Statement on Urban Development Capacity 2016

89. The NPS-UDC requires certainty over the provision of 'development infrastructure', while the RPS refers to transport infrastructure being planned, funded and delivered in tandem with development. However, neither the NPS-UDC or RPS requires that this infrastructure be funded by the Council.

90. Moreover, the certainty required by the NPS-UDC and RPS over the provision of infrastructure applies at the point that the re-zonings enabling the capacity are made operative. In this context, and at this stage in the process, there are options for the funding gap to be closed prior to the proposal becoming operative and development occurring.

91. Taking into account the nature and extent of the funding gap between what has been identified by the New Zealand Upgrade Programme and what may be provided by development, while noting the options to address the funding gap and the regional land use benefits of the proposal, on balance it is considered that the private plan change request will not automatically make the AUP inconsistent with Part 5 of the RMA.

92. I recommend the private plan change request not be rejected on this ground.

Has the plan to which the request relates been operative for less than two years?

93. The plan provisions of the AUP relevant to this request were made operative on 15 November 2016. The provisions have therefore been operative for more than two years.

94. I recommend the private plan change request not be rejected on this ground.

Option 3 – Decide to deal with the request as if it were an application for a resource consent

95. The council may decide to deal with the request as if it were an application for a resource consent and the provisions of Part 6 would then apply accordingly.

96. I consider that the plan change process is the most appropriate process as the range of activities sought to be enabled by the plan change, including retail and residential, are contrary

¹³ Opāheke Reserve, 41ha suburban park located 820m walking distance from the plan change land meets the suburban park requirements

to the existing objectives and policies of the operative zone for the site¹⁴ in the Auckland Unitary Plan (Operative in Part) 2016.

97. Therefore, I recommend the private plan change request not be dealt with as if it were an application for a resource consent.

Option 4 - Accept the private plan change request, in whole or in part

98. Council can decide to accept the request in whole, or in part. If accepted, the plan change cannot have legal effect until it is operative. It is considered that the private plan change request should be accepted in whole and that there is no reason to accept (or reject) only parts of the request.
99. There isn't a demonstrable need for any rule proposed by the plan change to have immediate legal effect, and therefore adoption is not required.
100. The private plan change mechanism is an opportunity for an applicant to have their proposal considered between a council's ten-yearly plan review cycle. The subject matter of this private plan change request is not a priority matter in Plans and Places' work programme, and is not presently being considered. The private plan change process is a means by which this matter can be considered before the next plan review.
101. If the private plan change is accepted the matters raised by the applicant can be considered on their merits, during a public participatory planning process.
102. The applicant did not request that council adopt the private plan change request.

Conclusion: options assessment

103. I have assessed the private plan change request against the options available and the relevant matters. These include clause 25 Schedule 1 matters, having particular regard to the applicant's section 32 evaluation, and case law¹⁵ that provides guidance on the statutory criteria for rejection of a private plan change request. I recommend the private plan change request is accepted.

Tauākī whakaaweawe āhuarangi **Climate impact statement**

104. Council declared a climate emergency in Auckland, in June 2019. The decision included a commitment for all council decision-makers to consider the climate implications of their decisions. In particular, consideration needs to be given in two key ways:
- a) how the proposed decision will impact on greenhouse gas emissions and the approach to reduce emissions
 - b) what effect climate change could have over the lifetime of a proposed decision and how these effects are being taken into account.
105. The decision whether to adopt, accept, reject or deal with the private plan change request is a decision relative to those procedural options, rather than a substantive decision on the plan change request itself. The clause 25 decision is unrelated to any greenhouse gas emissions. The decision requested is a decision of short duration. Climate impacts can be considered in the future hearing report on the private plan change request, and any submissions received.

¹⁴ Operative zone – Future Urban zone in the AUP(OP)

¹⁵ Malory Corporation Limited v Rodney District Council [2010] NZRMA 392 (HC)

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera

Council group impacts and views

106. Comment has been sought from Auckland Transport and Veolia Limited on the proposed plan change.
107. For the purposes of a Clause 25 assessment, Auckland Transport have commented as follows:

Auckland Transport recognises that this application site is not sequenced for development until the first half of decade 2 (2028 – 2038) under the Future Urban Land Supply Strategy. Auckland Transport has concerns over the provision of necessary infrastructure and is likely to oppose the plan change and seek that it be declined in the event that these concerns are not appropriately addressed.
108. As outlined earlier in this report, the plan change applicant has indicated that traffic arising from the plan change can be accommodated on the surrounding network. Further, the appropriateness of this land being made development-ready prior to network upgrades signalled in the Drury-Opāheke Structure Plan and identified in the NZUP programme occurring can be assessed through the submission and hearing processes for this plan change.
109. Veolia Ltd have noted that:

Currently, water and wastewater serviceability is not possible. Network upgrades will be required should the applicant wish to connect to the public network. These upgrades will include upgrades of the existing wastewater network and pump stations (Slippery Creek and Motorway WWPS) and will likely include the existing water network also. Upgrades will be done in collaboration with 520 Great South Road.
111. The plan change applicant has acknowledged capacity constraints within the wastewater and water supply networks and has proposed to address these at the resource consent phase of future development.
112. Both Auckland Transport and Veolia Limited reserve the right to make a submission on the plan change upon notification.
113. Healthy Waters have provided input into the plan change request. They are generally satisfied that there are stormwater and flooding mitigations available, and that the Stormwater Management Plan submitted by the plan change applicant enables these matters to be considered by Council through the resource consent applications that will be required at the development stage. However, this is subject to the plan change and SMP being reviewed in detail at the submission and hearings stage.
114. Council's Community Investment team has indicated that they wish to pursue a park within this site as indicated in the structure plan. Given the timing of the plan change the Community Investment team has indicated that they reserve the right to make a submission on the plan change upon notification.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe

Local impacts and local board views

115. Local boards' views are important in Auckland Council's co-governance framework. The views of the Papakura Local Board will be sought on the content of the private plan change request after the submission period closes. All formal local board feedback will be included in the hearing report and the local board will present its views to hearing commissioners, if the local board chooses to do so. These actions support the local board in its responsibility to identify and communicate the interests and preferences of people in its area, in relation to the content of Auckland Council plans.
116. Local board views have not been sought on the options to adopt, accept, reject or deal with the private plan change request as a resource consent application. Although council is required to

consider local board views prior to making a regulatory decision, that requirement applies when the decision affects, or may affect, the responsibilities or operation of the local board or the well-being of communities within its local board area. The clause 25 decision does not affect the Papakura Local Board's responsibilities or operation, nor the well-being of local communities.

Tauākī whakaaweawe Māori

Māori impact statement

Consequence of clause 25 options for future consultation

117. If council accepts a private plan change request, it is not required to complete pre-notification engagement with iwi authorities. If the council accepts the request and subsequently notifies it, iwi authorities have the opportunity to make submissions. No changes can be made to the private plan change prior to notification.
118. If council adopts a private plan change the same consultation requirements apply as though the plan change was initiated by council: consultation with iwi authorities is mandatory prior to notification and changes can be made to the plan change prior to notification. Iwi authorities have the opportunity to make submissions after notification.
119. None of the clause 25 options trigger any signed mana whakahono a rohe (iwi participation arrangement).

Substance of private plan change request

120. The proposed plan change does not relate to Māori land or Treaty Settlement Land, nor does it relate to any identified Sites of Significance to Mana Whenua within the Auckland Unitary Plan.

Record of applicant's consultation

121. The applicant has engaged with the following iwi groups who have expressed an interest in the proposal:
 - a) Ngati Te Ata;
 - b) Ngai Tai Ki Tamaki;
 - c) Ngati Tamaoho.
122. The applicant advises that consultation with these iwi groups is on-going and the outcome of these discussions will be provided to Council in due course. No initial objections to the proposed plan change have been raised.

Ngā ritenga ā-pūtea

Financial implications

123. Accepting the private plan change requests has no direct financial implications for the Council as the costs associated with processing them under the RMA are able to be recovered from the applicant.
124. However, if accepted and ultimately made operative, the infrastructure required to support the development enabled will have implications for the budgets and long-term planning of various Council departments that provide infrastructure (e.g. stormwater, parks and community facilities) as well as Auckland Transport and Watercare.
125. If the request is adopted, council would pay all costs associated with processing it. The Plans and Places department would be required to cover this unbudgeted expenditure; there would be less funding available to progress the department's work programme.
126. If the request is accepted or, if the request is dealt with as a resource consent application, the applicant would pay all reasonable costs associated with processing it on a user-pays basis.

Ngā raru tūpono me ngā whakamaurutanga

Risks and mitigations

127. The key RMA-related risk associated with accepting the private plan change requests is that this decision could see other private plan change requests come forward ahead of the timing in the FULSS.
128. Additionally, an applicant may appeal to the Environment Court a decision to accept, adopt or reject a private plan change request, or deal with the private plan change request as if it were an application for a resource consent¹⁶. However, accepting this plan change request is considered to carry a negligible risk of legal challenge, given that this is in line with the applicant's request.
129. I recommend that all of the private plan change request is accepted. The applicant requested the private plan change be accepted. The risk of a legal challenge by the applicant utilising the Clause 27 appeal rights is negligible. No avenue for appeal would be available.
130. No substantial changes can be made to the private plan change request following the clause 25 decision

Ngā koringa ā-muri

Next steps

131. If accepted, the private plan change must be notified within four months of its acceptance.
132. A separate evaluation and decision will be required regarding extent of notification.
133. I will seek the views and preferences of the Papakura Local Board after submissions close for inclusion in the section 42A hearing report.
134. Council will need to hold a hearing to consider any submissions, and local board views, and a decision would then be made on the private plan change request in accordance with Schedule 1 of the RMA.



Clause 25 recommendation

135. This private plan change request requires decision-making pursuant to clause 25 of Part 2 of Schedule 1 of the Resource Management Act 1991, to determine whether it will be adopted, accepted, rejected or dealt with as if it were a resource consent application.
136. I recommend that the private plan change request from Greg and Nicky Hayhow to rezone land at 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura, be **accepted** under Clause 25(2)(b) of Schedule 1 of the Resource Management Act 1991 for the reasons set out in paragraph 7 of this report¹⁷.

¹⁶ Under Clause 27, Schedule 1 Resource Management Act 1991


¹⁷ Refer paragraph 7 of this report.

Ngā kaihaina Signatories

Author	<p>Lee-Ann Lucas Senior Policy Planner, Planning Central South</p>  <p style="text-align: right;">Date: 22 November 2020</p>
Reviewer	<p>Craig Cairncross Team Leader Planning Central South</p>  <p style="text-align: right;">Date: 24.11. 2020</p>

Clause 25 authority and decision

90. In accordance with Auckland Council Combined Chief Executives Delegation Register (updated June 2019), all powers, functions and duties under Schedule 1 of the Resource Management Act 1991, except for the power to approve a proposed policy statement or plan under clause 17 of Schedule 1, are **delegated** to Plans and Places Department Tier 4 Managers.
91. I have read the planner's report and recommendations on the private plan change request. I am satisfied I have adequate information to consider the matters required by the Resource Management Act 1991 and to make a decision under delegated authority.

Decision	I accept the private plan change request by Greg and Nicky Hayhow under Clause 25 of Schedule 1 of the Resource Management Act 1991
Authoriser	<p>Celia Davison Unit Manager, Planning Central South</p>  <p style="text-align: right;">Date:24.11. 2020</p>

Instructions from Unit Manager

Instructions from Unit Manager to Planner

Following my decision under delegated authority you must:

1. Save (if electronic signatures used) or scan and save (if conventional signatures used) a copy of this report to the relevant modifications folder in the U drive.

2. Write to the applicant to advise of the decision. Use the Clause 25 letter to applicant template on Kotahi <https://acintranet.aklc.govt.nz/EN/departments/PlansandPlaces/Pages/Plan-Changes.aspx>
3. Email Unitary Plan inbox to record the clause 25 decision, and to provide sufficient information to update the Planning Committee. Complete the following information, then copy and paste in an email to unitaryplan@aucklandcouncil.govt.nz

Use subject line “Clause 25 info for inclusion in Planning Committee memo”

Plan change	Location	Plan change purpose	Decision	Decision date
PC insert name	2 Kakariki Street, Onehunga	Protect historic heritage values	Accepted	3 June 2020

Ensure you send the email to the Unitary Plan inbox promptly. The monthly info memo to the committee will be incomplete if you tarry.

Ngā tāpirihanga

Attachments

A Private plan change

B Clause 25 Schedule 1, Resource Management Act 1991

A Private plan change

File link - [here](#)

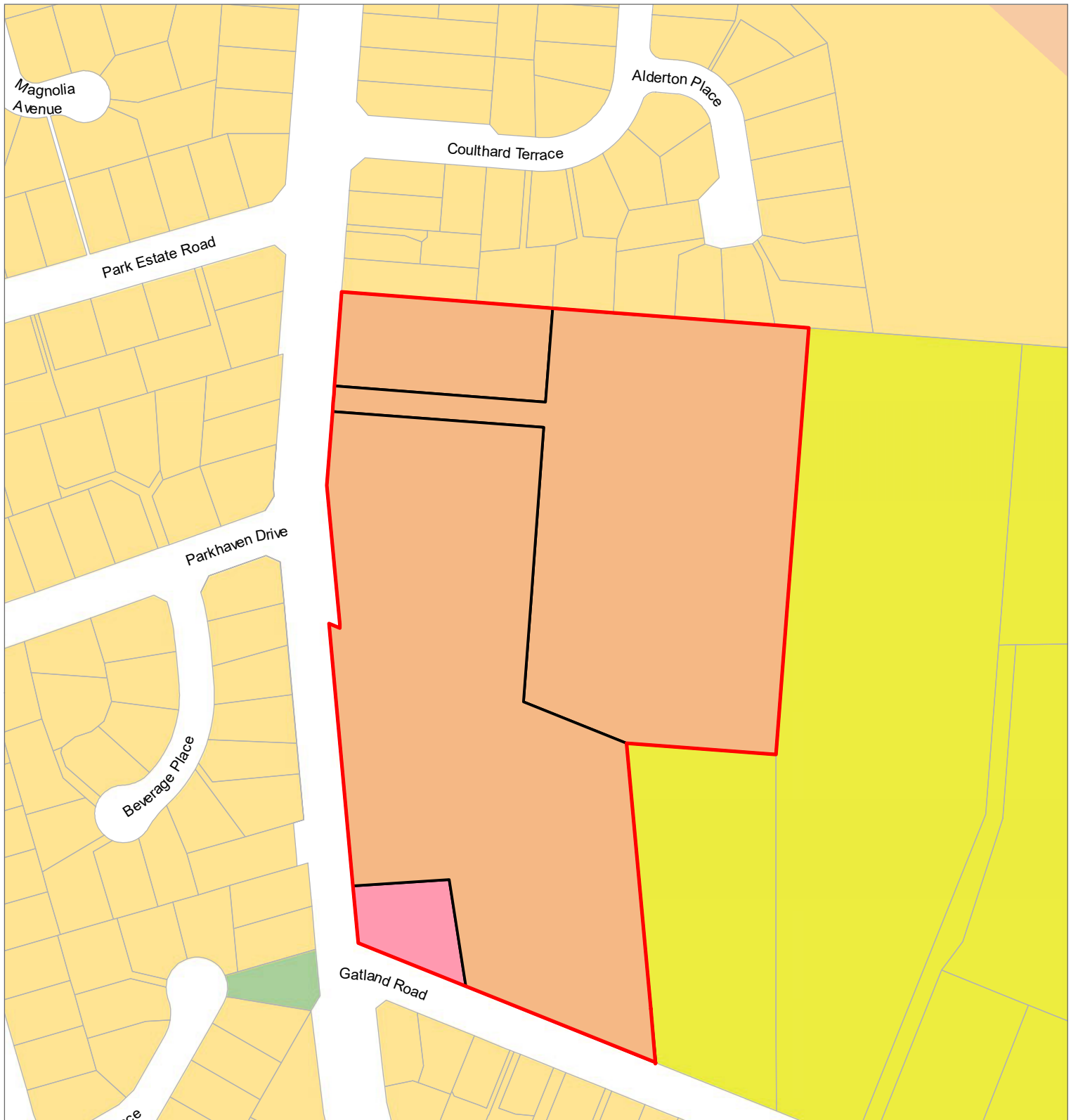
B Clause 25 Schedule 1, Resource Management Act 1991

Cls 25 Local authority to consider request




- (1) A local authority shall, within 30 working days of—
(a) receiving a request under [clause 21](#); or
(b) receiving all required information or any report which was commissioned under [clause 23](#); or
(c) modifying the request under [clause 24](#)—
whichever is the latest, decide under which of subclauses (2), (3), and (4), or a combination of subclauses (2) and (4), the request shall be dealt with.
- (1A) The local authority must have particular regard to the evaluation report prepared for the proposed plan or change in accordance with [clause 22\(1\)](#)—
(a) when making a decision under subclause (1); and
(b) when dealing with the request under subclause (2), (3), or (4).
- (2) The local authority may either—
(a) adopt the request, or part of the request, as if it were a proposed policy statement or plan made by the local authority itself and, if it does so,—
(i) the request must be notified in accordance with [clause 5](#) or [5A](#) within 4 months of the local authority adopting the request; and
(ii) the provisions of [Part 1](#) or [4](#) must apply; and
(iii) the request has legal effect once publicly notified; or
(b) accept the request, in whole or in part, and proceed to notify the request, or part of the request, under [clause 26](#).
- (2AA) However, if a direction is applied for under [section 80C](#), the period between the date of that application and the date when the application is declined under [clause 77\(1\)](#) must not be included in the calculation of the 4-month period specified by subclause (2)(a)(i).
- (2A) Subclause (2)(a)(iii) is subject to [section 86B](#).
- (3) The local authority may decide to deal with the request as if it were an application for a resource consent and the provisions of [Part 6](#) shall apply accordingly.
- (4) The local authority may reject the request in whole or in part, but only on the grounds that—
(a) the request or part of the request is frivolous or vexatious; or
(b) within the last 2 years, the substance of the request or part of the request—
(i) has been considered and given effect to, or rejected by, the local authority or the Environment Court; or
(ii) has been given effect to by regulations made under [section 360A](#); or
(c) the request or part of the request is not in accordance with sound resource management practice; or
(d) the request or part of the request would make the policy statement or plan inconsistent with [Part 5](#); or
(e) in the case of a proposed change to a policy statement or plan, the policy statement or plan has been operative for less than 2 years.
- (5) The local authority shall notify the person who made the request, within 10 working days, of its decision under this clause, and the reasons for that decision, including the decision on notification.

APPENDIX 9






PROPOSED MODIFICATIONS TO PPC58



**Proposed Zoning & Precinct -
Gatland Road (Plan Change)**

-  Proposed Precinct
-  Business – Neighbourhood Centre
-  Residential - Mixed Housing Urban Zone

Underlying Zones

-  Residential - Mixed Housing Suburban Zone
-  Residential - Mixed Housing Urban Zone
-  Open Space - Informal Recreation Zone
-  Future Urban Zone
-  Special Purpose Zone



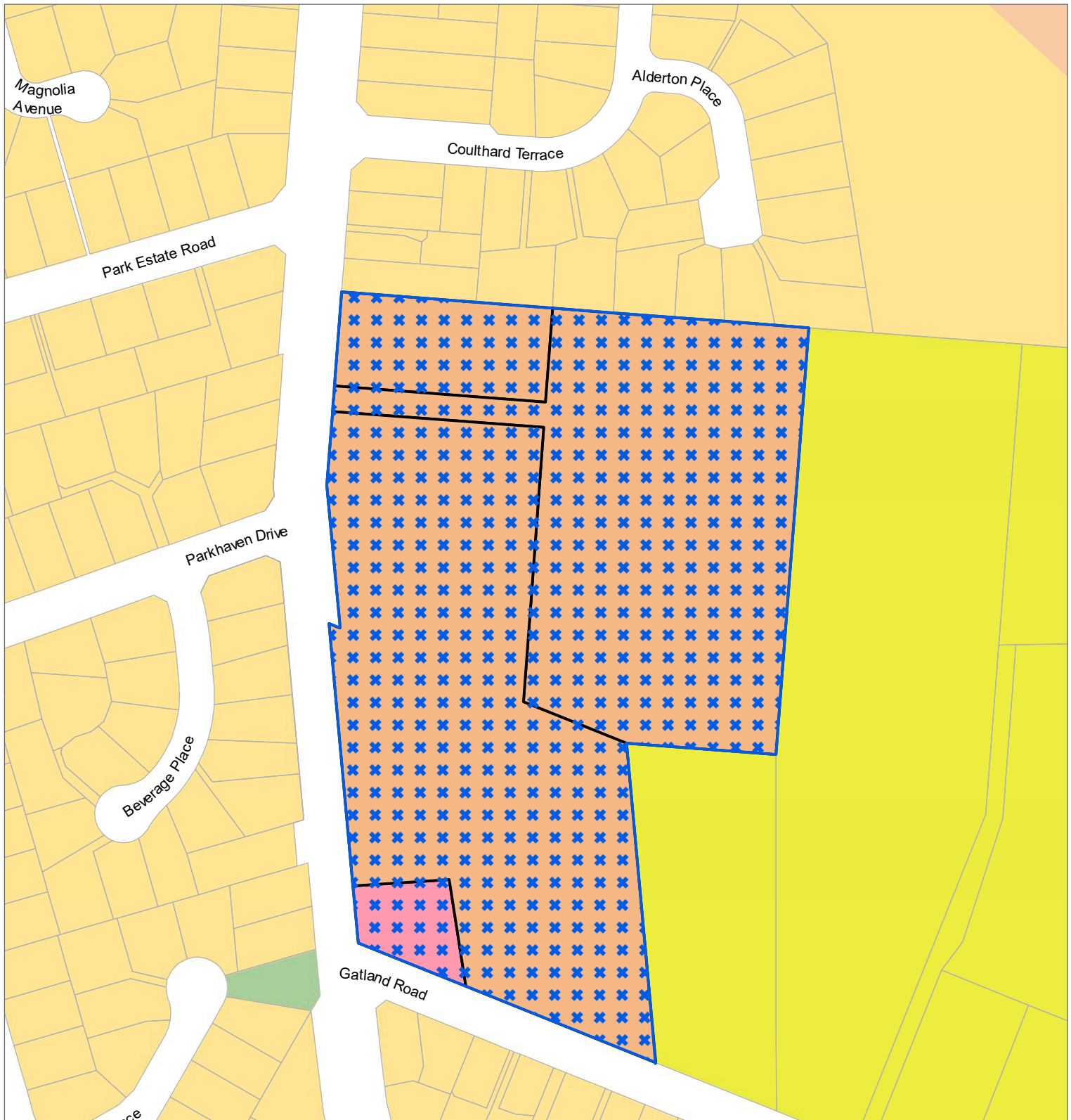
Whilst due care has been taken, Auckland Council gives no warranty as to the accuracy and completeness of any information on this map/plan and accepts no liability for any error, omission or use of the information.

Date: 11/08/2021




**Gatland Road - Proposed Plan
Change Zoning & Precinct**








Plans and Places



**Proposed Zoning & Control -
Gatland Road (Plan Change)**

-  Business – Neighbourhood Centre
-  Residential - Mixed Housing Urban Zone
-  Stormwater Management Control - Flow 1

Underlying Zones

-  Residential - Mixed Housing Suburban Zone
-  Residential - Mixed Housing Urban Zone
-  Open Space - Informal Recreation Zone
-  Future Urban Zone
-  Special Purpose Zone



Whilst due care has been taken, Auckland Council gives no warranty as to the accuracy and completeness of any information on this map/plan and accepts no liability for any error, omission or use of the information.

Date: 11/08/2021

Gatland Road - Proposed Plan Change Zoning & Stormwater Management Area Control



Plans and Places

I4xx Gatland Road Precinct

I4XX.1 PRECINCT DESCRIPTION

The Gatland Road precinct comprises some 6.1 hectares of land on the eastern side of Great South Road, north of Gatland Road, approximately 2km south of the Papakura Metropolitan Centre.

The purpose of the precinct is to provide for comprehensive and integrated development of the site, making efficient use of land resources and infrastructure, and increasing the supply of housing in the Papakura area. Development within the precinct is envisaged to provide approximately 200 new dwellings comprising a mixture of attached and detached typologies.

The development of the precinct will be integrated with the surrounding road network and future urban development to the east through the alignment of proposed roads. The precinct also recognises the planned future frequent and active transport network along Great South Road.

The precinct is within the Slippery Creek Catchment and stormwater discharges to the Drury Creek Significant Ecological Area so quality stormwater management is a key outcome of the precinct provisions.

The zoning of land within the precinct is Residential Mixed Housing Urban and Business Neighbourhood Centre.

Refer to the planning maps for the location and extent of the precinct.

All relevant overlay, Auckland-wide and zone provisions apply in this precinct unless otherwise specified below.

I4XX.2 OBJECTIVES [RP/DP]

~~The underlying zones and Auckland-wide objectives apply in this precinct, in addition to those specified below.~~

- (1) Gatland Road precinct is subdivided and developed in a comprehensive and integrated way
- (2) A high-quality built form and landscaped streetscape has developed, reflecting an urban character and amenity.
- (3) A safe, efficient and integrated road network provides strategic connections and improvements, encourages walking and cycling and the use of public transport, and provides strong legible connections through the precinct.
- (4) Stormwater management is designed to achieve a treatment train approach for hydrology mitigation and quality treatment to avoid adverse effects of stormwater on the sensitive receiving environment.

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

I4XX.3 POLICIES [RP/DP]

~~The underlying zones and Auckland-wide policies apply in this precinct, in addition to those specified below.~~

SUBDIVISION AND DEVELOPMENT

(1) Require that the design of any subdivision and development within the precinct is undertaken in general accordance with the Gatland Road precinct plan.

(1A) Ensure that all open space and greenway links as indicated in the Drury-Opaheke Structure Plan (2019) are incorporated into the subdivision and development of the precinct.

TRANSPORT INFRASTRUCTURE

- (2) Require a safe and interconnected road network which provides for:
- a. improvements to the Great South Road and Gatland Road frontages where it adjoins to the precinct;
 - b. new road connections to Great South Road and Gatland Road; and
 - c. future road connections to land to the east.
 - d. Great South Road to be widened in the future for the planned frequent and active transport network
- (3) Require the internal road network, to be consistent with the precinct specific road layouts to achieve an appropriate balance between movement and sense of place functions and to maintain a high quality, safe, environment.

STORMWATER

- (4) Subdivision and development achieve stormwater quality treatment of stormwater runoff from all impervious areas within the precinct through inert building materials and GD01 approved devices for other impervious surfaces.
- (5) Ensure stormwater from subdivision and development is managed in accordance with the following drainage hierarchy:
- a) Retention for reuse;
 - b) Retention via soakage on-site or at-source;
 - c) Detention;
 - d) Conveyance.

- (6) Ensure communal stormwater devices are appropriately located, designed and constructed to minimise the number of devices in roads, contribute to a quality built environment and integrate with open space where practicable.
- (7) Ensure that subdivision provides adequate space to convey the overland flow path entering the precinct from Great South Road and that it is appropriately protected.

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

I4xx.4 Activity table

All relevant overlay, Auckland-wide and zone activity tables apply unless the activity is otherwise listed in Activity Table Ixx1.4.1 below.

- (1) ~~The provisions in any relevant zone and Auckland-wide provisions apply in this precinct unless otherwise specified below. A blank table cell with no activity status specified means that the underlying zone provisions apply.~~

Table I4xx.4.1 Activity table specifies the activity status of subdivision and development activities in the Gatland Road Precinct pursuant to sections 9(3) and 11 of the Resource Management Act 1991.

TABLE ~~I4XX.4.1~~ I4XX.4.1 ACTIVITY TABLE - SUBDIVISION – ALL ZONES

Activity	Activity status
Subdivision	
(A1) Subdivision in accordance with the Gatland Road precinct plan standards	RD
(A2) Subdivision not in accordance with the Gatland Road precinct plan standards	NC_D
Development	
New buildings and additions to buildings	

I4xx.5 Notification

- (1) Any application for resource consent for an activity listed in activity tables ~~Ixx4.4.1~~ I4xx.4.1 will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.

- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in [Rule C1.13\(4\)](#).

I4xx.6 Standards

All relevant overlay, Auckland-wide and zone standards apply to the activities listed in Activity Table Ixx.4.1 unless otherwise specified below.

All activities listed in Activity Table Ixx.4.1 must also comply with the following standards:

I4xx.6.1 Development standards

~~I4xx.6.1~~ I4xx.6.1.1 Building materials

Purpose: To protect water quality in streams, and the Slippery Creek Catchment, by avoiding the release of contaminants from building materials.

- (1) New buildings, and additions to buildings must be constructed using inert cladding, roofing and spouting building materials that do not have an exposed surface made from contaminants of concern to water quality (i.e. zinc, copper, and lead).

~~I4xx.7~~ I4xx.6.2 Subdivision Standards

~~Ixx4.7.1~~ I4xx.6.2.1 Roading Construction Standards

Purpose: to provide a safe and legible street network.

- (1) All roads, open space and greenway paths within the precinct must be located in general accordance with the Gatland Road Precinct Plan, including provision for the 'Potential Local Road Extension' to serve the adjoining land to the east.
- (2) All roads provided within the precinct must be constructed to the standards contained within Table ~~I4xx.6.1.1~~: I4xx6.2.1.1: Road Construction Standards within the Gatland Road Precinct or, where not contained in Table ~~I4xx.6.1.1~~ I4xx6.2.1.1 below, the relevant Auckland-wide rules apply.

TABLE ~~I4XX.6.1.1~~: ROAD CONSTRUCTION STANDARDS – GATLAND ROAD PRECINCT

Road typology	Road Reserve Width
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Local Road Amenity Link	22.2m
Local Road	16.0m

Table I4xx.6.2.1.1: Minimum road width, function and required design elements

Road name	Proposed role and function of road in precinct area	Minimum road reserve (1)	Total number of lanes	Design speed	median	Cycle provisions (2)	Pedestrian provision	Freight restrictions	Access restrictions	Bus Provision
Great South Rd	Arterial	30m	4	60km/h	Flush	Y	Both sides	Y	Y (5)	Y
Gatland Rd	Local	16m (4)	2	30km/h	N	N	Both sides	N	N	N
Amenity Link Rd	Local	22.2m	2	30km/h	N (3)	N	Both sides	N	N	N
Local internal roads	Local	16m	2	30km/h	N	N	Both sides	N	N	N

Note 1: Typical minimum cross section which may need to be varied in specific locations where required to accommodate batters, structures, intersection design, significant constraints or other localised design requirements.

Note 2: Cycle provision generally not required where design speeds are 30 km/h or less traffic volumes less than 3000 vehicles per day.

Note 3: Median not functionally required but could be provided to accommodate swale/dedicated overland flow path.

Note 4: Current legal width is 20 metres which is greater than that functionally required

Note 5: Refer to Assessment Criteria I410.8.1(2).

- (3) ~~Subdivision that does not comply with clauses 1 and 2 above is a discretionary activity.~~
- (3) ~~Cul-de-sac roads are a non-complying activity. This rule does not apply to staged road construction as part of a staged subdivision or balance site. Subdivision must not incorporate any cul-de-sac roads but may provide for an incomplete road as part of a staged subdivision to facilitate access to the adjoining land to the east.~~

- (4) A swale shall be provided as an integral part of the precinct for the conveyance of existing overland flows centrally within the precinct aligned with the 'Local road (Amenity Link)'. east-west road.

I4xx.6.2.2 – Building setback along Great South Road

Purpose: To provide for the future required widening of Great South Road.

- (1) A 5m-wide building setback must be provided along the frontage of the land adjoining Great South Road measured from the legal road boundary that existed at the year of 2021. No buildings, structures or parts of a building shall be constructed within this 5m wide setback.
- (2) The minimum 2.5m front yard setback of the underlying Mixed Housing Urban zone for land adjoining Great South Road shall be measured from the 5m-wide building setback required in (1) above.

I4xx.6.2.3 Greenways

Purpose: To ensure the anticipated greenway network for the area is incorporated into the development of the plan change land.

- (1) All greenway paths shown on the Gatland Road Precinct Plan shall be constructed to a minimum width of 3.00m.
- (2) A walkway network, generally in accordance with I4xx.9 Precinct plan including roads and open space area, is created to ensure an interconnected neighbourhood

~~I4xx.8~~ **I4xx.7 Assessment – Controlled Activities**

There are no controlled activities in this precinct.

~~I4xx.9~~ **I4xx.8 Assessment – Restricted discretionary activities**

~~I4xx.9.1~~ I4xx.8.1 MATTERS OF DISCRETION

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

- (1) Subdivision and development
- a) Consistency with the Gatland Road ~~p~~Precinct ~~p~~Plan I4xx.9

- b) Stormwater
 - c) Provision of open space and greenway paths in accordance with the Precinct Plan I4xx.9
- (2) For subdivision and development that does not comply with precinct standards the Council will restrict its discretion to all of the following matters when assessing a restricted discretionary resource consent application:
- a) the matters listed under C1.9(3);
 - b) Stormwater management methods proposed for the management of adverse effects on receiving environments, including cumulative effects, having regard to:
 - i. Hydrology mitigation
 - ii. Quality treatment
 - iii. Downstream flooding
 - iv. ~~Efficacy~~ Efficiency and effectiveness of infrastructure
 - v. Effects on mana whenua values
 - c) The safe and efficient operation of the current and future transport network
- (3) Whole of life costs associated with publicly vested roading and infrastructure assets

I4XX.9.2 I4XX.8.2 ASSESSMENT CRITERIA

The Council will consider the relevant assessment criteria below for restricted discretionary activities in addition to the assessment criteria specified for the relevant restricted discretionary activities in the overlays, zones or Auckland-wide provisions.

I4XX.9.2.1 I4XX.8.2.1 CONSISTENCY WITH THE GATLAND ROAD PRECINCT PLAN

- (1) The extent to which the subdivision or development implements and is in general accordance with the Gatland Road Precinct Plan;
- (2) Refers to Policies within I4xx Gatland Road Precinct Plan ~~Refer to Policy I4xx.3.1;~~
- (3) ~~Refer to Policy I4xx.3.2;~~

(3) Stormwater management

- a) Subdivision and development is in accordance with the approved Stormwater Management Plan and policies E1.3(1) – (14) and (20b).
- b) Changes in hydrology are mitigated with reuse and detention the primary mitigation methods with infiltration being applied where ground conditions have been identified as being suitable to absorb such discharges without

causing, accelerating or contributing to land instability and downstream effects either on site or on neighbouring properties.

- c) A treatment train approach is used to treat runoff from all impervious surfaces so that all contaminant generating surfaces are treated including cumulative effects of lower contaminant generating surfaces.
 - d) Where downstream assets affected by flooding are identified at the time of subdivision flood effects are mitigated by attenuating the up to the 100% AEP flood event within the precinct.
 - e) The design and ~~efficacy~~ efficiency of infrastructure and devices (including communal devices) with consideration given to the likely effectiveness, lifecycle costs, ease of access and operation and integration with the built and natural environment.
 - f) Adverse effects on Mana Whenua values are avoided, remedied or mitigated.
- (4) Greenways and parks – the extent to which the open space requirements of the Drury-Opaheke Structure Plan (2019) and Papakura Greenways – Local Plan (2016) are implemented and a neighbourhood park of approximately 4000m2 is incorporated into the subdivision.
- (5) Safe and efficient operation of the current and future transport network
- a) Whether the frontage along Great South Road is designed and constructed to an urban standard, including at a minimum footpath, and connectivity to the footpath network, including on the western side of Great South Road
 - b) Whether a road connection between Great South Road and Gatland Road is enabled through the design and layout of the subdivision
 - c) Whether the frontage along Gatland Road is designed and constructed to an urban standard

~~14xx.10~~ 14xx.9 Precinct plan



