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

Date: Wednesday 2nd, Thursday 3rd
and Friday 4th April 2025
Time: 9.30am
Meeting room: Council chamber
Venue: Ground floor, Auckland town hall
301-303 Queen Street, Auckland

PRIVATE PLAN CHANGE 103

HEARING REPORT

**1636-1738 DAIRY FLAT HIGHWAY AND 193
WILKS ROAD, SILVERDALE, AUCKLAND 0792**

**FLETCHER DEVELOPMENT LIMITED AND
FULTON HOGAN LAND DEVELOPMENT**

COMMISSIONERS

Chairperson Karyn Kurzeja (Chairperson)
Commissioners Vaughan Smith
Rebecca Skidmore

Chayla Walker
KAITOHUTOHU WHAKAWĀTANGA
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
FLETCHER DEVELOPMENT LIMITED AND FULTON HOGAN LAND DEVELOPMENT**

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Reporting officer, Dave Paul, Planner

Reporting on proposed Private Plan Change 103 - 1636-1738 Dairy Flat Highway and 193 Wilks Road, Silverdale, Auckland 0792 Private Plan Change to rezone Future Urban Land at Silverdale West to Light Industry.

APPLICANT: FLETCHER DEVELOPMENT LIMITED AND FULTON HOGAN LAND DEVELOPMENT

SUBMITTERS:	
Page 288	Yanmei Li
Page 290	HD Group represented by Ravikash Deep Singh
Page 296	DairyFlat ComDev Ltd represented by Jan Kiers
Page 298	Buy West Management represented by Taufua Barry
Page 300	Carlton Windust
Page 302	Loudene Marais
Page 305	Andrew Nigel Philipps Kay
Page 308	N Goument
Page 310	Tim Van Ameringen
Page 314	Zheming XU
Page 317	Mark Weingarth
Page 319	Robert and Linda Brown
Page 322	Auckland Council represented by Cnr Richard Hills, Cnr Angela Dalton and Edward Ashby
Page 336	Auckland Transport represented by Robbie Lee
Page 359	YJS Holding Ltd represented by Hamish Firth
Page 364	Mammoth Ventures Limited and DP Boocock No 2 Trustee Limited Represented by Burnette O'Connor
Page 368	NZ Transport Agency Waka Kotahi represented by Perri Unthank
Page 376	Seven Oaks Securities Ltd represented by Terri Binney
Page 379	Watercare Services Limited represented by Mark Iszard
Page 396	Hanna Katrina taylor moller

FURTHER SUBMITTERS:	
Page 398	Mark Weingarth
Page 400	NZ Transport Agency Waka Kotahi represented by Perri Unthank
Page 406	Auckland Transport represented by Robbie Lee
Page 412	Seven Oaks Securities Ltd represented by Terri Binney
Page 424	Mammoth Ventures Limited and DP Boocock No 2 Trustee Limited Represented by Burnette O'Connor
Page 429	Watercare Services Limited represented by Mark Iszard



Hearing Report for Proposed Private Plan Change 103: Silverdale West Industrial Area to the Auckland Unitary Plan (Operative in part)
Section 42A Hearing Report under the Resource Management Act 1991

Report to: Hearing Commissioners

Hearing Date/s: 2, 3 and 4 April 2025

File Reference PC103: Silverdale West Industrial Area

Report Author Dave Paul - Senior Policy Planner
Regional, North, West and Islands,
Policy, Planning & Governance

Report Approvers Peter Vari, Team Leader, Planning
Regional, North, West and Islands,
Policy, Planning & Governance

Report produced 10 March 2025

Summary of Proposed Plan Change 103: Silverdale West Industrial Area

Plan subject to change	Auckland Unitary Plan (Operative in part), 2016
Number and name of change	Proposed Plan Change 103 Silverdale West Industrial Area
Status of Plan	Operative in part (2016)
Type of change	Proposed Private Plan Change Request (Request)
Requestor	Fletcher Development Limited and Fulton Hogan Land Development (Requestor)
Committee date of approval (or adoption) for notification	Pursuant to clause 25(2)(b) of part 2 of Schedule 1 of the Resource Management Act 1991, Proposed Plan Change 103 was accepted by the Planning, Parks and Environment Committee on 13 June 2024.
Parts of the Auckland Unitary Plan affected by the proposed plan change	PC103 seeks to rezone approximately 107ha of land at Silverdale West from Future Urban Zone to Business - Light Industry Zone and to introduce a new precinct. Planning Maps Chapter 1 Precincts Chapter 3 Overlays – D13 Notable Tree Overlay Schedule 10: Notable Trees
Date draft proposed plan change was sent to iwi for feedback	The Requester has consulted with 12 mana whenua groups. A hui was held on 16 December 2022 which Ngāti Maru attended.
Date of notification of the proposed plan change and whether it was publicly notified or limited notified	Full public notification on 12 July 2024. Submissions closed on 9 August 2024.
Plan development process used – collaborative, streamlined or normal	Normal
Submissions received (excluding withdrawals)	20 submitters made 124 primary submission points
Date summary of submissions notified	Summary of Decisions Requested notified on 13 September 2024. Further submissions closed on 27 September 2024.
Number of further submissions received (numbers)	6 further submitters made 74 further submission points
Legal Effect at Notification	No legal effect.
Main issues or topics emerging from all submissions	The key issues raised include: <ul style="list-style-type: none"> • decline as out of sequence with the Council's Future

	<p>Development Strategy</p> <ul style="list-style-type: none"> • ensure funding and financing of infrastructure • align development with the provision of infrastructure • restrict development until bulk water and wastewater capacity available • provide transport upgrades – eg Silverdale interchange, active mode access across interchange and on Dairy Flat Highway • remove the “additional height area” or make over height buildings a Restricted Discretionary Activity • correctly assess wetlands • carry out bat and lizard surveys • delete provisions on ecological offsetting and compensation • include additional areas, Pine Valley area and a site on the southern edge of the plan change area.
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Report Author Dave Paul Senior, Policy Planner, Regional, North, West and Islands, Policy, Planning & Governance.

My experience is set out in Attachment 1.

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Abbreviations

Abbreviations in this report include:

Abbreviation	Meaning
PC103	Proposed Private Plan Change 103
PPC	Proposed Private Plan Change 103
RMA	Resource Management Act 1991
AUP	Auckland Unitary Plan (Operative in part) 2016
SEA	Significant Ecological Area Overlay
SMAF	Stormwater Management Area Control – Flow 1 and Flow 2
NPS-UD	National Policy Statement on Urban Development 2020
NPS-FM	National Policy Statement on Freshwater Management
NPS-HPL	National Policy Statement for Highly Productive Land 2022
NES	National Environmental Standards
NES-CS	National Environmental Standard on Assessing and Managing Contaminants into Soil to protect Human Health
RPS	Regional Policy Statement
NDC	Auckland Region-Wide Network Discharge Consent
Requestor	Fletcher Development Limited and Fulton Hogan Land Development
FUZ	Future Urban Zone
RUB	Rural Urban Boundary
FDS	Future Development Strategy

SGA	Supporting Growth Alliance
NZTA	New Zealand Transport Agency/Waka Kotahi
Watercare	Watercare Services Limited
AT	Auckland Transport

Attachments

Attachment 1	Reporting Planner Experience and Qualifications
Attachment 2	Proposed Plan Change 103 –Silverdale West Industrial Area Request (as notified) Section 32 and Technical Reports
Attachment 3	42A Report Technical Memorandum <ul style="list-style-type: none"> • Appendix 3(1) Landscape • Appendix 3(2) Ecology • Appendix 3(3) Healthy Waters • Appendix 3(4) Water and Wastewater • Appendix 3(5) Geotechnical • Appendix 3(6) Transportation • Appendix 3(7) Archaeology • Appendix 3(8) Parks Planning • Appendix 3(9) Transport Infrastructure Funding and Financing • Appendix 3(10) Built Heritage •
Attachment 4A	Silverdale West Industrial Area Structure Plan Economic study
Attachment 4B	Silverdale Business Land Update 2022
Attachment 5	Submissions and Further Submissions
Attachment AR1	PC103 Recommended Precinct Modifications (see Attachment AR1 to the Addendum s42A Hearing Report

EXECUTIVE SUMMARY

1. PC103 seeks to rezone approximately 107ha of land at Silverdale West from the Future Urban Zone to Business - Light Industry Zone and to introduce a new Silverdale West Industrial Precinct.
2. PC103 also proposes to make the following amendments to the AUP:
 - Identifies four trees to include within Chapter 3 Overlays – D13 Notable Tree Overlay Schedule 10: Notable Trees and on the Planning Maps
 - Adds the area to the Stormwater Management Control Area – Flow 1 on the Planning Maps
 - Deletes the Macroinvertebrate Community Index – Rural notation from the planning maps across the proposed Silverdale West Precinct and replaces it with the Macroinvertebrate Community Index – Urban notation.
 - Adds an area of native vegetation to the Significant Ecological Area (SEA) Overlay.
3. The normal plan change process set out in Schedule 1 of the Resource Management Act 1991 ('RMA') was adhered to in developing PC103.
4. This hearing report has been prepared in accordance with section 42A of the RMA.
5. This report considered the issues raised by submissions and further submissions on PC103. The discussion and draft recommendations in this report are intended to assist the Hearing Commissioners, and those persons or organisations that lodged submissions on PC103. The recommendations contained within this report are not the

decisions of the Hearing Commissioners. A decision will be made on PC103 by Hearing Commissioners following the Council hearing.

6. This report also forms part of Council's ongoing obligations, which is, to consider the appropriateness of the proposed provisions, as well as the benefits and costs of any policies, rules or other methods, as well as the consideration of issues raised submissions on PC103.
7. An evaluation report in accordance with section 32 of the RMA has also been prepared by the Requestor for this purpose and is attached in Attachment 2. This Section 32 report' and associated documentation related to PC103, on the Council's website, should be considered in making decisions on PC103.
8. Proposed modifications to the Silverdale West Industrial Precinct are set out in Attachment AR1 to the Addendum s42A Hearing Report. This is so that there is only one set of proposed amendments to PC103 as notified and to avoid having a set of amendments from this report and another set from the Addendum s42A Report which would have been confusing.
9. It is recommended that, subject to matters raised in this report being addressed by the Requestor PC103, be **approved** with modifications.

1 BACKGROUND

1.1. Site and surrounding area

1. The PC103 area is approximately 107ha in area and is located in Silverdale West between SH1 to the east and Dairy Flat Highway to the west. It extends to the south to approximately halfway to Wilks Road (refer **Figure 1**). The existing Silverdale industrial area and town centre are located to the north-east across SH 1. The northern boundary of the PC103 area is approximately 30km from central Auckland.

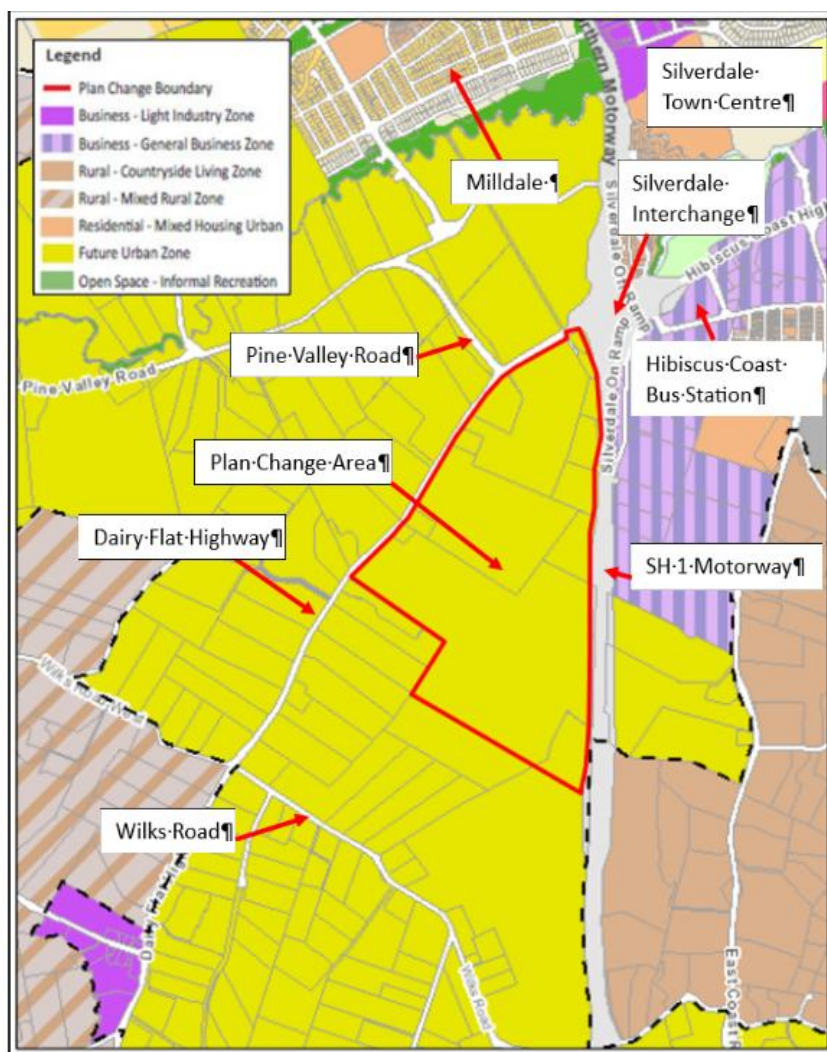


Figure 1: PC103 Silverdale West Locality Plan

2. The PC103 area is part of the wider Dairy Flat Future Urban Zone which extends from Potter Road and Dairy Flat Highway in the south to north of the developing Milldale area as far as the Ara Hills residential development, (refer **Figure 2**).

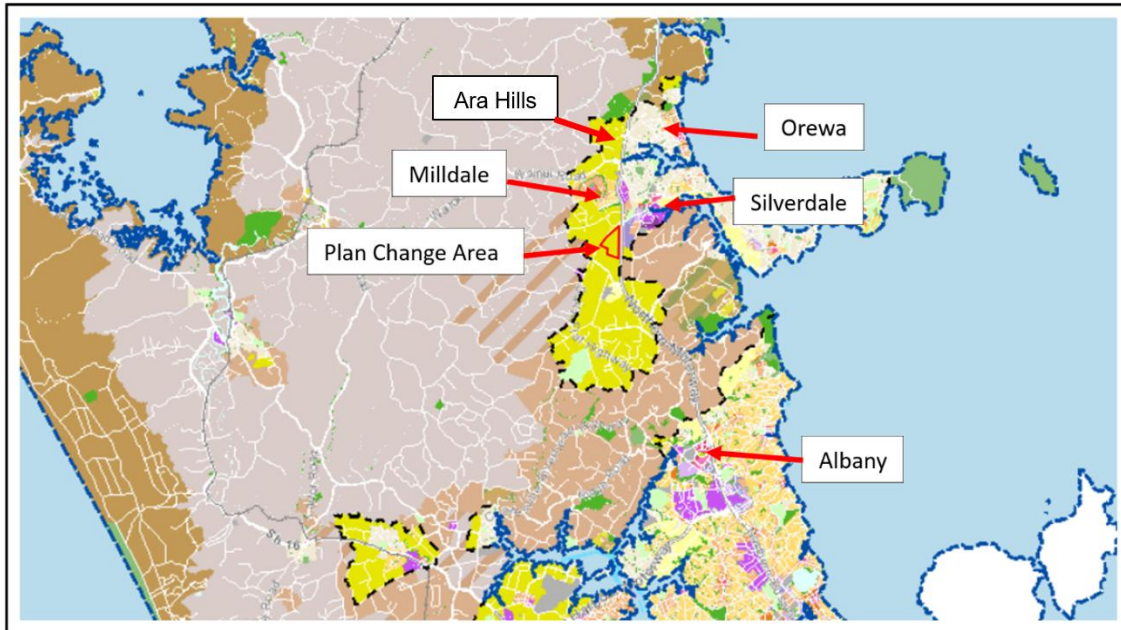


Figure 2 PC103 Silverdale West Within the Wider Area

3. The PC103 area is currently in pasture with some consented yard activities on smaller sites located in the east adjoining the SH1 motorway. The land is in the ownership of 10 parties including the Requestors who own approximately 70ha of the land.
4. The landform is a gently sloping valley with the main watercourse, John Creek, a permanent stream that flows south to north through the site. Agricultural and past farming activities have removed almost all indigenous vegetation, although there are two defined clusters towards the northern extent of the PC103 area. There is one area of kanuka forest that is proposed to be identified as significant natural area within the PC103 area.
5. Much of the PC103 area is viewed from SH1 and the surrounding elevated land east of the motorway.
6. The network of watercourses within Silverdale West consists of small headwater streams and four permanent watercourses. These include John Creek which flows south to north through the centre of the area, two streams flowing into this from the east and a stream which flows from the southern boundary and joins John Creek at the southern end of the area. John Creek is not fenced and is highly degraded. Likewise, the smaller intermittent streams and ephemeral tributaries are in pasture areas and consequently are highly degraded due to a lack of riparian cover and severe stock damage to stream beds.
7. The PC103 area is accessed from Dairy Flat Highway. Access to Silverdale and Orewa is via the Hibiscus Coast Highway. There is also access to the Milldale area via Pine Valley Road and the new Argent Lane. Access to SH1 north and south is via the Silverdale Interchange and provides connections to Auckland, Silverdale and Warkworth.

1.2. Existing plan provisions

8. The PC103 area is zoned Future Urban Zone (**FUZ**). The FUZ is a transitional zone that is applied to land that has been identified as being suitable for urban zoning and associated subdivision and development at a future time. Land may be used for a

range of general rural activities but cannot be used for urban activities until the area is rezoned for urban purposes. Permitted activities include farming, horticulture and several other rural activities and industries that do not compromise its ability to be urbanised in the future.

The objectives for the FUZ are:

H18.2. Objectives

- 1) *Land is used and developed to achieve the objectives of the Rural – Rural Production Zone until it has been rezoned for urban purposes.*
- 2) *Rural activities and services are provided for to support the rural community until the land is rezoned for urban purposes.*
- 3) *Future urban development is not compromised by premature subdivision, use or development.*
- 4) *Urbanisation on sites zoned Future Urban Zone is avoided until the sites have been rezoned for urban purposes.*

There are also related policies to achieve these objectives.

1.3. Overlays

9. The PC103 area is also subject to the following overlays and controls:
 - Stormwater Management Control Area – Flow 1
 - Macroinvertebrate Community Index – Rural
10. A very small part of the PC103 area in the west near Pine Valley Road is subject to Designation 1480 Pine Valley Road Dairy Flat Highway. The area is also subject to the Supporting Growth Transport Designations:
 - NOR 8 North Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat. This affects the PC103 area immediately east of Dairy Flat Highway (Auckland Transport).
 - NOR 4 State Highway 1 Improvements – Albany to Ōrewa and Alterations to Existing Designations 6751, 6760, 6759, 6761 also affect the PC103 area immediately west of the existing SH1 motorway (NZTA).

2. PROPOSED PLAN CHANGE 103 PROVISIONS

11. PC103 seeks to rezone approximately 107ha of land at Silverdale West from the Future Urban Zone to Business - Light Industry Zone.
12. In addition to rezoning the land, PC103 seeks to introduce a new precinct, referenced as the Silverdale West Industrial Precinct, to Chapter I Precincts of the AUP. This precinct would overall rely on the existing provisions of the AUP but would also introduce several site-specific objectives, policies, activities and standards that reflect the desired outcomes for the area.

13. The primary purpose of the Precinct as notified is:

to enable light industrial activities proximate to the urban growth in the wider northern areas of Auckland and the state highway transport network. Light industrial land use and subdivision activities are largely enabled through the underlying zoning, however the delivery of these within the precinct is closely aligned with the delivery of transport and other infrastructure upgrades needed to support the development of the precinct. Expected landscape amenity, stormwater and ecological outcomes are also articulated within the precinct and respond to mana whenua values.

14. The proposed Precinct extent and key spatial elements are shown in **Figure 3**.

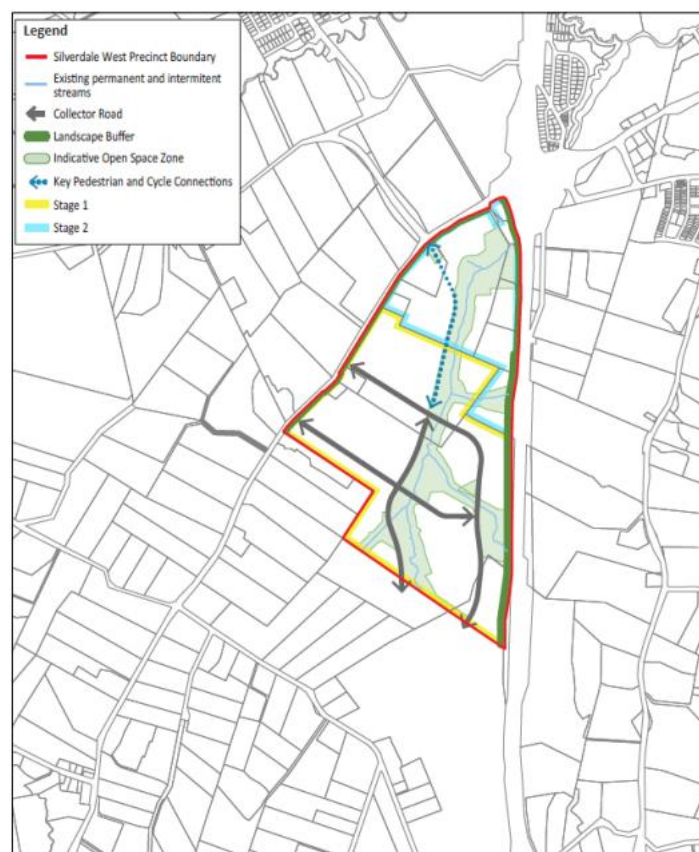


Figure 3 PC103 Precinct Plan as Notified

15. PC103 also proposes to make the following amendments to the AUP:
- Identifies four trees for inclusion within Chapter 3 Overlays – D13 Notable Tree Overlay Schedule 10: Notable Trees and on the Planning Maps
 - Adds the area to the Stormwater Management Control Area – Flow 1 on the Planning Maps
 - Deletes the Macroinvertebrate Community Index – Rural notation from the planning maps across the proposed Silverdale West Precinct and replaces it with the Macroinvertebrate Community Index – Urban notation.
 - Adds an area of native vegetation to the SEA Overlay.
16. The reasons given by the applicant for the PC103 Request include the following:

The purpose of the PPC is to enable the provision of additional light industrial land in Silverdale West. The Applicants are the majority owners of the Plan Change area and intend to develop their landholdings in a manner consistent with the proposed zoning framework, which this PPC request will enable.

The PPC is consistent with the objectives of the Council's planning documents and, in this regard, the reasons for the PPC are justified and consistent with sound resource management practice.

17. The Requestor provided the following information to support the PC103 Request (see Attachment 2):
- Private plan change request, including drafted changes to the AUP
 - Section 32 evaluation report by Unio Environmental
 - Specialist reports:
 - Integrated Transport Assessment - Stantec
 - Ecological Assessment - RMA Ecology
 - Infrastructure Report - Civix
 - Stormwater Management Plan - Civix
 - Geotechnical Assessment - CMW Geosciences
 - Urban Design Statement – Barker and Associates
 - Heritage Assessment - Clough and Associates
 - Archaeological Assessment - Clough and Associates
 - Economic Assessment - Property Economics
 - Landscape Memorandum - Barker and Associates
 - Contamination - Groundwater and Environmental Services
 - Arborist Assessment - Arbor Connect.

3. HEARINGS AND DECISION MAKING CONSIDERATIONS

18. Clause 8B of Schedule 1 of RMA requires that a local authority shall hold hearings into submissions on proposed private plan change requests.
19. Auckland Council's Combined Chief Executives' Delegation Register delegates to hearing commissioners all powers, duties and functions under the RMA. This delegation includes the authority to determine decisions on submissions on a plan change, and the authority to approve, decline, or approve with modifications, a private plan change request. Hearing Commissioners will not be recommending a decision to the council but rather they will be issuing the decision under delegated authority.
20. In accordance with s42A(1) of the RMA, this report considers the information provided by the Requestor and summarises and discusses submissions received on PC103. It makes recommendations on whether to accept, in full or in part; or reject each submission. This report also identifies what amendments, if any, can be made to address matters raised in submissions. Proposed modifications to the Silverdale West Industrial Precinct are set out in Attachment AR1 to the Addendum s42A Hearing Report. This is to only have one set of proposed amendments and to avoid having a

set of amendments from this report and another set from the Addendum s42A Report which would have been confusing.

21. This report makes a recommendation on whether to approve, decline, or approve with modifications PC103. Any conclusions or recommendations in this report are not binding to the Hearing Commissioners.
22. This report also includes views of the Rodney Local Board on the content of PC103.
23. The Hearing Commissioners will consider all the information submitted in support of the proposed plan change, information in this report, and information in submissions together with evidence presented at the hearing.
24. This report has been prepared by Dave Paul - Senior Policy Planner at Auckland Council and draws on technical advice provided by the following technical experts:

Expertise	Name
Transport	Craig Richards – Transport Consultants Beca
Wastewater/water supply	July Zhou - Development Engineer, Auckland Council
Parks	Gerard McCarten - Planning Consultant
Stormwater	Lee Te – Healthy Waters Specialist, Auckland Council Healthy Waters and Flood Resilience Kedan Li – Healthy Waters Specialist, Auckland Council Healthy Waters and Flood Resilience Danny Klimetz Principal Waterways Planning, Auckland Council, Health Waters and Flood Resilience Note: In the rest of this report, I refer to these experts collectively as “Healthy Waters”.
Ecology - terrestrial & freshwater	Kirsty Myron - Ecologist: Auckland Council
Landscape/visual	Bridget Gilbert - Landscape Architecture Consultant
Heritage	Rebecca Ramsay – Senior Specialist Heritage, Auckland Council Cara Francesco - Senior Specialist Heritage, Auckland Council
Geotechnical	Nicole Li - Geotechnical Practice Lead, Auckland Council, Engineering Design & Asset Management
Arboriculture	West Fynn Senior - Heritage Arborist, Auckland Council

25. The technical reports and memoranda provided by the above experts are included in Attachment 3 of this report.

4. STATUTORY AND POLICY FRAMEWORK

26. 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.
27. 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)”.
28. 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.
29. PC103 relates to district plan matters with respect to introducing urban zones and a precinct over the PC103 area. However, the consideration of how PC103 gives effect to the Regional Policy Statement is also required.
30. The following sections summarises the statutory and policy framework, relevant to PC103.

4.1. Resource Management Act 1991

4.1.1. Plan change matters – regional and district plans

31. In the development of a proposed plan change to a regional and/ or district plan, the RMA sets out mandatory requirements in the preparation and process of the proposed plan change. Table 1 below summarises matters for plan changes to regional and district plan matters.
32. PC103 does not propose any changes to the regional provisions of the AUP.

Relevant Act/ Policy/ Plan	Section	Matters
Resource Management Act 1991	Part 2	Purpose and intent of the Act
Resource Management Act 1991	Section 32	Requirements preparing and publishing evaluation reports. This section requires councils to consider the alternatives, costs and benefits of the proposal
Resource Management Act 1991	Section 80	Enables a ‘combined’ regional and district document. The Auckland Unitary Plan is in part a regional plan and district plan to assist Council to carry out its functions as a regional council and as a territorial authority
Resource Management Act 1991	Schedule 1	Sets out the process for preparation and change of policy statements and plans by local authorities

Table 1 Plan Change Matters Relevant to Regional and District Plans

33. The mandatory requirements for plan preparation are comprehensively summarised by the Environment Court in *Long Bay-Okura Great Park Society Incorporated and Others v North Shore City Council* (Decision A078/2008)¹, where the Court set out the following measures for evaluating objectives, policies, rules and other methods. This is outlined in Box 1.

Box 1

A. General requirements

1. *A district plan (change) should be designed to accord with, and assist the territorial authority to carry out its functions so as to achieve, the purpose of the Act.*
2. *When preparing its district plan (change) the territorial authority must give effect to any national policy statement or New Zealand Coastal Policy Statement.*
3. *When preparing its district plan (change) the territorial authority shall:*
 - (a) *have regard to any proposed regional policy statement;*
 - (b) *not be inconsistent with any operative regional policy statement.*
4. *In relation to regional plans:*
 - (a) *the district plan (change) must not be inconsistent with an operative regional plan for any matter specified in section 30(1) [or a water conservation order]; and*
 - (b) *must have regard to any proposed regional plan on any matter of regional significance etc.;*
5. *When preparing its district plan (change) the territorial authority must also:*
 - *have regard to any relevant management plans and strategies under other Acts, and to any relevant entry in the Historic Places Register and to various fisheries regulations; and to consistency with plans and proposed plans of adjacent territorial authorities;*
 - *take into account any relevant planning document recognised by an iwi authority; and*
 - *not have regard to trade competition;*
6. *The district plan (change) must be prepared in accordance with any regulation (there are none at present);*
7. *The formal requirement that a district plan (change) must also state its objectives, policies and the rules (if any) and may state other matters.*

B. Objectives [the section 32 test for objectives]

8. *Each proposed objective in a district plan (change) is to be evaluated by the extent to which it is the most appropriate way to achieve the purpose of the Act.*

C. Policies and methods (including rules) [the section 32 test for policies and rules]

9. *The policies are to implement the objectives, and the rules (if any) are to implement the policies;*
10. *Each proposed policy or method (including each rule) is to be examined, having regard to its efficiency and effectiveness, as to whether it is the most appropriate method for achieving the objectives of the district plan taking into account:*
 - (a) *the benefits and costs of the proposed policies and methods (including rules); and*
 - (b) *the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the policies, rules, or other methods.*

D. Rules

11. *In making a rule the territorial authority must have regard to the actual or potential effect of*

¹ Subsequent cases have updated the Long Bay summary, including *Colonial Vineyard v Marlborough District Council* [2014] NZEnvC 55.

activities on the environment.

E. Other statutes:

12. Finally territorial authorities may be required to comply with other statutes. Within the Auckland Region they are subject to:

- the Hauraki Gulf Maritime Park Act 2000;
- the Local Government (Auckland) Amendment Act 2004.

4.1.2. Resource Management Act 1991- Regional matters

34. There are mandatory considerations in the development of a proposed plan change that relate to regional plans. PC103 does not seek to change any regional plan provisions.

4.1.3. Resource Management Act 1991- District matters

35. There are mandatory considerations in the development of a proposed plan change to district plans and rules. Table 2 below summarises district plan matters under the RMA, relevant to PC103.

Plan	Relevant Act/ Policy/	Section	Matters
Resource Management Act 1991		Part 2	Purpose and intent of the RMA
Resource Management Act 1991		Section 31	Functions of territorial authorities in giving effect to the RMA
Resource Management Act 1991		Section 73	Sets out Schedule 1 of the RMA as the process to prepare or change a district plan
Resource Management Act 1991		Section 74	Matters to be considered by a territorial authority when preparing a change to its district plan. This includes its functions under section 31, Part 2 of the RMA, national policy statement, other regulations and other matter
Resource Management Act 1991		Section 75	Outlines the requirements in the contents of a district plan
Resource Management Act 1991		Section 76	Outlines the purpose of district rules, which is to carry out the functions of the RMA and achieve the objective and policies set out in the district plan. A district rule also requires the territorial authority to have regard to the actual or potential effect (including adverse effects), of activities in the proposal, on the environment

Table 2 Plan Change- District Plan Matters Under the RMA

4.2. National policy statements

36. Pursuant to Sections 74(1)(ea) and 75 of the RMA the relevant national policy statements (NPS) must be considered in the preparation, and in considering submissions on PC103. A district plan must give effect to any national policy statement.
37. The applicant considers that the following are relevant to the assessment of PC103:
- The National Policy Statement on Urban Development 2020 – updated May 2022 (NPS-UD)
 - National Policy Statement on Freshwater Management 2020 (NPS-FM)
 - New Zealand Coastal Policy Statement 2010 (NZCPS)
 - National Policy Statement for Highly Productive Land 2022 (NPS-HPL)
 - National Policy Statement for Indigenous Biodiversity 2023 (NPS-IB)

4.2.1. The National Policy Statement on Urban Development

38. The Request discusses the NPS-UD on pages 25 to 27 of the s32 document.
39. The NPS – UD provides direction to decision-makers under the RMA on planning for urban environments. The NPS-UD sets out objectives and policies that apply to all decision-makers when making planning decisions that affect an urban environment.

Requestor's assessment

40. The Requestor cites Policy 1 of the NPS-UD which is:

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.*

41. The Requestor states that:

The components of a well-functioning urban environment that the Silverdale West Precinct will support include:

- *Enabling a variety of sites that are suitable for industry in an area which is located away from the typically more sensitive residential zoned land and located*

directly adjacent to SH1, a major arterial providing direct access to Auckland city centre and the northern regions.

- *Promoting good accessibility between housing, jobs, community services and open spaces by enabling more people to work in accessible locations close to where they live, public and active transport, which also supports a reduction in greenhouse gas emissions through reduced car dependence;*
- *Supporting the competitive operation of land and development markets by providing a broadly enabling zone framework and providing flexibility for the market to take up those opportunities; and*
- *Being resilient through the likely current and future effects of climate change through flooding and promoting a compact and efficient urban form.*

42. The Requestor then discusses Policy 2 which is:

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.

43. The Requestor considers that:

The PPC will enable the development of an additional 83.38 hectares of land for light industrial activity, significantly adding to Auckland's development capacity within the North. [Area is net of indicative opens space]

44. The Requestor also addresses Objective 4 which is:

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.

45. The Requestor states:

The PPC will enable urban industrial development within an area which is currently rural in character. This will result in significant change over time in the rural character and may detract from the current amenity values currently enjoyed by some residents..... In particular, the amenity values offered within an industrial area include more employment areas with which can be accessed by the surrounding residential areas currently under development.

46. The Requestor also discusses the integration of development with the provision of infrastructure and adding significant development capacity, (Objective 6 (the s32 refers to Objective 5 but this appears to be an error) and Policy 6). The Requestor notes that PC103 area is not in sequence with the FDS which indicates a 2030+ timeline for implementation of infrastructure to support development within Silverdale West. It goes on to state that its more detailed technical analysis had confirmed that capacity, or an infrastructure solution, exists to enable development ahead of 2030 and states:

The PPC includes all necessary infrastructure upgrades as prerequisites to development within the Plan Change area, ensuring that no burden associated with bringing the implementation of Silverdale West Stage 1 forward falls on the Council.

47. The Requestor also notes that there is a shortage of industrial zoned land in the area and that rezoning the PC103 area:

...will assist with providing industrial land to satisfy demand for industrial land over the short-medium. This in turn will contribute to a well-functioning urban environment through providing employment opportunities reducing the need for some people to travel outside the wider Silverdale / Dairy Flat / Hibiscus Coast areas, area for work.

48. The Requestor addresses the issue of Green House Gases (Objective 6 of the NPS-UD) and notes:
- The PPC proposes a comprehensive and integrated development over a large land holding that is adjacent to existing urban (primarily residential) development in Silverdale. The proposed development will enable employment opportunities that can be accessed via public and active modes of transport from the surrounding residential communities such as Milldale to the north. This creates opportunities for residents to live and work closer to home, thereby reducing the need for travel to other areas; and*
 - There is currently little transport choice within the Plan Change area as roads are rural arterials with no provision for footpaths and cycling. The PPC provides an opportunity to increase use of public and active modes of transport as urbanisation of the Plan Change area upgrades roads to provide for walking and cycling infrastructure and generates more public transport demand from employees.*
49. The Requestor considers that over all PC103 gives effect to the NPS-UD.

Comment

50. I consider that PC103 gives effect to a number of objectives and policies in the NPS-UD. PC103 provides for people's economic well-being by providing local jobs and access to services (Objective 1). It also provides for business land (Objective 3(c), Objective 6(c), Policies 1(b) (c) and (d), Policy 6(c), and Policy 8). It provides for industrial (business) development on land identified for future urban development and it is generally consistent with the Silverdale West Industrial Area Structure Plan prepared by the Council.
51. In relation to Policy 8, the proposal is out of sequence but not unanticipated as the land is zoned Future Urban meaning it is intended to be developed, and a structure plan has been prepared which identified the land for industrial zoning. PC103 also addresses the matter of greenhouse gases (Objective 8 and Policies 1 (e) and (f)) by providing business land close to growing population areas meaning there are opportunities for shorter car trips for work and services provided by the industrial area.
52. However, I consider that there are NPS-UD objectives and policies that require more consideration by the Requestor, and these relate to the integrated provision of infrastructure. Relevant objectives and policies in this context include Objective 3(b), Objective 6(a), Policy 1(c) and Policy 10(b). The NP-UD in Part 3 Implementation, also requires development capacity to be infrastructure ready which is defined in the NPS-UD. In particular, the Requestor needs to address the short-term interim servicing options in the context of the NPS-UD objectives and policies.
53. Mr Richards (Transport Beca) and Mr Zhou (Development Engineer, Auckland Council) consider that adequate transport and wastewater and water infrastructure respectively can be provided. The developers have to provide the necessary infrastructure through the precinct provisions prior to certain levels of development

being allowed. In terms of wastewater and water, initially and in the short-term, temporary solutions can be provided.

54. The details of servicing are discussed in greater detail below in Section 6 on the Assessment of Effects
55. In relation to open space, Mr McCarten (Planning Consultant) has assessed PC103 in terms of the NPS-UD and considers it satisfies the open space requirements in the NPS-UD, particularly Policy (1)(c) and Section 3.5.
56. Healthy Waters address the infrastructure aspect of the NPS-UD in relation stormwater and notes that the s32 Report addresses stormwater infrastructure but states:

7.2 ...However, further details are required in the proposed SMP and in the proposed Silverdale West Industrial Precinct provisions to provide certainty that stormwater infrastructure will be designed appropriately, constructed and operational before subdivision and development of the PPC 103 area.
57. The Requestor needs to address this in its evidence to the hearing.
58. The NPS-UD also addresses the Treaty of Waitangi (Te Tiriti o Waitangi) but the Requestor does not address this specifically in the context of the NPS-UD but does address iwi issues in the s32 Report under Section 7.3 Consultation and engagement and Section 10.10 Cultural values. These are considered further below.
59. I therefore consider that overall PC103 appropriately gives effect to the NPS-UD.

4.2.2. National Policy Statement for Freshwater Management 2020 (NP-FM).

Requestors Assessment

60. The Request notes that the NPS-FM:

sets a national policy framework for managing freshwater quality and quantity. Of relevance to the PPC, the NPS-FM seeks to:
 - *Manage freshwater in a way that 'gives effect to Te Mana o te wai through involving tangata whenua, and prioritising the health and wellbeing of water bodies, then the essential needs of people, followed by other uses.*
 - *Improve degraded water bodies.*
 - *Avoid any further loss or degradation of wetlands and streams.*
 - *Identify and work towards target outcomes for fish abundance, diversity and passage and address in-stream barriers to fish passage over time.*
61. The Requestor outlines the following:
 - *proposed to apply the Stormwater Management Area Control – Flow 1 ('SMAF 1') across the Plan Change area*
 - *the use of an integrated stormwater management approach*
 - *best practicable options are identified in the Stormwater Management Plan prepared for the PC103 area*
 - *all stream tributaries within the Plan Change area are highly eroded and degraded.*

- *there may be some stream reclamation but the effects may be offset through enhancement of other sections of streams within the Plan Change area, or off site as provided for under the AUP, to ensure no net loss is achieved.*

62. The Request considers that PC103 will result in improvements to the overall health of streams and wetlands within the Precinct through the requirements for Riparian enhancement along the identified streams. It concludes that:

“The overall outcome from the proposed PPC will be a clear, positive, net-benefit for indigenous biodiversity values and ecological services, the spans of waterways, wetlands, wildlife habitat and native revegetation.”

Comment

63. Ms Myron (Ecologist) in her memorandum identifies several aspects of PC103 that in her opinion do not give effect to the NPS-FM. In Section 4 Ms Myron states that she does not consider that PC103 appropriately identifies and addresses wetlands in line with the NPS. Similarly, Ms Myron considers that PC103 does not adequately address streams and states:

4.14 The NPS-FM, NES-F and AUP Chapters B7 contain strong directives requiring any more than minor adverse effects on freshwater, and on any ecosystem associated with freshwater to be avoided and that freshwater systems are protected, restored and enhanced.

64. Ms Myron concludes:

6.3 Whilst the protection of some streams is provided (principally the central John Creek corridor), those the applicant has shown on the Precinct Plan appears to be inconsistent with National Policy Statement for Freshwater Management 2020 and National Environmental Standards for Freshwater Regulations 2023. I believe this is relevant as the two statutory considerations afford protection, maintenance, and preferable enhancement unless reclamation has no practicable alternative. The applicant has provided no evidence to support the reclamation of some streams and wetlands in a green field development.

65. These issues were canvassed through a request for further information under clause 23 of Schedule 1 of the RMA, but disagreement still exists between the Requestor and the Council’s experts and needs to be addressed at the hearing.

66. Healthy Waters address the NPS-FM and states:

7.3 The proposed SMP also provides stream protection, such as riparian planting, riparian setbacks and stream assessment for instream and/or stream margin works to improve or maintained the health and well-being of the waterbodies. The reclamation of some streams and wetlands is not consistent with the NPS-FM, however the protection and enhancement of John Creek is consistent with the NPS-FM.

67. At this stage, I consider that overall PC103 does not appropriately give effect to the NPS-FM. The Requestor needs to address the issue of some streams and wetlands being reclaimed within the PC103 area in order to show how the provisions of the NPS-FM are addressed.

4.2.3. New Zealand Coastal Policy Statement 2010 (NZCPS)

Requestors Assessment

68. The Request states that:

The NZCPS contains objectives and policies relating to the coastal environment to achieve the purpose of the RMA. Notwithstanding that the Waitemata Harbour is the ultimate receiving environment for stormwater flows from the Plan Change area, the NZCPS is not relevant to the PPC.

Comment

69. John Creek, which drains the PC103 area, flows into the Weiti Estuary and then to the Hauraki Gulf. I do not agree with the Requestor that the NZCPS is not relevant to PC103. While the PC103 area is not within the coastal environment, it does drain to the upper reaches of the Weiti Estuary. Therefore, how run-off from the catchment is treated is a matter that needs to be addressed and, in my view, it is addressed and managed through the Stormwater Management Plan (SMP).

70. I consider that PC103 gives effect to the NZCPS.

4.2.4. National Policy Statement for Highly Productive Land 2022 (NPS-HPL)

71. The NPS-HPL came into force on 17 October 2022. It is about ensuring the availability of New Zealand's most favourable soils for food and fibre production, now and for future generations.

Requestors Assessment

72. The Request states that the NPS-HPL does not apply to existing urban areas and land that Councils have identified as future urban zones in district plans. As the Plan Change area is currently within the Future Urban Zone, the provisions of the NPS-HPL do not apply.

Comment

73. The PC103 land is currently zoned FUZ and is therefore excluded from the NPS-HPL mapping and subsequent protection. In any event, none of the land within the PC103 area is categorised as highly productive under the transitional definition from the NPS-HPL.

74. As none of the land within PC103 is considered to be highly productive land, the NPS-HPL is not relevant to PC103.

4.2.5. National Policy Statement for Indigenous Biodiversity (NPS-IB)

75. The NPS-IB which sets out the objectives and policies to identify, protect, manage and restore indigenous biodiversity under the RMA. The Request states that:

The Silverdale West Plan Change area is primarily used for farming activity at present. The land has been historically cleared for pasture and has been intensively worked for many years.

Requestors Assessment

76. The Request notes that an area of kanuka forest has been identified along John Creek and that it meets the criteria for the identification of Significant Ecological Areas (SEAs) in Schedule 3 of the AUP(OP) (Policy B7.2) and is considered to be an area of significant indigenous vegetation. PC103 therefore proposes to include the area kanuka forest to the SEA overlay.

Comment

77. The Unitary Plan has not yet been amended to give effect to the NPS-IB. However, the interpretation of a 'significant natural area' (**SNA**) includes an area of significant indigenous vegetation or significant habitat of indigenous fauna (regardless of how it is described) already identified in a plan or policy statement until such time it is effectively re-evaluated.
78. PC103 proposes the addition of an area of native vegetation to the AUP SEA Overlay. In her technical memorandum Ms Myron agrees with the inclusion of the new area of SEA in the AUP.
79. Ms Myron considers the approach to fauna in PC103 and considers that the lack of surveys for bat and lizards does not address the NPS-IB and she states:

4.26 In my opinion, the lack of Precinct provisions will not address the presence of threatened fauna species at resource consent stage. Habitat outside of any riparian or SEA area will not be protected and can be removed as of right. This means that the development will not give effect to either the AUP or NPS-IB.

4.27 The NPS-IB states in "Policy 8: The importance of maintaining indigenous biodiversity outside SNAs is recognised and provided for", and "Policy 15: Areas outside SNAs that support specified highly mobile fauna are identified and managed to maintain their populations across their natural range and information and awareness of highly mobile fauna is improved."

4.28 Further, the Structure Plan (April 2020) states that "More detailed surveys would determine whether they [bats] are roosting within the area or passing through during foraging". This has not been undertaken. The same response was supplied with regard to providing formal surveys on native lizards. The applicant has therefore not addressed the objectives and policies of the NPS-IB at the Clause 23 stage.

80. The Requestor therefore needs to address these issues in its evidence, as PC103 does not currently give effect to the NPS-IB.

4.3. National environmental standards or regulations

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

Requestors Assessment

82. The Requestor considers that the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 (NES-CS) and National

Environmental Standards for Freshwater Regulations 2023 (NES-FW) are relevant to consideration of PC103. It states that the NES-CS will apply at the time of development to manage contaminated land, to be appropriately addressed as part of future resource consent processes. The Requestor also considers that the delivery of key structuring elements within the Plan Change area is unlikely to require resource consent under the NES-FW, however the relevant regulations will apply at the time of future development and will also be appropriately assessed through future resource consent processes.

83. The Request notes that these documents have been taken into account and are discussed in the assessment of effects.

Comment

84. The contaminant assessment by the applicant is accepted, but it is noted that resource consents may be required at earthworks stages under the existing AUP provisions.
85. Ms Myron addresses the NES- FW in the matters raised above in relation to the NPS-FM.

4.4. Auckland Unitary Plan Regional Policy Statement

86. Section 75(3)(c) of the RMA requires that a district plan must give effect to any regional policy statement (RPS). The Requestor has assessed PC103 in respect of the RPS in Section 9.3 of the s32 Report and in detail in Appendix 5 of the Requestors documents.
87. The body of the s32 Report focuses on chapter B2 Tāhuhu whakaruruhau ā-taone - Urban growth and form. However, the Requestors Appendix 5 provides a more comprehensive analysis of the relevant RPS objectives and policies. The Requestor considers that PC103 gives effect to the RPS.
88. In the Requestors s32 material, the RPS provisions show the amendments arising from the Council's decision to PC80 which introduced objectives and policies on well-functioning urban environment, qualifying matters and resilience to the effects of climate change. At the time that the s32 was prepared, PC80 was subject to an appeal which has subsequently been withdrawn. PC80 was made operative on 13 December 2024 and this report uses the operative provisions which have minor amendments to the PC80 decision version, which is the version that was considered in the s32 Report.

4.4.1. B2 Tāhuhu whakaruruhau ā-taone - Urban growth and form

89. Section B2.2 of the AUP includes the RPS objectives and policies for urban growth and form.

Requestors Assessment

90. The Requestor considers that PC103 gives effect to the B2 Urban growth and form policies for the following reasons:
- *The PPC supports a well-functioning urban environment with a quality compact urban form, by enabling urbanisation of land that is immediately adjacent to the existing Silverdale urban area and contained within the existing Rural Urban boundary. The proposed zoning pattern will enable employment opportunities in*

an area that is serviced by public transport and with a growing residential catchment to support compact urban form outcomes

- *The PPC provides increased opportunities for residents in nearby communities to work locally. This may contribute to greater social and cultural vitality through reduced commute times, resulting in more time to invest in their families and local communities, whether it be volunteering, collecting their children from school, playing sport in a local team, etc. In this regard, the PPC gives effect to Objective B2.2.1(e)*
- *The PPC has been informed by the Silverdale West Structure Plan which has been developed in accordance with the structure plan guidelines set out in Appendix 1 and therefore gives effect to Policy B2.2.7(d)*
- *The Plan Change area can be serviced by the water and wastewater network with upgrades planned, able to be provided or in place. The Integrated Transport Assessment demonstrates that the land can be developed, also with targeted roading infrastructure upgrades planned, able to be provided or in place. The PPC includes infrastructure-related provisions to ensure the provision of infrastructure is coordinated with development and therefore gives effect to Policy B2.2.7(c); and*
- *The development will provide for greater productivity and economic growth through the provision of much needed additional industrial capacity and within the north. This gives effect to Objective B2.2.1(3) and Policy B2.2.2(1).*

Comment

91. In general, I agree that PC103 gives effect to the RPS objectives and policies, but I provide further discussion and qualification in respect of some of them and outline Councils experts concerns below. At a high level, PC103 gives effect to a number of the key growth objectives and policies of the RPS. In particular, PC103 provides for:
- a well-functioning urban environment (B2.2.1 (1A) and (1));
 - an increase in industrial capacity (B2.2.1(3)) (B2.2.2(1));
 - the rezoning of Future Urban Zoned land (B2.2.2(3));
 - the containment of urbanisation within the Rural Urban Boundary (**RUB**) (B2.2.1(4));
 - a compact urban form (B2.2.2(7));
 - industrial activities (B2.5.1(1) and (3) and (B2.5.2 (7), and (8));
92. The policy on the integrated provision of infrastructure is only partly given effect to as a temporary solution to wastewater servicing is proposed for the initial stage of development and is discussed further below in the consideration of RPS Policy B3.
93. Mr Richards has considered B2.2 Urban growth and form and Objective B2.2.1(5) regarding development of land within the RUB being integrated with the provision of infrastructure, and B2.5 Commercial and industrial growth B2.5.2(8) regarding industrial land having efficient access to freight routes, and states the following:

I consider that the PPC is aligned with Objective B2.2.1 (5)(a) as the transport infrastructure upgrades are required to be in place before development occurs at certain thresholds. Further, it is aligned with Policy B2.5.2.(8) as there is excellent access to freight routes (State Highway 1).

94. I agree with this assessment.
95. Mr McCarten has assessed PC103 in terms of open space (see Attachment 3 Appendix 3(8)) and B2.7 Open Spaces and Recreation Facilities and concludes:

In my opinion, the PC103 is still likely to give effect to the objectives and policies of the RPS contained in section B2.7. This is because, although there is no proposed open space zoning, there is still indicative open space shown in Precinct Plan 1 and proposed policy IX.3.(16) require open space to be created that is in general accordance with that plan. The location and extent of that space aligns with expectations for the open space network in this area, and therefore delivers on these RPS objectives and policies, in particular objectives B2.7.1.(1), (2) and (3) and policies B2.7.2.(1), (2), (7) and (9).

96. I agree with Mr McCarten's conclusion.

4.4.2.B3. Ngā pūnaha hanganga, kawekawe me ngā pūngao - Infrastructure, transport and energy

97. Chapter B3 of the AUP sets out the strategic framework for infrastructure and transport.

Requestors Assessment

98. The Requestor considers that PC103 gives effect to the infrastructure objectives and policies (B3.2). The details of infrastructure provision were briefly discussed above under the NPS-UD topic and are discussed in more detail below in Section 6 on the Assessment of Effects. However, the Requestor states in this context in its Appendix 5:

It has been demonstrated that infrastructure solutions for three waters servicing and utilities are available to service the immediate development of the Plan Change area. In terms of water supply, wastewater, and electricity, upgrades to provide additional capacity would be required as development progresses, and several suitable options to facilitate these upgrades have been identified.

The detailed design of infrastructure provision will therefore be determined at the time of future development, noting that the AUP Auckland Wide chapters and provision for infrastructure servicing and stormwater management will apply. Appropriate provision has also been made within the proposed Precinct assessment criteria to consider whether appropriate arrangements are in place for infrastructure servicing at the time of subdivision and development.

The PPC is in keeping with the relevant objectives and policies.

99. In terms of transportation, the Requestor states:

The ITA has shown that extent of development enabled by live zoning in the PPC can be accommodated on the surrounding road network while maintaining acceptable levels of safety and efficiency with the identified transport infrastructure upgrades. The future road network within the precinct will accommodate all modes of transport to promote walkability and cycling.

The PPC is in keeping with the relevant objectives and policies.

Comment

100. Mr Richards has considered the following objectives and policies in relation to transport infrastructure:

B3.3 Transport

B3.3.1 Objectives

(1) Effective, efficient and safe transport that:

- (a) supports the movement of people, goods and services;*
- (b) integrates with and supports a quality compact urban form;*
- (c) enables growth;*
- (d) avoids, remedies or mitigates adverse effects on the quality of the environment and amenity values and the health and safety of people and communities; and*
- (e) facilitates transport choices, recognises different trip characteristics and enables accessibility and mobility for all sectors of the community.*

B3.3.2. Policies

Managing transport infrastructure

(4) Ensure that transport infrastructure is designed, located and managed to: ...

- (b) provide effective pedestrian and cycle connections.*

Integration of subdivision, use and development with transport

(5) Improve the integration of land use and transport by:

- (a) ensuring transport infrastructure is planned, funded and staged to integrate with urban growth;*

101. In relation to B 3.3.1 (1) Mr Richards states:

I consider that with a staged approach to development, the requirement for the transport infrastructure upgrades to be in place before development at certain thresholds and the recommendations set out in this memorandum, that any adverse effects from transport can be mitigated. Further, the proposed walking and cycling connections and facilities (i.e. separated and on both sides of the road, pedestrian crossings), the design of the roads facilitates bus travel and identified bus stops means it is aligned. The design of the roads will facilitate safe vehicular travel and supports the movement of people and goods. As such, I consider the PPC broadly aligns with objective B3.3.1 (a), (d) and (e).

102. In relation to B3.3.2(4) and (5) Mr Richards states:

The PPC broadly aligns with these Policies and in particular B3.3.2.4(b) and 5(a). Pedestrian and cycle connections are provided and I recommend that the applicant undertakes an assessment to determine the demand, benefits and cost to ascertain the appropriate time to provide the active mode connection across SH1. Further, the transport infrastructure will be staged to integrate with urban growth.

103. I agree with this assessment and the issue of the appropriate timing for the provision of the active mode access across the Silverdale Interchange is discussed further in Section 6 on the Assessment of Effects below.
104. In relation to water and wastewater infrastructure, I consider that the objectives and policies will be achieved in the longer term once the new infrastructure is constructed, and the Army Bay Wastewater Treatment Plant (Army Bay WWTP) capacity is increased. In the meantime, temporary solutions have been identified to appropriately deal with the water and wastewater demands that will occur and as noted elsewhere, the Requestor should address the likely short term interim provision of water and wastewater.
105. Healthy Waters note that the Requestor did not directly address this section of the RPS. However, they consider that the proposed SMP provides details on how stormwater infrastructure planning and the future land uses can be integrated. But they state that:
- 7.6...However, further details are required in the proposed SMP and in the proposed Silverdale West Industrial Precinct provisions to provide certainty that stormwater infrastructure will be designed appropriately, constructed and operational before subdivision and development of the PPC 103 area.*
106. Healthy Waters include amendments to the Precinct to achieve this which are set out in Attachment 3 Appendix 3(3).

4.4.3.B4. Te tiaki taonga tuku iho - Natural heritage

107. Chapter B4 of the AUP sets out the strategic framework for natural heritage resources.

Requestors Assessment

108. The Requestor did not specifically consider this section in Appendix 5. However, the s32 Report itself does in relation to B4.5 Notable trees and the proposal to add four trees to the notable trees schedule.

Comment

109. Apart from notable trees, this section of the RPS is not relevant to PC103 as there are no other relevant natural features in the PC103 area. Four notable trees have been proposed to be added to the Schedule 10 Notable Trees Schedule through the plan change.

4.4.4.B5. Ngā rawa tuku iho me te āhua - Historic Heritage and special character

110. Chapter B5 of the AUP sets out the RPS objectives and policies for historic heritage and special character.

Requestors Assessment

111. The Requestor did not specifically consider this section in Appendix 5. However, the s32 Report itself does address archaeological sites at 1732 and 1744 Dairy Flat Highway and the Requestor did undertake an assessment of heritage values. Historic heritage is also addressed below in Section 6 on the Assessment of Effects.

Comment

112. Given the archaeological and historic heritage assessment undertaken by the Requestor and reviewed by Council specialists (Rebecca Ramsay and Cara Francesco Attachment 3 Appendix 3(7) and Appendix 3(10) respectively) it is considered that the existing provisions of the AUP and the proposed amendments to the precinct regarding a special information report, and the proposed heritage management area discussed below in Section 6, are sufficient to manage any historic heritage resources that may exist within the plan change area.

4.4.5.B6. Mana Whenua

113. Chapter B6 of the AUP sets out the strategic framework for the recognition of the Treaty of Waitangi partnerships and participation, recognition of Mana Whenua values, Māori economic, social and cultural development; and the protection of Mana Whenua cultural heritage.

Requestors Assessment

114. The Requestor states:

Engagement has been undertaken with all Mana Whenua groups with known customary interests in the Plan Change area who have expressed an interest in the PPC.

It is noted that there are no known identified sites of Significance or Value to Mana Whenua within the Plan Change area.

The PPC is in keeping with the relevant objectives and policies.

Comment

115. Engagement with Mana whenua and their issues are discussed below in Section 6 on the Assessment of Effects.
116. It would appear that there are no matters of concern to Mana Whenua that are not being addressed by the applicant and that adequate and ongoing consultation is being undertaken by the applicant. No Mana Whenua groups have made submissions, and no major concerns were raised through the pre-notification consultation processes with any Iwi group.

4.4.6.B7 Toitū te whenua, toitū te taiao – Natural resources

117. Chapter B7 – Natural Resources is concerned with a number of matters including land and water resources including habitats and biodiversity.

Requestors Assessment

118. The Requestor addresses B7.2.1 Indigenous biodiversity and states:

Vegetation communities on the site are almost entirely dominated by pastoral grassland, with patches of low scrub (comprising mostly exotic weedy gorse, woolly nightshade and Chinese privet) within the lower gully system, mature pine trees, and exotic tree shelterbelts. The few native trees or shrubs that exist have either been

self-sown by birds or wind, or have been planted as part of amenity plantings associated with dwellings. There are no significant ecological areas mapped within the Plan Change area.

The PPC is in keeping with this objective.

119. The Requestor addresses B7.3 Freshwater systems, B7.4 Coastal and freshwater and states:

The Stormwater Management Plan ('SMP') prepared to support this PPC application demonstrates that mitigation measures can be put in place to manage any adverse effects of rezoning and developing the Plan Change area on the freshwater systems. The stormwater quality provisions included within Chapter E9 of the AUP will apply within the Plan Change area. Additionally, the Stormwater Management Area Flow 1 Control is proposed to the site. This will ensure that there are rules in place to manage the stormwater runoff quality from new impervious areas that have the potential to adversely affect waterways.

The PPC includes a riparian margin rule which requires a 10m planted riparian margin along identified streams which will assist with improving water quality.

The stormwater quality provisions included within Chapter E9 of the AUP will apply within the Plan Change area. Additionally, the Stormwater Management Area Flow 1 Control is proposed to apply to the land. These provisions will ensure that there are rules in place to manage the stormwater runoff quality from new impervious areas as well as sediment and contaminant runoff which could make its way into the receiving environment.

The PPC includes a riparian margin rule which requires a 10m planted riparian margin along identified streams which will assist with improving water quality to receiving coastal waters.

The PPC is in keeping with the relevant objectives and policies.

Comment

120. I note that while the above analysis states that there are no mapped significant ecological areas in the PC103 area, PC103 proposes that an area of indigenous vegetation be added to Schedule 3 Significant Ecological Areas.
121. As noted elsewhere, Ms Myron has concerns in relation to aspects of PC103 concerning natural resources, particularly wetlands and streams that, in her view, are not consistent with this section of the RPS, including not identifying all streams, lack of provision on restoring streams and wetlands, lack of provisions relating to native vegetation protection, retention and enhancement. Ms Myron considers that changes are required to PC103 in respect of these matters, and these are set out in her memorandum in Attachment 3 Appendix 3(2)
122. In respect of this section of the RPS, Healthy Waters state:

7.7 The proposed SMP includes water quality treatment of all stormwater runoff, this will ensure any discharges into the Hibiscus Coast are treated. Riparian planting and open space is proposed along John Creek, streams and wetlands, and requirements for instream and/or stream margin works assessment to ensure stream erosion is managed, this will protect, restore and enhance the freshwater systems.

123. The Requestor needs to address these matters in its evidence.

4.4.7.B10 Ngā tūpono ki te taiao - Environmental risk

124. Chapter B10 Environmental risk is concerned with managing environmental risk and relevant in this context are natural hazards and contaminated land.

Requestors Assessment

125. The Requestor addresses B10.2 Natural hazards and climate change

A comprehensive assessment of hazards has been undertaken to support the proposed PPC. This includes geotechnical investigations (refer to Appendix 12) and flood modelling (refer to Appendix 10). Based on the findings of the analysis and the mitigation measures proposed, it is considered that the land conditions are generally suitable for urban development and can be appropriately managed through the resource consent process. Further, the standard provisions in Chapter E36 of the AUP would apply to any development within identified flood plains and/or overland flow paths, which would sufficiently manage the effects of potential development in these areas.

The PPC is in keeping with the relevant objectives and policies.

Comment

126. Council's Geotech expert, Nicole Li, has assessed the application and has identified a small number of issues (see Attachment 3 Appendix 3(5)) Ms Li concludes that these issues can be address through the subdivision and development process. This is considered further below in Section 6.9 Assessment of Effects.

127. Healthy Waters acknowledge that PC103 puts in place methods to address flooding but state:

7.8 However, further details are required in the proposed SMP and in the proposed Silverdale West Industrial Precinct provisions to provide certainty that stormwater infrastructure will be designed appropriately, constructed and operational before subdivision and development of the PPC 103 area to ensure the flood risk to people, property, infrastructure and the environment are not increased and no new risk is created.

4.4.8. Conclusion RPS

128. Overall, it is my conclusion that, if the issues raised above are addressed by the Requestor and amendments proposed by the Council's technical experts and some submitters are implemented, PC103 will be able to give effect to the RPS as a whole. The issue with which I have some reservations relates to whether the interim servicing options can be effective and thus fully give effect to the integration of infrastructure policy of the RPS. This aspect needs to be addressed further by the Requestor in its evidence.

4.5. Auckland Unitary Plan

129. The Requestor has provided an assessment of AUP provisions in its Appendix 5. This covers a number of Chapter E Auckland wide provisions. I do not repeat these here.
130. The Requestor proposes to utilise the standard zones within the AUP with modifications largely in respect of specific matters identified in PC103. It also addresses Chapter H Zones namely the H17 Business – Light Industry Zone. The Requestors Appendix 5 refers to the Open Space – Informal Recreation Zone, but this predates the Requestors decision not to rezone areas of open space in PC103. The approach to open space needs to be confirmed by the Requestor at the hearing.

Comment

131. The use of AUP zones and a precinct is considered appropriate and will enable development consistent with the AUP. I agree that the Business – Light Industry Zone is the appropriate zone and enables a mix of industrial activity. The Requestor also proposes the use of a precinct, the Silverdale West Industrial Precinct, to address site specific issues. This is an appropriate method to address site specific issues.
132. Many of the Chapter E Auckland wide provisions relate to water management and land disturbance. Ms Myron considers that PC103 does not adequately address the Chapter E provisions in respect of wetlands and streams as outlined elsewhere in this report.
133. Healthy Waters address Chapter E topics and set out concerns which I do not need to repeat here except to say that most of the issues have already been raised in the context of the NPS and RPS assessment above and the Assessment of Effects below.
134. Many of the matters covered will also be addressed at the resource consents stage.

4.6. Auckland Council Strategic Plans

- 132 Section 74(2)(b)(i) of the RMA requires that a territorial authority must have regard to plans and strategies prepared under other Acts when considering a plan change.
- 133 The Auckland Plan 2050 prepared under section 79 of the Local Government (Auckland Council) Act 2009, is a relevant strategy document that the council should have regard to when considering PC103. The Development Strategy which the Auckland Plan refers to has been replaced by the Future Development Strategy which is considered below.

4.6.1. Future Development Strategy

- 134 The Future Development Strategy 2023 (FDS) is required by the NPS-UD. Clause 3.13 of the NPS-UD states that the purpose of the FDS is:

to promote long-term strategic planning by setting out how a local authority intends to:

- (i) achieve well-functioning urban environments in its existing and future urban areas; and*
- (ii) provide at least sufficient development capacity, as required by clauses 3.2 and 3.3, over the next 30 years to meet expected demand; and*
- (iii) assist the integration of planning decisions under the Act with infrastructure planning and funding decisions.*

135 Additionally, clause 3.17 of the NPS-UD states that the Council must have regard to the FDS when preparing or changing RMA planning documents, which includes PC103. Clause 3.8 relates to unanticipated or out of sequence plan changes. This states that the Council must have 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; and*
- (c) Meets the criteria set out in the RPS.*

Requestors Assessment

136 The Request identifies the FDS principles which are:

- (a) Principle 1: Reduce greenhouse gas emissions*
- (b) Principle 2: Adapt to the impacts of climate change*
- (c) Principle 3: Make efficient and equitable infrastructure investments*
- (d) Principle 4: Protect and restore the natural environment*
- (e) Principle 5: Enable sufficient capacity for residential and business growth in the right place at the right time.*

137 The Request at page 31 of the Section 32 report considers that PC103 does all of these things. The Request also states that the FDS spatial response is to:

- (a) Focus growth within the existing urban area at a regional level;*
- (b) Move towards a multi nodal model which grows the roles of Albany, Westgate and Manukau in relation to sub-regional sustainability at a sub-regional level; and*
- (c) Neighbourhoods will offer a wider range of services and non-residential land uses to create greater sustainability at a local scale.*

138 The Request considers that PC103 is consistent with these for the following reasons:

- (a) The regional focus for growth seeks to phase growth in future urban areas over an extended timeframe. The PPC will provide additional industrial capacity which economic analysis has identified is required within the northern area over the short-medium term. The PPC has been informed by detailed technical analysis which has identified infrastructure solutions to enable urbanisation, which can be funded by the applicants.*
- (b) The Plan Change area is well connected to both the City Centre and the Albany Centre node via public transport. The PPC will support the growth of the Albany node, through providing an increased number of industrial employees within 15minutes of Albany.*
- (c) The PPC will also support residential development within the wider Silverdale / Dairy Flat / Hibiscus Coast areas, through providing local employment opportunities.*

139 The Request also addresses the directions in the FDS in respect of particular areas and states:

The FDS proposes to sequence development within Silverdale West for 2030+. The FDS identifies a number of infrastructure prerequisites, required to support development readiness in areas zoned Future Urban. The FDS identifies the

following key bulk infrastructure projects as necessary to support development in Silverdale West:

- Pine Valley Road upgrade;
- SH1 interchange upgrades and new interchanges including active modes (Wilks Road, Redvale and Silverdale);
- North Shore Rapid Transit (extension to Milldale);
- Army Bay Wastewater Treatment Plant Upgrade; and
- Silverdale West Centralised WW PS [wastewater pump station]

140 With respect to this, the Request goes on to state:

The analysis to inform the Silverdale West infrastructure prerequisites is coarse and high level. Both the more detailed Integrated Transport Assessment, prepared by Stantec, and the water and wastewater servicing strategy prepared by Civix have confirmed that capacity, or an infrastructure solution, exists to enable development proposed within the Plan Change area to commence ahead of 2030 sequencing. If development occurs prior to the Council providing the necessary infrastructure upgrades, the Applicants have confirmed that they are capable and willing to cover those costs up front and will seek to enter into agreement(s) with Council to recover some of those costs over time where there is a wider public benefit from the provision of that infrastructure (refer Appendix 22). Further, the proposed precinct provisions including the trigger rules and monitoring requirements ensure that the Council maintains the ability to control further growth if the necessary infrastructure upgrades are not in place and coordinate development capacity with the required transport upgrades to service development.

Comment

141 In respect of the PC103 area, the FDS states the following:²

Sites for land extensive business are identified in Silverdale, Whenuapai and Drury-Ōpaheke. These future urban business areas meet the short, medium and long-term business land needs identified in the Housing and Business Capacity Assessment.

142 In the FDS the PC103 area is part of the Silverdale West Stage 1 area (see **Figure 4**).

² Future Development Strategy 2020 pg54

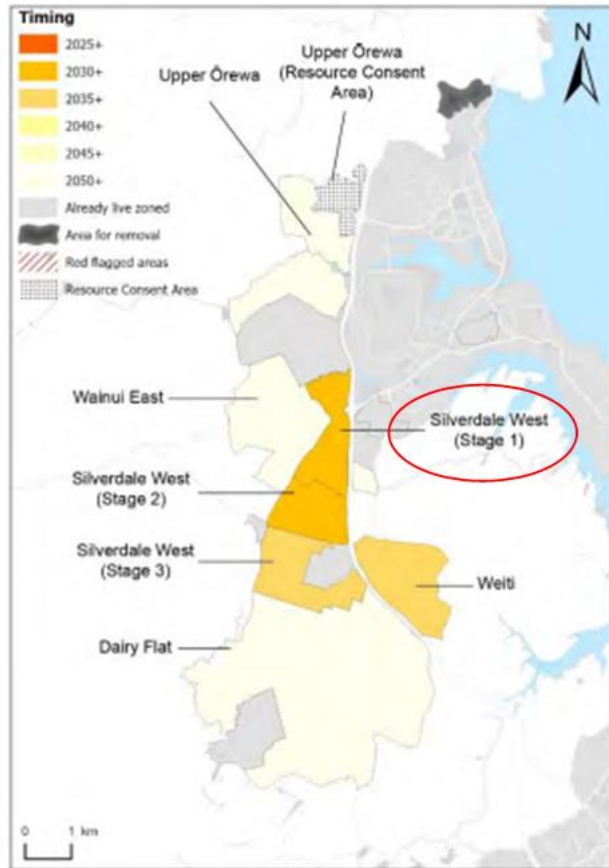


Figure 4 FDS Silverdale Stage 1 Area

143 In respect of the Stage 1 area the FDS sets out infrastructure prerequisites.

The FDS states.³:

In some cases, it will be appropriate for rezoning to occur and development to commence prior to or while the infrastructure prerequisite is in the process of being built and established. In other cases, staged development will be appropriate. Alternate approaches to infrastructure technology that achieve the same or similar outcome will also be considered

... Whilst this strategy sets infrastructure prerequisites that align with council's planned investment in future urban areas, it also signals a pathway for the private sector to fund infrastructure ahead of when the council can fund the required infrastructure.

and in FDS Appendix 6 Pg34:

Infrastructure prerequisites do not constrain development.

... However, a pathway exists for the timing that future urban land can be developed to be brought forward where the requestor of a private plan change can fund the infrastructure prerequisites (that is, there is no cost to council), or can, conditional on acceptance by council, identify alternate or new infrastructure funding tools which limit impacts on council's financial position and commitments.

³ FDS pgs 44 and 45

144 The prerequisite infrastructure for the PC103 area is:

Silverdale, Dairy Flat, Wainui East, Upper Orewa	Wainui East SHA	Live zoned	
	Silverdale West (stage 1)	Not before 2030+ * some business can take advantage of existing capacity, these are the projects required to support full build out.	Pine Valley Road upgrade SH1 Interchange upgrades and new interchanges including active modes (Wilks Road, Redvale & Silverdale) North Shore Rapid Transit (extension to Milldale) Army Bay Wastewater Treatment Plant Upgrade Silverdale West Centralised WW PS

145 I note the asterisked comment in the table above in relation the infrastructure prerequisites:

“some business can take advantage of existing capacity, these are the projects required to support full build out”

146 PC103 does not apply to all of the Stage 1 area identified in the FDS and only covers the southern portion of it. The staging provisions in the precinct also mean that only a small portion of the PC103 area is proposed to be developed initially with the necessary infrastructure provided to achieve that. Subsequent stages of development in the Precinct are dependent on the provision of additional infrastructure. The issue of the staging of infrastructure is addressed in detail below in Section 6 Assessment of Effects.

147 In my view, all of the above comments and qualifications in the FDS, and the staged approach adopted in the Precinct, mean that PC103 is not inconsistent with the FDS as it enables proposals to be brought forward and considered on a case-by-case basis, based on infrastructure solutions that have been identified.

4.7. Other Strategic Documents

4.7.1. Strategic Growth Network North and Notices of Requirement

Requestors Assessment

148 The Requestor considers the Te Tupu Ngātahi Supporting Growth projects identified by the Strategic Growth Alliance. Notices of requirement have been approved (they had not been at the time of the s32 Report) for a number of projects in the wider area including:

- A new Rapid Transit Corridor (RTC) between Albany and Milldale, including new walking and cycling path
- New stations at Milldale with associated facilities.
- New station at Pine Valley East with associated facilities.
- Improvements to State Highway 1 (SH1) between Albany and Ōrewa
- Upgrade to Pine Valley Road between the rural urban boundary and Argent Lane

- *Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat*

149 The Requestor states that:

The majority of these projects are yet to be funded for delivery. The detailed transport analysis however, undertaken by Stantec in support of the PPC identifies the specific transport upgrades required to support development of the Plan Change area. While the strategic growth network for the north will support development within the Plan Change area the PPC is not reliant on its delivery.

Comment

150 As is discussed below in Section 6.4 Assessment of transportation effects, some of these transport upgrades are relevant to PC103 and in part will be delivered through the provision of upgrades needed for PC103. In particular, the upgrade of part of Dairy Flat Highway and Pine Valley Road and the intersection of the two roads.

151 Appeals have been lodged in respect of the NOR decisions, therefore, the designations could be amended. Even if the designations are made operative, the works enabled by the designations are not funded. The transport upgrades for PC103 are not dependent on the NOR decisions and can happen independently of these.

4.7.2. Iwi Planning Documents

Requestors Assessment

152 The Requestor notes in relation to iwi planning documents that:

Ngāti Manuhiri, Ngāti Rehua, Te Kawerau ā Maki, Te Rūnanga o Ngāti Whātua, and Ngāti Whanaunga expressed an interest in the Silverdale West Structure Plan. Accordingly, the relevant iwi management plans are considered to be:

Kawerau ā Maki Trust: Resource Management Statement (1995) sets out goals and concerns in regard to the sustainable management of taonga within Te Kawerau's tribal area. The document is recognised under sections 66(c) and 74(b) of the Resource Management Act 1991.

Central concepts of sustainable management are referred to in the document, with associated objectives and policies outlined. Central matters include:

- *Provision for the social, economic and cultural well-being of Te Kawerau.*
- *Heritage (Te Kawerau history, culture, traditions, tikanga, place names, artefacts, wāhi tapu and historic places and areas)*
- *Kōiwi (human remains) and artefacts unearthed through earthworks and/or erosion*
- *The mauri (life force) of all natural waterways*
- *The coastal marine area*
- *Waste (wastewater, landfill/solid waste, waste via stormwater)*
- *Land and landscape values*
- *Flora and fauna*
- *Design (building architecture (particularly civic buildings), public areas,*

Comment

- 153 These matters are considered below in the Section 6 Assessment of Effects under Cultural Values.

5. ANALYSIS OF THE SECTION 32 REPORT AND ANY OTHER INFORMATION PROVIDED BY THE APPLICANT

- 154 Section 74 of the RMA requires that a plan change must have particular regard to an evaluation prepared in accordance with section 32 of the RMA.
- 155 Section 32 of the RMA requires an evaluation report examining the extent to which the objectives of the plan change are the most appropriate way to achieve the purpose of the RMA. Section 32 also requires the report to examine whether the provisions are the most appropriate way of achieving the objectives.

Requestors Assessment

- 156 The Requestor has prepared an assessment against section 32 in the statutory assessment in Section 14 of the Plan Change Request.
- 157 The s32 Report has identified a number of themes which categorised the objectives and provisions of PC103, and these are:
- *Theme 1: Extent of Development in Silverdale West and Land Use Activities*
 - *Issue 1.1: Extent of Urbanisation of Silverdale West*
 - *Issue 1.2: Land use Activities*
 - *Theme 2: Coordinating the development of land with transport infrastructure in Silverdale West*
 - *Theme 3: Achieving integrated and quality development*
 - *Theme 4: Natural Environment.*
- 158 The s32 Report has identified a number of overall options for PC103 against which the themes are assessed. These are:
- *Option 1 - Do nothing*
 - *Option 2 - Live zone Stage 1 area identified within Silverdale West Structure Plan*
 - *Option 3 – Proposed Plan Change*
- 159 Other topics that the s32 addresses include:
- *Urban form, landscape and visual amenity*
 - *Economic effects*
 - *Transport*
 - *Ecology*
 - *Stormwater Management*
 - *Natural Hazards / Flooding*
 - *Servicing – Water Supply and Wastewater*
 - *Contamination*
 - *Geotechnical Hazards*
 - *Cultural Values*

- *Archaeology and heritage*

160 The s32 Report concludes that the section 32 analysis demonstrates that:

- *The proposed objectives in the Silverdale West Precinct are considered to be the most appropriate way to achieve the purpose of the RMA by applying a comprehensive suite of planning provisions to enable appropriate urbanisation of the site*
- *The proposed provisions are considered to be the most efficient and effective means of facilitating the use and development of the subject land into the foreseeable future; and*
- *The proposed provisions are the most appropriate way to achieve the objectives of the AUP and the proposed precinct, having regard to their efficiency or effectiveness and the costs and benefits anticipated from the implementation of the provisions.*

Comment

161 I consider that the s32 Report largely covers the range of matters that need to be addressed. However, its conclusions should be assessed in light of the comments above in respect of the relevant plans and the environmental effects and the submissions discussed below.

6. ASSESSMENT OF EFFECTS ON THE ENVIRONMENT

162 Clause 22 of Schedule 1 to the RMA requires private plan changes to include an assessment of environmental effects that are anticipated by the Plan Change, taking into account the Fourth Schedule of the RMA.

163 An assessment of actual and potential effects on the environment is included in the Section 32 Evaluation Report. The PC103 s32 Report identifies and evaluates the following actual and potential effects under the topics outlined above.

164 These are discussed in turn below.

6.1. Urban form, landscape and visual amenity

Requestors Assessment

165 The Requestor addresses these matters in section 10.1 of the s32 Report. It indicates that ultimately the built form across the Plan Change area will be guided by the established provisions of the Business - Light Industry Zone and the activities enabled under that zone. It goes on to indicate that there are a number of factors relating to the function and amenity of the Precinct working together across the Plan Change area that will collectively contribute to the built form outcomes of Silverdale West. The s32 states the following:

These include:

- *key intersection locations to Dairy Flat Highway*
- *the overall block structure being enabling of light industrial land use*

- *working with the topography to ensure light industrial activity is enabled while ensuring a positive interface with roads and other public spaces; and*
- *ensuring road design offers good levels of functionality and amenity to encourage active mode uptake.*

The PPC request seeks to embed a small number of site-specific urban form and landscape outcomes within the relevant Plan provisions, relating to the following matters:

- *Block structure*
- *Roading hierarchy, green corridors and contribution to active modes outcomes*
- *Height variation to 30m in low-lying areas; and*
- *Landscaped buffers to the SH1 and Dairy Flat Highway frontages.*

These items are largely consistent with the outcomes envisaged by the Structure Plan and are discussed below.

166 The Section 32 also deals with open space in this section and states:

For completeness, while no Open Space zoning is proposed as part of the PPC, it is anticipated that a significant area of open space land will be established via subdivision processes, particularly along the esplanade and riparian areas adjacent to Johns Creek forming a “green spine” to the development. These areas are anticipated to fulfil amenity, ecological and stormwater management purposes and have been identified as ‘indicative open space zone’ within the precinct. The extent and ownership of any open space land will ultimately be dealt with as part of the future subdivision processes, and it will be up to Council to undertake any necessary re-zoning of public land to Open Space following vesting.

167 The Section 32 concludes that:

Overall, having regard to the analysis and conclusions of the Landscape memorandum and Height memorandum, the potential adverse effects associated with urban form and landscape outcomes are considered to be managed to an appropriate level by the PPC.

Comment

168 The Council has not sought specific urban design advice but has obtained input from Bridget Gilbert a landscape architect. Ms Gilbert’s comments are provided in Attachment 3 Appendix 3(1).

169 Ms Gilbert addresses the Height Variation Control. The Height Variation Control applies to parts of the area shown in Precinct Plan 2 and in **Figure 5** below.

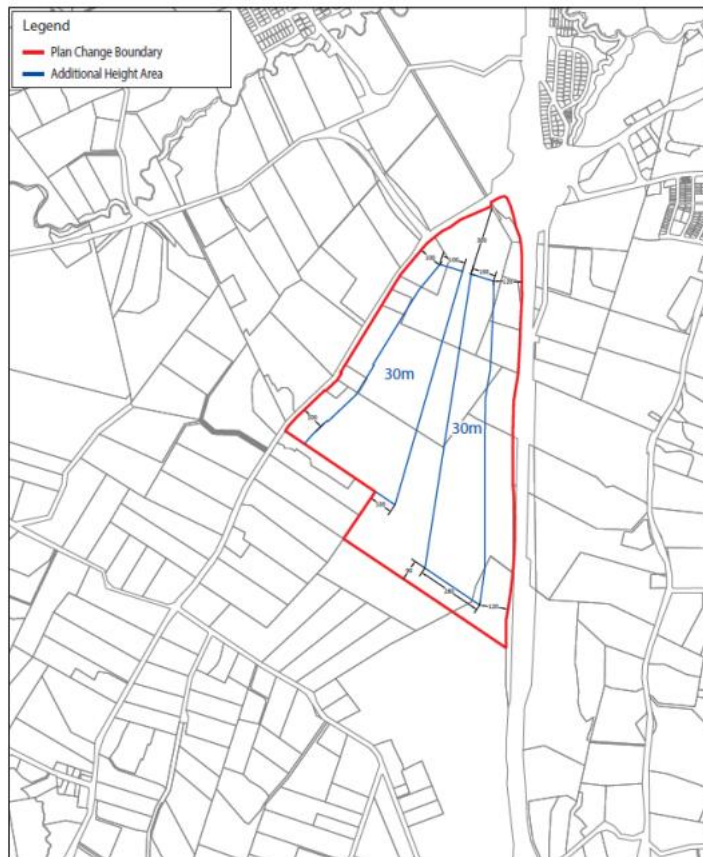


Figure 5 Height Variation Control

170 The Precinct includes a standard that enables additional height of 30m in the areas shown. This is higher than the 20m standard building height for the Business -Light Industry Zone. It is explained in detail in the Requestors Appendix 18 Height memorandum from Boffa Miskell. The Requestor's Height memorandum recommends the following method/recommendations, but they were not considered necessary in the Requestor's s32 Analysis:

...to assist with reducing the visual mass of the larger buildings within the industrial zone:

- *Utilising subdued, recessive colours, providing variation in materials and finish of facades (roof colours that have a maximum LRV of 40%);*
- *creating variation in roof profiles with consideration given to the overall roofscape when viewed from the elevated position around the site;*
- *all rooftop servicing and planting should be designed as an integral part of the roofscape with particular consideration given to the view from the elevated context.*

171 Ms Gilbert considers that the additional height is acceptable but only if additional provisions outlined above by the Requestor's landscape architect are added to the Precinct. This matter is discussed further below in response to Submission 13.9 by Auckland Council.

172 Ms Gilbert addresses the provisions relating to the landscape buffers. PC103 includes the requirement for a landscape buffer plan (IX9(4)) to demonstrate the planting regime

for the buffers. Ms Gilbert considers that the provisions should be reworded to be more specific about the size of the trees to be planted. Ms Myron also seeks the removal of the references to the view shaft, identified in the Silverdale West Industrial Area Structure Plan, as it does not coincide with the PC103 area. The amendments proposed by Ms Gilbert are set out in Attachment 3 Appendix 3(1).

173 The Council has obtained input from Gerard McCarten on behalf of Parks Planning, Parks and Community Facilities. Mr McCarten's comments are provided in Attachment 3 Appendix 3(8) Mr McCarten assesses the open space aspects of PC103 and recommends amendments to the Precinct provisions in relation to the indicative open space network associated with the stream network.

174 Mr McCarten concludes as follows:

- ...
2. *The general expectations for open space provision are around providing connection and linkage space as part of a green network running south to north, aligned with the stream network and delivering esplanade and riparian areas with off-road connections within and through the area, integrated with green infrastructure, and connected to wider movement networks. There is no expectation for the delivery of public recreational parks given the planned business industrial use.*
 3. *PC103 provides for open space by:*
 - a. *relying on existing Unitary Plan provisions for open space;*
 - b. *illustrating an indicative open space network in Precinct Plan 1;*
 - c. *requiring open space to be created in general accordance with the precinct plan; and*
 - d. *requiring future subdivision and development to be assessed against whether it delivers.*
 4. *PC103's indicative open space network broadly aligns with the council's strategy and policy expectations for open space provision in this area.*
 5. *PC103 avoids pre-determining the precise extent of open space zoning and vesting decisions - which are more appropriately dealt with a later stage of urbanisation such as subdivision.*
 6. *I have identified specific amendments that I consider appropriate to better achieve the purpose of the act, achieve the objectives and policies of the RPS and Unitary Plan, and aid implementation of the precinct provisions (once operative).*

175 Most of the amendments proposed by Mr McCarten are wording amendments to clarify and better explain the approach to open space in the Precinct. One issue raised and warranting highlighting relates to the Activity Table and Activity A7. Mr McCarten states as follows:

4.29 Activity table IX.4.1 contains the activity classification (A7) "Development of publicly accessible open spaces greater than 1,000 m²". This activity was included in the Requestor's second clause 23 response, along with three matters of discretion under IX.8.1.(9) and corresponding assessment criteria at IX.8.2.(2). Although it's provenance and purpose was questioned at the clause 24 stage, no further explanation has been provided. It is not addressed in the S32 Report or supporting documentation.

4.30 *The rationale for why the activity is described so specifically, applying only to development (not subdivision) and areas larger than 1,000 m² (not smaller). In my opinion, and in the absence of any support explanation in the plan change request documentation, this activity should be more broadly described and apply to subdivision and remove the area limit. This would better align with the precinct description (which says subdivision stage is when the exact extent and location of open space will be determined). And it would remove an arbitrary size trigger that could result in important connecting areas of open space that form the green network being overlooked.*

176 I agree with Mr McCarten that there is a lack of clarity as to what the purpose of this activity is, and the Requestor needs to address this in its evidence.

177 Mr McCarten also raises an issue with Standard IX6.2 (1)(d) which relates to preventing buildings being places within 20 m of streams that would qualify for esplanade provision. Mr McCarten states:

I accept such a provision is prudent and would help to prevent potential scenarios where buildings are constructed before subdivision and within future esplanade reserves. But in my opinion the setback should be 25 m to account for the 20m esplanade plus align with the 5 m setback of the side/rear yard standard.

178 I agree with this proposed amendment and have included it in the amended Precinct provisions in Attachment AR1.

179 Mr McCarten also raises an issue with the riparian yard rules that should be addressed by the Requestor in its evidence.

180 The rule is as follows:

IX.6.3 Yards

Table IX6.3.1: Yard setbacks

Yard	Minimum depth
<i>Front yard</i>	<i>2m</i>
<i>Rear yard</i>	<i>2m + 3m landscaping requirement (as detailed in (4) below) where adjoining Open Space Zones or land vested or to be vested in the council</i>
<i>Side yard</i>	<i>2m + 3m landscaping requirement (as detailed in (4) below) where adjoining Open Space Zones or land vested or to be vested in the council</i>
<i>Riparian yard</i>	<i>10m from the edge of permanent and intermittent streams</i>

.....

(4) Side and rear yards must include a landscape area planted with a mixture of trees, shrubs or ground cover plants (including grass) within and along the full extent of the yard to provide a densely planted visual buffer for a depth of at least 3m (except as detailed below) and must be appropriately maintained thereafter. The landscaping requirement can be reduced where:

- (a) side and rear yards adjoin a riparian yard that is 13m or more in width, no landscaping within the side or rear yard is required.
- (b) side and rear yards adjoin a riparian yard of between 10m and 13m in width, the landscaping requirement shall be limited to a 'top-up' function, being the difference between the width of the riparian yard and 13m.

181 Mr McCarten states:

This proposed standard also allows for this landscaping requirement to be reduced in depth in situations where it adjoins a riparian yard that is between 10 and 13m in depth. It is not clear when such a circumstance would ever occur because the standard provides for a riparian yard of 10 only. It may be conflating the terms riparian yard and riparian margin, which are defined separated in the Unitary Plan. I do not support this part of the standard, because it appears unnecessary in terms of the riparian yard and could encourage or invite inappropriate applications for reductions citing the express provision to do so. I recommend this part of the standard is clarified by the Requestor at the hearing and the wording improved, or otherwise removed.

182 Mr McCarten recommended deleting the rule.

183 I agree that the standard should be deleted unless the Requestor provides a clear explanation of what it is trying to achieve.

184 I agree with these conclusions and the other recommended amendments to the Precinct provisions suggested by Mr McCarten.

6.2. Economic effects

Requestors Assessment

185 The Requestor has provided an economic assessment by Property Economics (Appendix 7 of the application documents) this sets out a high-level economic analysis of the economic merits of the Request to accommodate the expected future industrial land use within the existing economic catchment, and whether the area provides a competitive location for such activity.

186 Property Economics concludes that:

The proposed PPC is considered to provide significantly more economic benefits than economic costs to North Shore's economy and the local market, providing greater certainty to the future growth of the local industrial economy. Some of the economic benefits associated with the PPC include:

- *Provision of industrial land to satisfy demand for industrial land over the short-medium. The PPC represents a first step in the long-term industrial land requirements for the northern Auckland market, but a lot more will be required.*
- *Enablement of economies of scale and industrial agglomeration effects to be generated.*

- *Increased industrial employment opportunities and economic profile for the high growth Hibiscus Coast market*
- *Improve certainty for the location of industrial activity*
- *Reduction in marginal cost of infrastructure provision*
- *Potential for mitigation of industrial land prices*
- *Increased flexibility for industrial growth and new entrants*
- *Improved industrial employment opportunities locally and increased industrial employment retention.*

On balance, having considered all the economic matters related to the proposed PPC, Property Economics considers that the proposed PPC has the potential to generate significant economic benefits that would outweigh any economic costs. As such, Property Economics supports the proposed PPC from an economic perspective in the context of the RMA.

187 The Requestor considers that, overall, the assessment concludes that the potential economic benefits of the Silverdale West PPC outweigh the potential economic costs by a considerable margin.

Comment

188 I agree with the Requestor's Assessment of Economic Effects and the conclusion that there is a shortage of industrial zoned land in the Hibiscus Coast and the North Shore area. The Council has not obtained its own economic assessment specifically for PC103. The Council did, however, have an economic assessment prepared as part of the Silverdale West Industrial Area Structure Plan process (Attachment 4A). That identified that there was a shortfall in the supply of industrial zoned land in the Hibiscus Coast and the North Shore. A subsequent review undertaken by the Council in 2023 (Attachment 4B) also concluded that the conclusions of the 2018 report referred to above still stood. It also concluded that:

There will be demand for a significant amount of new business land given both projected population growth and SWDF's proximity to North Shore, where vacant land is very limited. By 2050 this demand will amount to between 191 and 393ha of LIZ. ...

The SWDF will become the focus for future LIZ growth in the Urban North due to the imminent exhaustion of LIZ supply in the North Shore. It is the next nearest LIZ location to urban Auckland, and so future demand is more likely to be near the upper end of the range presented.

189 There is therefore good evidence to support the need for additional industrial land in the Hibiscus Coast area and the wider north,

6.3. Stormwater Management

Requestors Assessment

190 The Requestor has prepared a draft Stormwater Management Plan (**SMP**) (refer Appendix 10). The Section 32 notes that:

It is intended that the SMP will be adopted into the region-wide stormwater Network Discharge Consent and provisional approval for the SMP will be sought during the plan change process as evidence that stormwater is able to be managed in line with the requirements of the Stormwater NDC. ...

...it is noted that the draft SMP relies exclusively on the existing, established Auckland-wide provisions of the AUP. Civix advises that no site-specific standards are needed within the PPC request to achieve the intended performance and outcomes. It is noted however that development within the proposed Silverdale West Precinct Stage 1 and Stage 2 areas will necessitate engineering intervention to ensure up and downstream flooding is not increased as a result of the increase in impervious surface within each of those Stages.

191 The s32 concludes that:

Through the combination of reliance on existing provisions within the AUP, the adoption of an SMP under Auckland Council's Global Stormwater Network Discharge Consent, the indicative Open Space zoning which takes in land needed for stormwater management and the PPC provisions requiring enhancement of riparian margins and consistency with an adopted SMP, it is considered that any associated adverse stormwater effects are being managed to an appropriate level.

Comment

192 Healthy Waters technical memorandum (Attachment 3 Appendix 3(3)) includes a useful summary of the Requestors assessment of stormwater matters in Section 4 under the following headings:

- Stormwater infrastructure and services
- Water Quality treatment
- Stream Hydrology and erosion
- Downstream flood effects
- Mana whenua values

193 Section 5 of the technical memorandum provides Healthy Waters assessment of PC103 under the above headings. The downstream flood effects are addressed in Section 6.6 of this report on Natural Hazards / Flooding.

194 Healthy Waters state that:

5.3 The proposed PPC103 SMP addresses the majority of the recommendations made in the SMP for the Silverdale West Dairy Flat Industrial Area Structure Plan, including using generally a water sensitive design approach, stream corridor protection by riparian planting and setback, watercourse assessment at resource consent stage, hydrology mitigation using SMAF-1 and communal stormwater wetlands for the 50% AEP and 10% AEP flood event, water quality treatment of all impervious areas, throttled stream crossing culverts and communal stormwater wetlands for flood hazard management, and modelling scenarios with climate change.

195 However, Healthy Waters raise a number of issues under the above headings.

Stormwater infrastructure and services

196 Healthy Waters raise a number of issues with the proposed stormwater wetlands, and these are set out in detail in paragraph 5.5 of the technical memorandum and include concern about the location and design of the stormwater wetlands. The Requestor needs to address these issues in its evidence. Healthy Waters also raise issues about how the stormwater infrastructure will be coordinated between the two development

stages within the precinct. They refer to the Staging tables which refer to flood management works but it is unclear what the actual infrastructure is. They propose amendments to the Precinct provisions set out in Section 8 of the memorandum and which are included in Attachment AR1.

Water Quality

- 197 Healthy Waters raise issues about the type and number of at source treatment devices proposed for public roads. They recommend that a specific site assessment be done, and that AT be consulted.
- 198 They also consider it unclear if the proposed wetlands will be able to accommodate surplus rainwater detained for reuse but not needed and then discharged.
- 199 They also note that the SMP does not address low contaminant generating building materials and consider this should be addressed in the Precinct given the large roof area of industrial buildings. Amendments to the Precinct are proposed in Attachment AR1.

Stream Hydrology and erosion

- 200 Healthy Waters note that as the streams are degraded and prone to erosion, they may need instream and or stream margin work. They note that the precinct special information requirements include a stream stabilisation assessment, and amendments are proposed in Section 8 of the memorandum on this, to ensure that any proposed stream stabilisation mitigation will be of a quality and design that is resilient, see Attachment AR1.
- 201 Issues are raised regarding riparian planting and the relationship of this to the flood plains (paras 5.13 and 5.14 of the technical memorandum). There is considered to be inconsistency between the SMP and the Precinct provisions. Healthy Waters recommend a minimum of 20m riparian planting in Standard IX6.2 and amendments in relation to this in relation to the flood plains. These are included in the recommended amendments to the Precinct in Attachment AR1.
- 202 Healthy Waters also highlight that not all of the permanent streams shown on the Council GIS system are shown on the Precinct Plan and consider that this needs to be addressed and that all permanent streams need to be shown.
- 203 Healthy Waters also note that the SMP states that the proposed stormwater management is designed to meet the requirements of the Regionwide Stormwater Network Discharge Consent (NDC). They discuss the NDC process and state:
- 5.26 The proposed SMP (dated 23 May 2024) currently cannot be adopted under the NDC as it does not meet all the requirements of Schedule 2 (issues, objectives, outcomes, and targets) and Schedule 4 (performance requirements).*
- 204 Healthy Waters Technical Memorandum (para 5.26) explains this further. Healthy Waters consider that the matters raised overlap with the matters raised in respect of the Precinct provisions and consider that the matters should be able to be addressed through the hearing and thus address the NDC issues as well.
- 205 Healthy Waters conclude in Section 9 that:

The applicant has provided an assessment of stormwater and flood effects for the PPC 103, and the proposed SMP has provided the details of the required stormwater infrastructure and services. If further information is provided regarding the issues outlined in Section 5 of this memorandum, and subject to the recommended amendments to the Silverdale West Industrial Precinct in Section 8, the PPC 103 will adequately address the stormwater and flood management requirements of this area. This will ensure that stormwater is managed to protect the receiving environment and that flood hazard risk to people, property, infrastructure, and the environment is not increased.

206 The Requestor should address this in its evidence.

6.4. Transport

Requestors Assessment

207 PC103 is supported by an Integrated Transport Assessment (ITA) (Attachment 2 Appendix 9) The Section 32 report summarises the ITA. Various transport upgrades are needed to support the staged development within the PC103 area through to full build out. These are listed in the ITA and the s32 Report (pg 48).

208 The Requestor notes that PC103 ensures that development is tied to the implementation of all necessary infrastructure, with specific thresholds incorporated into the proposed Silverdale West Precinct provisions at Standards IX.6.7 and IX.6.8. The s32 states:

The PPC request includes provisions to ensure that the subdivision and development of land for industry and related activities is coordinated with transport infrastructure upgrades necessary to manage adverse effects on the local and wider transport network. The precinct manages and mitigates the adverse effects of traffic generation on the transport network and achieves the integration of land use and transport by:

- (a) Requiring particular transport infrastructure upgrades to be operational by the time a certain level of subdivision and development is reached within Silverdale West (see standard IX.6.7), recognising other future planned development nearby also contributes to travel demand and that the wider area functions as an integrated and effective transport network*
- (b) Requiring particular transport infrastructure upgrades to be operational by the time a certain level of subdivision and development is reached within Silverdale West (see standard IX.6.8), recognising that particular upgrades are required to support differing levels of development of the Silverdale West Precinct*
- (c) Requiring a comprehensive assessment and an accompanying Transport Assessment addendum report which builds on the Silverdale West Integrated Transport Assessment (Silverdale West ITA) to be prepared for development and subdivision that does not comply with standards IX.6.7 or IX.6.8 (i.e. a level of development that precedes the required upgrades)*
- (d) Requiring new collector roads and key local roads within the precinct to be located generally in accordance with Precinct Plan 1, and other new local roads to form a high quality and integrated network; and*
- (e) Requiring all proposed roads to be designed in accordance with IX.11.1: Appendix 1 (Road function and design elements table) and IX.11.2 Road function and design elements table – External roads to the precinct.*

209 The Requestor also states in the s32 Report:

Importantly, while an upgrade is identified, that is not to be interpreted as necessarily needing to be funded or actioned by the proponents of the PPC / landowners. If development occurs prior to the Council providing the necessary infrastructure upgrades, the Applicants have confirmed that they are capable and willing to front those costs up front (refer Appendix 22) and will seek to enter into agreement(s) with Council to ensure implementation of all necessary infrastructure and that a portion of those costs is recovered over time where there is a wider public benefit associated with the infrastructure provided.

210 The s32 concludes:

On the basis of the assessment within the ITA, and the development thresholds and upgrade triggers set out in the PPC request, it is considered that the PPC request mitigates potential adverse effects on the local and wider transport network associated with the progressive development of the Plan Change area to an appropriate level.

Comment

211 The ITA has been reviewed for the Council by Mr Richards of Beca. A copy of Mr Richards' assessment is contained in Attachment 3 Appendix 3(6). Mr Richards has made a comprehensive assessment of the transport related aspects of PC103 and the submissions.

212 Mr Richards has identified a number of matters that require further analysis and consideration to ensure that the transport effects of the development are appropriately mitigated. These are in summary:

Internal roading connection to Stage 2. *The Stage 2 area in the north of the plan change site does not have a road connection to Dairy Flat Highway included in the Precinct Planning and Staging Map. I consider that the internal Collector Road should be extended north into Stage 2 of the plan change site so that appropriate access is provided for this area of future development. Auckland Transport has raised a similar concern.*

Wilks Road / Dairy Flat Highway intersection. The ITA recommends traffic signals rather than a roundabout at the Wilks Road / Dairy Flat Highway intersection. Roundabouts are typically a safer intersection form than traffic signals as the vehicles are travelling at slower speeds, there are fewer conflict points and impact angles less severe. Safety should be prioritised over consistency.

I recommend the wording of the Precinct Rules is amended to allow for roundabouts to be included by reflecting safety and efficiency outcomes instead.

Active Mode Connections. *No active mode connection is proposed between the PPC area and the Hibiscus Coast Station and the surrounding residential areas on the eastern side of SH1 to support walking and cycling. The demand for walking and cycling has not been calculated and discussed in the ITA. Therefore, it is unknown whether an active mode connection over SH1 is required, or more appropriately when the active mode connection should be provided. Auckland Transport and NZTA have raised a similar concern.*

I recommend that the applicant undertakes an assessment to then determine the demand, benefits and cost to ascertain the appropriate time to provide an active mode connection across SH1.

I also recommend that when the upgrades for the Silverdale Interchange are being designed this would be the appropriate time to consider safe connections for all modes and a road safety audit would also consider this. The precinct provisions should then be reflected to include this at the appropriate stage. NZTA has made a similar request.

I also support the following:

- *Transport Modelling Peer Review: Given the reliance on transport modelling to define staging and mitigations a peer review to address Auckland Transport and Auckland Council's concerns be undertaken.*
- *Amending the threshold for subdivision and development tables to consider transport upgrades collectively in one separate table from other infrastructure upgrades would be beneficial and the applicant clarifies any inconsistencies between the ITA and precinct rules.*

- 213 Mr Richards also considers the transport submissions, and these are addressed in Section 9.1.4 below.
- 214 I consider that subject to a number of changes being made to the Precinct provisions and additional assessment of the modelling as requested by Mr Richards in response to submissions, the traffic effects of PC103 are likely to be acceptable.
- 215 On active modes, in my opinion it is important that provision is made for active modes within the Precinct and where upgrades are required to the existing road network. I think it is unnecessary to require active modes beyond these from day one. In my view the benefits of providing additional land for industry, and enabling access to employment and services, provides more benefits, including transportation benefits, than not providing the industrial land because active modes are not immediately available from the Hibiscus Coast Bus Station.
- 216 The cost of upgrading the Silverdale Interchange to accommodate walking and cycling will be considerable. Also, in the initial stages of the development, it would likely be used by very few people. The early development within the industrial area will likely be relatively small employers so the numbers seeking to access the PC103 area will be small and even smaller for those wanting to use active modes. The provision of active modes will be addressed as the area develops and the traffic and active mode demands increase necessitating upgrades to the Silverdale Interchange. In my view, not providing for the industrial land now because active modes are not available initially, is inappropriate and short sighted. As long as the precinct provisions have facility to accommodate active modes in the future, in my view, this is a pragmatic and acceptable approach.
- 217 I agree with Mr Richards that the Requestor should provide an assessment to determine the demand, benefits and cost to ascertain the appropriate time to provide an active mode connection across SH1. I consider that Auckland Transport should also address the timing and cost issues in its evidence.

6.5. Ecology

Requestors Assessment

218 The Requestor has prepared an Ecological Values Assessment (EVA) (Attachment 2 Appendix 8). The s32 Report summarises this in Section 10.4. The s32 states:

Ecological protection and restoration outcomes are embedded within the proposed Silverdale West Precinct provisions which include specific objectives to protect, restore and enhance ecological features within the Plan Change area, and policies that require planting of stream margins, the use of native plants in restoration areas, and the management of stormwater with a view to improving water quality. The proposed Precinct Plan and provisions:

- *Identify streams and wetlands as constraints in the analysis of features in the Plan Change area*
- *Formalise the use of the intermittent streams and low-lying wetland areas to the north and central areas of the site as integral parts of the overall drainage structure for the land, and in doing so will protect and restore these features*
- *Describe vegetated linkages across the site to provide functional and visual green corridors for wildlife (and amenity spaces for workers commuting to / through the land)*
- *Stormwater management across the land focuses on improving water quality and managing the way in which stormwater quantity is discharged so that stream and wetland values are improved.*

The key ecological elements within the Plan Change area that are protected and earmarked for enhancement through the future development of the land includes:

- *A central green corridor running south to north and centred on John Creek. The EVA highlights this as the focal point, providing for connectivity and integration of ecological services through stormwater management, conveyance and treatment, as well as opportunities for ecological restoration and connectivity to indigenous vegetation patches across the site*
- *Improvements to the aquatic habitat, function and biodiversity values of John Creek as a natural outcome of the revegetation and enhancement of the margins of the Creek and the restoration of the main wetland clusters at the northern and southern ends of the Plan Change area. The EVA notes that this will improve in-stream habitat, riparian margin revegetation and water quality both within the site, and as a consequence, to the northern receiving environment of John Creek and Weiti Stream and the nearby estuary.*
- *Where riparian enhancement occurs, the EVA identifies that this delivers opportunities not only for revegetation planting, but also created habitats for lizards, bats and invertebrates.*

219 Overall, the ecology assessment makes the following comments in regard to the ecological effects of the proposed Request provisions:

Overall, the Structure Plan / Masterplan and the Precinct Provisions provide for the protection and restoration of riparian margins and the establishment of multi-purpose green corridors which will result in a far greater diversity and coverage of native treeland, linkages, and resources for wildlife than is currently present.

The identification of the features identified in this report will assist in their recognition at the time of future resource consent applications. The NES-FW and the AUP include a comprehensive set of rules relating to identified features (for example E3 for streams and E15 for vegetation). These are considered to be appropriate to address the potential for adverse effects in the same way they already apply to the local area's more intensive use Zones. From an ecological perspective, these rules are appropriate to address relevant effects that may be generated at the time of resource consent.

Considering the absence or low ecological values within the Plan Change site, it is my opinion that the precinct provisions will adequately protect all of the important ecological values of the site. Where there may be unavoidable adverse effects on ecology values, these can be effectively remedied, mitigated, offset, or compensated such that the overall net ecological effect of the Plan Change will be no more than minor.

- 220 The Requestor also has had an assessment carried out on whether there are of significant trees within the PC103 area. The assessment concluded that four trees have qualities that may make them candidates for scheduling in the AUP. PC103 seeks to introduce those four trees as part of Schedule 10: Notable Tree Schedule and the associated overlay mapping layer.

Comment

- 221 The applicant's assessment has been reviewed by Kirsty Myron – Senior Ecology Specialist, Auckland Council. The report from Ms Myron is set out in Attachment 3 Appendix 3(2) of this report.

- 222 Ms Myron concludes the following:

- 6.1 The private plan change is generally consistent with the direction and framework of the AUP, requiring 10m riparian margins along streams in urban areas. However, not all streams or wetlands appear to be shown on the precinct master plan.*
- 6.2 The private plan change is not consistent with the direction and framework of the AUP for buffers around wetlands. Not all wetlands appear to have been delineated with the pasture exclusion method incorrectly applied. A 10m planted buffers for all natural inland wetlands is recommended. No standards have been provided with regard to wetland buffers.*
- 6.3 Whilst the protection of some streams is provided (principally the central John Creek corridor), those the applicant has shown on the Precinct Plan appears to be inconsistent with National Policy Statement for Freshwater Management 2020 and National Environmental Standards for Freshwater Regulations 2023. I believe this is relevant as the two statutory considerations afford protection, maintenance, and preferable enhancement unless reclamation has no practicable alternative. The applicant has provided no evidence to support the reclamation of some streams and wetlands in a green field development.*
- 6.4 Whilst the protection of some terrestrial habitat is provided, the plan change does not fully give effect to the AUP in relation to indigenous biodiversity (B7.2), due to the absence of standards that give effect to native terrestrial vegetation protection, retention, and enhancement. Notably, an assessment against B7.2.2(1, 3, 5A) is absent from reporting.*

- 6.5 *I am also concerned that the lack of fauna surveys and identification of habitats of indigenous fauna does not give effect to AUP policies or NPS-IB, notably bats and lizards. The lack of identification of these species will not provide for effective directive to species specific habitat restoration and or appropriate lighting standards.*
- 6.6 *I suggest that all existing vegetation that is within 20m of streams and wetlands be retained. Additional native planting will enhance these buffers areas; I support the planting of all riparian 10-meter buffers as provided for in standard IX6.2 (1). Noting that the retention of existing vegetation enables and provides a more stable and resilient outcome for terrestrial fauna and flora and connectivity, with wider planted wetland and riparian areas being able to support a more diverse range of native species.*
- 6.7 *Cycle and walkways should be located outside the 10m riparian margin. The National Environment Standard does support utility infrastructure within wetlands, but ideally on a case-by-case basis where green network connectivity is necessary. The mitigation hierarchy applies with regard to infringement of both wetland and riparian margins.*
- 6.8 *The applicant is attempting to incorporate biodiversity banking into the Precinct. Bio-banking, or offsetting in advance, is not provided for in the Resource Management Act or the AUP, and it's incorporation here is inappropriate. Biodiversity Offsetting is considered on a case-by-case basis when all other effects management hierarchy has been fully demonstrated at the time of consent. As previously noted, ecological restoration of degraded habitats is an expectation of the AUP and of national planning framework.*
- 6.9 *I am able to support the plan change with the proposed amendments to the PC103 are shown below (see Attachment 3 Appendix 3(2)).*

223 I agree with the amendments proposed by Ms Myron, which relate to strengthening the objectives and policies in relation to streams and wetlands, remove the provisions on ecological off setting, introduce provisions regarding lighting and strengthen the provisions about riparian and wetland planting. I do not think there needs to be an SEA activity added to the activity table as I consider that this is covered by the SEA standards in Chapter E15 Vegetation management and biodiversity of the AUP and is covered by the reference in IX.4 Activity Table which states:

All relevant overlay, Auckland-wide and zone activity tables unless the activity is listed in Activity Table IX4.1 below.

224 The amendments are included in the amended precinct included in Attachment AR1.

225 In relation to the proposal to add four new scheduled trees, the Council's arborist agrees with the tree assessment provided by the Requestor and the inclusion of the trees in Schedule 10: Notable Trees. The addition of the trees to the schedule is part of PC103.

6.6. Natural Hazards / Flooding

Requestors Assessment

- 226 The Requestor has prepared a flood effects assessment as part of the SMP. The s32 Report summarises this and states:

All indicative development sites have been set back at least 20m from the stream edge (where it has an average width of 3m or more), with many of the lots extending more than 30m, and some more than 50m away from the stream edge in order to provide room for the existing natural wetlands to the east, new artificially constructed wetlands to the west, and formation of gently earthworks batters and landscaping / green links along the length of John Creek.

The topography, the scale of the riparian areas and indicative location of future development lots affords high capacity to manage flood hazards within the Plan Change area.the development of the land in accordance with the PPC request will not affect water levels on downstream properties during the 1% AEP storm event, with the drainage reserve and artificially constructed wetlands and the throttling of flood water flows at the two indicative John Creek crossing locations performing effectively.

Comment

- 227 Healthy Waters raise some concerns in para 5.19 of their Technical Memorandum about the flood modelling undertaken by the Requestor and state:

5.19 It is recognised that the wetlands will provide attenuation and a conservative impervious area is used, and this will help manage downstream effects, however, the mitigation proposed has not demonstrated that the post development flood level is unchanged. This needs to be further investigated. A recommendation is made for the proposed Silverdale West Industrial Precinct provision to include under IX.9(6) Special information requirements for further flood modelling and assessment at resource consent stage, and must include all proposed mitigation to ensure downstream effects area are managed...

- 228 Healthy Waters also highlight that flood plains shown on the Council GIS system are different to those shown on the Precinct Plan and need to be updated to address this. They also consider that the modelling information is inadequate and this needs to be addressed. Healthy Waters recommend amendments to the Special Information Requirements on several matters relating to requiring further modelling at the resource consent stage.
- 229 Healthy Waters note that the SMP outlines that no buildings are proposed in the 1% AEP flood plains, but that it is unclear how this is to be achieved through the current precinct provisions. The Requestor needs to address this in its evidence. Healthy Waters recommend amendments to the Precinct provisions to ensure that this is assessed, and these are set out in Attachment AR1.

6.7. Servicing – Water Supply and Wastewater

6.7.1. Water Supply

Requestors Assessment

- 230 The Requestor has undertaken an assessment of water supply requirements for the PC103 area and identified the new water supply infrastructure required. It considers that water can be supplied to the area from the existing main network supplying the Milldale area to the north.

Comment

- 231 The Council obtained engineering comment on water and wastewater servicing from Mr July Zhou - Development Engineer, Auckland Council. Mr Zhou's views are set out in Attachment 3 Appendix 3(4).

- 232 Mr Zhou considers that there are no constraints to water supply in the Hibiscus Coast and believes that Watercare can supply water to the PC103 area and states:

If water supply becomes constrained in the future, Watercare's "first come, first serve" rule would apply, requiring the applicant to explore onsite solutions.

- 233 It would be helpful if the Requestor provided more detail on water supply options that could be utilised until the reticulated network is in place.

- 234 The Precinct provisions notified, while including objectives and policies about water supply, they do not include any specific provisions relating to the provision of water supply.

6.7.2. Wastewater

Requestors Assessment

- 235 The Requestor has undertaken an assessment of wastewater requirements for the PC103 area and identified the new wastewater infrastructure required.

- 236 The s32 Report indicates that a proposed new local wastewater pump station to be located at the lowest point in the PC103 catchment and provided by the Requestor, is anticipated to ultimately discharge to the existing gravity manhole at the intersection of Argent Lane and Maryvale Road in Milldale, which will ultimately discharge at the Army Bay WWTP for treatment.

- 237 The assessment indicates that:

...utilising the existing 560mm Ø pipe over Weiti Bridge is not initially feasible given the low flows from the early development. Water Acumen has identified and discussed two interim options (as detailed at Attachment G to the Infrastructure Report), however these have only been developed to concept design level to demonstrate that there are feasible options to resolve this issue.

- 238 The s32 Report notes that:

While the Army Bay WWTP upgrades will provide sufficient capacity for the catchment from 2031, there is the potential need for an interim wastewater solution to support

earlier development across the Plan Change area prior to the upgrades being operational. The Proposed Plan Change sets up a process whereby resource consent for a Non-complying Activity will need to be obtained for an alternative servicing approach where there is not sufficient capacity within the public network.

239 The Requestor's infrastructure report (Attachment 2 Appendix 11) states that:

Alternative options are available to service the plan change area in the interim, including the option to tanker wastewater from the plan change area to Rosedale WWTP, or the consenting and construction of an interim on site MBR wastewater treatment plant and onsite disposal to land within the plan change area. [MBR – Wastewater Membrane Bioreactor - my addition]

The MBR treatment plant would be owned and operated by the developer until capacity was available at Army Bay WWTP. At this time flows would be switched to feed Army Bay WWTP and the onsite MBR WWTP and disposal apparatus would be decommissioned and removed.

240 The s32 Report concludes that feasible options are available to ensure wastewater service to the PC103 area.

Comment

241 Mr Zhou agrees that the Army Bay WWTP cannot service the Plan Change 103 area until its capacity is upgraded. Mr Zhou supports both interim or permanent private on-site wastewater servicing for the area. Mr Zhou does not agree that tankering should be an option.

242 I agree that the on-site option could be considered as an option, but I do not agree that it should be permanent, and the area should be connected to the Watercare reticulated network as soon as possible.

243 The amount of development that would likely occur before the Army Bay WWTP is upgraded would be small given the time to prepare and lodge resource consents then carry out earthworks and construct industrial buildings. There would not be much time for a lot of industrial development to occur prior to the Army Bay WWTP upgrade being completed. Also, as the area is being rezoned to Business – Light Industry, the numbers of people initially employed in the area would likely be small, thus generating low volumes of wastewater. It is likely that initial development will be at a low level and with few staff, e.g. warehousing, so the necessary infrastructure can readily be provided to serve the development. In the medium term, wastewater treatment capacity in the Army Bay WWTP will be able to be provided after 2031.

244 It would be helpful if the Requestor would provide more detail on the alternative on-site options and how much development is anticipated that would need to be serviced before the Army Bay WWTP is upgraded and a reticulated network put in place.

245 Watercare's submission is discussed in Section 9.1.3 below and addresses the issue of water and wastewater servicing in more detail.

6.8. Contamination

Requestors Assessment

- 246 The Requestor has carried out A Preliminary Site Investigation (**PSI**) prepared by Groundwater and Environmental Services. That report confirms some localised low-level contamination issues consistent with historical farming land use and that these are able to be addressed via consenting processes at the time of any future subdivision or earthworks, and concludes:

None of the identified environmental issues would provide a barrier to the proposed Plan Change. The issues would be able to be dealt with at the subdivision or earthworks consent stages following the process set out in the NES and the contaminated land provisions of the Auckland Unitary Plan.

On the basis of the findings of the PSI, the PPC request seeks to rely on the existing NES and AUP processes for managing potentially contaminated land. Those provisions are the most appropriate, and no specific contamination related provisions are considered necessary in this instance.

Comment

- 247 The Council did not seek further opinion on land contamination.
- 248 I consider that it is appropriate for any existing contamination to be managed by way of resource consent at the time of development, and that contamination is not likely to adversely impact on the implementation of PC103 given the proposed rezoning to Business – Light Industry zone.

6.9. Geotechnical Hazards

Requestors Assessment

- 249 The Requestor has assessed the geotechnical conditions of the PC103 area (Attachment 2 Appendix 12) and states:

That report concludes that the land is suitable for creating stable building platforms and infrastructure, having acceptable levels of post-development residual risk from natural hazards.

The Geotechnical Report does identify geotechnical hazards associated with the soft alluvial soils in the lower areas of the Plan Change area, and instability issues within the higher land adjoining Dairy Flat Highway. These issues can be addressed as part of future development processes and do not directly impact the form of the PPC request. For completeness, the advice from CMW Geosciences has been considered as part of the work by Civix in preparing indicative cut and fill plans which detail how industrial land use, roads and stormwater management may be accommodated within the Plan Change area.

Comment

- 250 The geotechnical aspects of PC103 have been assessed for the Council by Nicole Li, Engineering, Assets and Technical Advisory (EATA). Ms Li's assessment is attached in Attachment 3 Appendix 3(5).
- 251 Ms Li concludes as follows:

At the plan change stage, it is appropriate to comment on the suitability of the land for rezoning. I consider that the site is likely to be suitable from the geotechnical perspective to support the proposed industrial private land change, provided that detailed geotechnical assessments, specific engineering designs of earthworks, associated remedial measures, structures, infrastructure and appropriate construction methodologies are submitted for proposed works once the scope is decided. I recommend that the resource consent stage is the most appropriate time to address the specific geotechnical issues on the site.

Inputs from the Council geotechnical specialists will be required at the future resource and building consent stages.

- 252 Based on this advice, I consider that development potentially provided for by PC103 is appropriate from a geotechnical perspective. I note that geotechnical matters will be considered in detail through the various resource consents for subdivision and development required by the AUP.

6.10. Cultural Values

Requestors Assessment

- 253 Section 10.10 of the s32 indicates that the Requestor had sought early engagement with mana whenua in the development of PC103. The s32 notes:

Thirteen iwi entities (as detailed in Appendix 19) were invited to attend a specific hui on the Silverdale West PPC on Friday 16 December 2022. Only Ngāti Maru accepted the invitation and attended the session.

General questions were raised in respect to Johns Creek, riparian margins and the viewshaft from SH1 to Lloyd Hill and its hinterland. Ngāti Maru confirmed their position that they did not see a need to provide a Cultural Values Assessment (CVA), and instead agreed an approach whereby draft reports would be shared for review and comment followed by hui to discuss any queries. Engagement with Ngāti Maru is ongoing.

- 254 The s32 also notes that iwi engagement was undertaken by the Council in preparing the Silverdale West Industrial Area Structure Plan and that a CVA was prepared on behalf of Ngāti Manuhiri. Issues raised by Mana Whenua in consultation on the draft Silverdale West Industrial Area Structure Plan included ensuring stormwater quality is controlled in the Karepiro Bay and Long Bay -Okura Marine Reserve and that riparian margins are protected.

- 255 The proposed precinct provisions seek to provide certainty around water quality and ecological enhancement within the Precinct, particularly along Johns Creek and its tributaries, with these features protected by way of indicative Open Space zoning.

Comment

- 256 All Mana whenua groups within Auckland were notified of PC103 and no submissions were received from any Mana Whenua groups on PC103.

6.11. Archaeology and Heritage

Requestors Assessment

257 The Requestor had an archaeological assessment prepared by Clough and Associates. The Archaeological Assessment confirms the presence of a single recorded archaeological site within the Plan Change area, and two sites are recorded on the Auckland Council Cultural Heritage Inventory (**CHI**). The report states:

The identified archaeological site (R10/737) relates to the homestead, inn, stables and associated buildings of the former owner, Maurice Kelly, located at 1750 Dairy Flat Highway. There are no surviving above-ground remains of the site, however the Archaeological Assessment identified a high potential for subsurface features to be extant and have the potential to be affected by future development. It also notes the potential for surviving features relating to 19th century farming in the vicinity of John Creek, including the two 'CHI' sites at 1732 and 1744 Dairy Flat Highway.

258 As a result of this assessment further physical site investigation were carried out by the Requestor at the Kelly homestead site and a further heritage assessment was carried out at the properties at 1732 and 1744 Dairy Flat Highway.

259 The further archaeological investigation found that the historic values of the Kelly Homestead site are of at least considerable heritage significance. Overall, the archaeological assessment considered any actual or potential adverse effects to be minor/moderate, subject to implementation of recommendations for the identification, avoidance, protection and enhancement of R10/737, Maurice Kelly Homestead and Inn. These recommendations include⁴ protection of the site through the precinct provisions and if not, that protection be considered at the time of resource consents.

260 The s32 Report concludes:

The recommendations and mitigation outlined by Clough and Associates will be considered as part of any future development works in proximity to the former Kelly Homestead and Inn. On the basis of works being undertaken in accordance with the recommendations of the Archaeological Assessment and the s56 Report, any adverse archaeological effects associated with the PPC request are able to be suitably mitigated."

261 The Requestors clause 23 response (April 2024) (see Attachment 2) to cultural (historic) heritage matters also states that:

The feature [R10/737] is not suitable for heritage scheduling within the Unitary Plan". and "That through future resource consent processes, interpretive elements such as surface demarcations of the house and an information panel should be considered. No protection of the site is proposed through the Precinct, with any interpretation or protection to be left to future consenting processes.

262 The assessment of the remaining standing buildings at 1732 and 1744 Dairy Flat Highway concluded:

The heritage assessment finds that the structures and dwellings considered and assessed within this document are of no historic heritage significance within the locality and region. There is nothing we can see from an historic heritage position that would in any way constrain the removal or demolition of these assets.

263 The s32 analysis concluded overall that:

⁴ Appendix 15: page 100-101.

On the basis of works being undertaken in accordance with the recommendations of the Archaeological Assessment and the s56 Report, any adverse archaeological effects associated with the PPC request are able to be suitably mitigated.

Comment

264 The applicant's heritage assessment has been reviewed for the Council by Cara Francesco, Senior Specialist Heritage Senior Specialist Heritage, assessing the built heritage and Rebecca Ramsey, Senior Specialist Heritage Auckland Council, assessing archaeology. Ms Francesco's and Ms Ramsey's assessments are contained in Attachment 3 Appendices 3(8) and 3(11) respectively.

265 Ms Ramsey considers in relation to the Kelly Homestead site that:

the place to have at least considerable knowledge value to the locality....

and

It has been determined that Maurice Kelly's Homestead and Inn (R10/737) meets the threshold for scheduling as a historic heritage place under the RPS and requires protection of the place from inappropriate subdivision, use and development. However, in this instance, it considered that precinct provisions are a more appropriate mechanism to identify and protect the places heritage values.

266 Ms Ramsey concludes:

There is no identification of historic heritage values in the precinct description nor are there corresponding historic heritage provisions. This approach also does not give effect to the recommendations from Clough and Associates to avoid, remedy or mitigate adverse effects and therefore the proposed plan change may have more than minor adverse effects on historic heritage values

Therefore, I support the plan change with amendments. I recommend the precinct provisions are updated to include provisions for the protection and interpretation of the Maurice Kelly Complex.

267 The recommended amendments to the Precinct are included in Attachment AR1. These relate to the management of land disturbance activities (including planting) which may impact Maurice Kelly's Homestead and Inn (R10/737) by the inclusion of explanation in the precinct description, the inclusion of objectives and policies, the creation of the Maurice Kelly Heritage Management Area and making land disturbance in the management area a restricted discretionary activity. It also provides for site interpretation as a mechanism for public education and appreciation. This is outlined further in the amended precinct provisions in Attachment AR1.

268 In terms of the built heritage, Ms Francesco states in respect of the properties at 1732 and 1744 Dairy Flat Highway:

I agree with the findings of the Archifact Limited heritage assessment that neither building/place at 1732 Dairy Flat Highway and 1744 Dairy Flat Highway, Silverdale meets the AUP historic heritage criteria and thresholds to be eligible for scheduling in the AUP...

In my opinion, the applicant has adequately assessed the private plan change effects on the environment related to built heritage effects...

I am able to support the plan change in relation to built heritage matters without modifications.

6.12. Summary of Effects

Requestors Assessment

269 The Requestors summary of effects concludes:

The actual and potential effects of the proposed PPC have been considered above, based on extensive reporting and analysis undertaken by a wide range of technical experts. On the basis of this analysis, it is considered that the area is suitable for urban development and the proposed mix of uses will result in positive effects on the environment in terms of the social and economic well-being of the community as well as providing opportunities for ecological enhancement. Where adverse effects are anticipated, the proposed policies and rules of the PPC, in addition to those in the Auckland-wide and zone provisions, will ensure they are appropriately avoided, remedied or mitigated.

Comment

270 Overall, and based on the advice of the Council specialists, I have concluded that the effects of PC103 are able to be avoided, remedied or mitigated through the plan change as notified and with amendments recommended by Council specialists in response to submissions. While there are issues with the timing of the delivery of network infrastructure, I consider that the precinct provisions, as proposed to be amended, and with the interim servicing options presented by the Requestor, the effects of these aspects can also be avoided, remedied or mitigated for the short time they will be required. When balanced against the benefits of delivering further industrial zoned land to the Hibiscus Coast, I consider these issues are outweighed by the advantages.

7. CONSULTATION

271 Section 7.3 of the Requestor's s32 sets out the consultation undertaken by the Requestor.

272 The Requestor advises that it engaged with Man Whenua and correspondence was sent to 12 iwi groups seeking confirmation as to whether they wanted to attend a hui on a private plan change relating to Silverdale West. Ngāti Maru responded confirming their interest in being involved. A hui was held on the 16 December 2022. The minutes are attached as part of the consultation summary in Appendix 19. The Ngāti Maru representative asked broad questions in regard to John Creek, riparian margins and the indicative viewshaft from SH1. They also confirmed that no Cultural Values Assessment would be required for PC103 and instead agreed an approach to continue engaging directly with the applicant.

273 In terms of public consultation, a public drop-in session was held at the Dairy Flat Community Hall on Wednesday 30 November 2022. The s32 states:

While different views are held within the community, the following key themes have come through in the consultation:

- Broad interest in when services will be upgraded through the wider area
- Support for the PPC generally, noting a minor concern around noxious air discharges
- Interest in the (at the time) recently revised location of the Strategic Growth Alliance Rapid Transit Network – North, which is currently anticipated to run through properties to the west of Dairy Flat Highway rather than through the Silverdale West land. It was noted that this was not a result or associated with the Silverdale West proposition, or something that the Silverdale West applicant or consultant team could actively discuss, and that was acknowledged
- Some landowners within or nearby the Plan Change area were against it in general terms, but raised no specific concerns.

7.1. Comments From Rodney Local Board

274 Comments on PC103 have been received from the Rodney Local Board.

275 At its meeting of 20 November 2024, the Rodney Local Board resolved as follows:

- a) *whakarite / provide the following local board views on Private Plan Change 103 to rezone approximately 107ha of land at Silverdale West from Future Urban Zone to Business - Light Industry Zone and to introduce a new precinct.*
 - i) *recognise the need for well-planned business and industrial zones within the Rodney Local Board area and acknowledge that large developers have the capacity to deliver well planned developments*
 - ii) *express concern that for the Dairy Flat subdivision there are now several unplanned, industrial yards consented in the Future Urban areas at Wilks Road and Postman Road as these have cumulative effects on the rural character of the area*
 - iii) *request that Private Plan Change 103 is declined or amended due to the following views:*
 - A) *is an out of sequence development and does not align with Auckland Council's Future Development Strategy*
 - B) *impacts on congestion and traffic safety, if Private Plan Change 103 is consented in its current form will impact negatively on the already over capacity motorway network between Silverdale and Albany including the Silverdale interchange*
 - C) *creates congestion on the major transport corridor between State Highway 1 and State Highway 16 which serves inter regional transport as a designated alternative route between Auckland and Northland when the dome valley is closed. This transport corridor also connects Helensville to the Silverdale interchange, Pine Valley Road, Dairy Flat Highway, Hibiscus Coast Highway and State Highway 1 which will all be impacted by the proposed development*
 - D) *requires developer funded transport infrastructure for an increased public transport service to the proposed industrial area, as the current bus service along Dairy Flat Highway from Hibiscus Coast Station to Albany is not an hourly service and does not operate in the weekends. There is no current funding in Auckland Transport's budget to increase this service,*

therefore public transport to the proposed industrial area will not be a viable option for employees and this will result in further congestion at the Silverdale interchange and along Dairy Flat Highway

- E) Hibiscus Coast Station is within a walkable catchment to the proposed industrial area but there is no pedestrian or safe cycling access across the Silverdale interchange and the developers are not proposing to fund this infrastructure*
 - F) Private Plan Change 103 does not include a contribution towards the future Wilks Road motorway ramps which form part of the supporting growth integrated transport infrastructure and will be served by this industrial area*
 - G) proposed timing of the transport infrastructure to be funded by the developer such as signalling the Pine Valley and Dairy Flat Highway intersection needs to be revised and delivered at the start of the development if Private Plan Change 103 is granted*
 - H) Watercare does not have the capacity to connect the proposed industrial area and therefore the developer and the local board do not support temporary waste and water solutions where waste is trucked off site.*
 - I) full integrated storm water catchment planning has not been completed for Dairy Flat including how this development will impact the flood risk for the wider Dairy Flat and Silverdale areas*
 - J) restrictions should be placed on the types of industry allowed so to minimise effects on nearby residential areas and flight paths from North Shore Airport*
 - K) road widths within the light industrial area should be assessed to enable access for larger vehicles and oversized truck movements, for example vehicle testing services that may be located in the area*
 - L) effects on at-risk species (including migratory birds) need to be assessed and mitigated*
- b) kopou / appoint a local board member L Johnston to speak to the local board views at a hearing on Private Plan Change 103*
- c) tautapa / delegate authority to the chairperson of the Rodney 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.*

276 Most of these matters have generally been considered in other sections of this report, however, several are not and are specifically addressed here.

277 In relation to A) ii) I acknowledge that there have been a number of industrial yard activities occur in the Wilks Road/Postman Road FUZ. The rezoning of land to Business – Light Industry Zone proposed by this plan change could help alleviate some of this by providing an alternative location of industrial yard type activities.

278 In relation to matter I), a catchment management plan has been prepared that recognises the whole of the John Creek catchment even though the plan change area only comprises part of it. The effects on the downstream section of John's Creek have been considered and addressed. Development in the catchment does not affect any other catchment in Dairy Flat as they are completely separate catchments.

279 In relation to matter J, the plan change proposes to rezone the land to Business – Light Industry zone (and not to Business – Heavy Industry zone), and activities will be limited in accordance with the precinct and the underlying Business – Light Industry zone. The AUP rules relating to noise and odours will manage these effects of industrial activities. The proposed buffers along the motorway and Dairy Flat Highway are intended to mitigate any visual effects. The plan change area is not near the North Shore Airport and the southernmost part of the plan change area is approximately 1.5 kilometres from the closest runway. No runway Approach Surface Fans extend over the PC103 area. The Horizontal Surface Overlay does extend over the southern part of the PC103 area, and the overlay is 45m above the average runway ground level. All of the PC103 area is lower (highest point approximately 56m) than the runway ground level (106.7m). Therefore, even the maximum height buildings (30m) provided for in the Precinct, will not extend into the Horizontal Surface Overlay.

8. NOTIFICATION AND SUBMISSIONS

8.1. Notification details

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

Date of public notification for submissions	12 July 2024.
Closing date for submissions	9 August 2024
Number of submissions received	20 submitters made 124 primary submission points
Date of public notification for further submissions	13 September 2024
Closing date for further submissions	27 September 2024.
Number of further submissions received	6 further submitters made 74 further submission points

281 Nineteen of the 20 submissions were received on time. There was one late submission. This was an amendment to a submission that was lodged on time by NZTA, but which the submitter requested be amended. The late submission was accepted under clause 37(a) of the RMA on 21 August 2024. Copies of the submissions are attached as Attachment 5 to this report.

9. ANALYSIS OF SUBMISSIONS AND FURTHER SUBMISSIONS

282 The following sections address the submissions received on PC103. It discusses the relief sought in the submissions and makes recommendations to the Hearing Commissioners.

283 Submissions that address the same issues and seek the same relief have been grouped together in this report under the following topic headings:

- Submissions seeking the PC103 be declined
- Submissions supporting PC103 in its entirety
- Water and wastewater
- Transport
- Infrastructure general (and funding and financing of infrastructure)
- Ecology
- Landscape - remove the “additional height area” or make over height buildings a Restricted Discretionary Activity
- Land Use
- Open Space
- Stormwater
- Include additional areas, Pine Valley area and a site on the southern edge of the plan change area
- Miscellaneous.

284 The submissions are discussed in the following sections under these topics. Further submissions are generally not specifically discussed. In the following tables the annotations for the further submissions are:

- (S) – supports the submission point
- (SP) – supports in part the submission point
- (N) – neutral, neither supports or opposes the submission point
- (O) – opposes the submission point
- (OP) – oppose in part the submission point.

285 In respect of the decisions on further submissions, where a further submission supports a primary submission that is rejected, the further submission is assumed to be accepted. Where a further submission opposes a primary submission that is accepted, the further submission is assumed to be rejected.

9.1.1. Submissions seeking that PC103 be declined

Sub. No.	Name of Submitter	Summary of the Relief Sought by the Submitter	Further subs	Planners Recommendation
1.1	Yanmei Li	Decline the plan change. Don't want noise.	FS04 (O)	Reject
2.1	HD Group	Decline the plan change.	FS04 (O)	Reject
6.1	Loudene Marais	Decline the plan change.	FS04 (O)	Reject
8.1	N Goument	Decline the plan change. This rezone is unnecessary, there is already new light industrial for Dairy Flat near airport and Silverdale and Milldale etc.	FS04 (O)	Reject
9.1	Tim Van Ameringen	Oppose but if approved provide a roundabout at the Wilks Road Dairy Flat Intersection rather than lights.	FS04 (O)	Accept in part
12.1	Robert and Linda Brown	Decline	FS04 (O)	Reject
13.1	Auckland	Decline the Plan Change or amend	FS04	Accept in part

	Council	as set out in the submission.	(OP)	
14.1	Auckland Transport	Decline the Plan Change unless other matters raised are addressed.	FS04 (OP)	Accept in part
19.1	Watercare Services Limited	Decline the plan change. In the event that PC103 is approved, amend as requested.	FS04 (OP)	Accept in part
20.1	Hanna Katrina Taylor Moller	Decline the plan change. Development in the valley will absolutely ruin it.	FS04 (O)	Reject

Discussion

286 These submissions seek that the plan change be declined. The reasons given in the submissions are varied including:

- concern at noise
- industry will ruin the valley
- industrial zoning is unnecessary

287 Some of the submitters seek that the plan change be declined but if it is not, that it be amended as set out in the respective submissions. The changes sought by Auckland Council, Auckland Transport and Watercare are addressed in the later topic sections of this report dealing with the submitters specific amendments sought.

288 The high-level reasons for Auckland Council, Auckland Transport and Watercare seeking that PC103 be declined are:

- It is out of sequence with the FDS
- Does not adequately integrate land use with the provision of infrastructure.

289 I do not consider that the plan change should be declined for the reasons set out in the submissions. The plan change area has been identified as future urban since the AUP was notified in 2016. The Silverdale West Industrial Area Structure Plan was adopted for the area in 2020 and identifies the land for industry. The Auckland Council Future Development Strategy 2023 - 2053 also identifies the area for land extensive business. This is discussed in detail above in Section 4.6.1 in relation to the FDS.

290 Mr Ameringen (submission 9.1) opposes the plan change but if it is approved, seeks a roundabout at the Wilks Road Dairy Flat Highway intersection as he considers that this would be safer. Mr Richards addresses this in his memorandum (Attachment 3 Appendix 3(6) and states:

I suggest the wording is amended in the Precinct note to allow for roundabouts and other design to be included and agreed with AT.

Recommendations on submissions

291 That submissions 1.1, 2.1, 6.1, 8.1, 12.1 and 20.1 be **rejected**.

292 That submissions 9.1, 13.1, 14.1 and 19.1 be **accepted in part** to the extent that amendments are made to the Precinct provisions in response to the alternative relief sought in the submissions.

293 Should PC103 be approved the changes resulting from this recommendation are set out in Attachment AR1.

9.1.2. Submissions supporting PC103 in its entirety

Sub. No.	Name of Submitter	Summary of the Relief Sought by the Submitter	Further Submissions	Planners Recommendation
3.1	Dairy Flat ComDev Ltd	Approve the plan change without any amendments.	FS04 (SP)	Accept in part
4.1	Buy West Management	Approve the plan change without any amendments.	FS04 (SP)	Accept in part
5.1	Carlton Windust	Approve the plan change without any amendments.	FS04 (SP)	Accept in part
10.1	Zheming Xu	Approve the plan change without any amendments.	FS04 (SP)	Accept in part

Discussion

294 These submissions are recommended to be accepted in part as the plan change provisions are not recommended without change.

Recommendations on submissions

295 That submissions 3.1, 4.1, 5.1 and 10.1 be **accepted in part** because PC103 is subject to amendments outlined and discussed elsewhere in this report.

296 Should PC103 be approved the changes resulting from this recommendation are set out in Attachment AR1.

9.1.3. Submissions Water and Wastewater

Sub. No.	Name of Submitter	Summary of the Relief Sought by the Submitter	Further Subs	Planners Recommendation
19.2	Watercare Services Limited	Precinct Purpose Amend Para 3 second sentence as follows: Light industrial land use and subdivision activities are largely enabled through the underlying zoning, however the delivery of these within the precinct is <u>needs to be</u> closely aligned with the delivery of transport, <u>water supply, wastewater</u> and other infrastructure upgrades needed to support the development of the precinct.		Accept in part
19.3	Watercare Services Limited	Precinct Purpose Amend Implementation second para as follows: <u>Subdivision and development is restricted until the land within the Silverdale West Precinct is able to be connected to functioning bulk water supply and bulk wastewater infrastructure with sufficient capacity to service subdivision and development in the Precinct area, except where an interim solution and associated decommissioning for water and/or wastewater servicing is proposed.</u>		Accept

19.4	Watercare Services Limited	Add a new objective 4A as follows: <u>Subdivision and development does not occur in advance of the availability and capacity of bulk water supply and bulk wastewater infrastructure, except where an interim solution and associated decommissioning for water and/or wastewater servicing is proposed.</u>		Accept
19.5	Watercare Services Limited	Delete Policy 8 and replace with a new policy as follows: (8) Avoid subdivision and development prior to water and wastewater infrastructure capacity being available. <u>(8) Avoid subdivision and development that is in advance of the provision of functioning bulk water supply and bulk wastewater infrastructure with sufficient capacity to service subdivision and development within the Precinct area, except where an interim solution and associated decommissioning for water and/or wastewater self-servicing is proposed.</u>		Accept
19.6	Watercare Services Limited	Amend Activity Table Activity (A8) as follows: Development not complying with standard IX.6.11(1). Wastewater Connections. <u>Use and development that does not comply with Standard IX6.11 Bulk Water Supply and Wastewater Infrastructure. NC</u>		Accept
19.7	Watercare Services Limited	Amend Activity Table Activity (A9) as follows: Subdivision not complying with standard IX.6.11(2). Wastewater Connections. <u>Subdivision that does not comply with Standard IX6.11 Bulk Water Supply and Wastewater Infrastructure. NC</u>		Accept
19.8	Watercare Services Limited	Amend IX.5 Notification as follows: (1) Except as provided for by IX(1A), Any application for resource consent for an activity listed in Table IX.4.1 Activity will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991. <u>(1A) Any application for resource consent that infringes the following standard will be considered without public or limited notification to any person other than Watercare or the need to obtain the written approval from any other affected parties</u>		Reject

		<p><u>unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991:</u></p> <p><u>(a) Standard IX6.11 Bulk Water Supply and Wastewater Infrastructure.</u></p>		
19.9	Watercare Services Limited	Amend Standards IX.6 (3) and (4) by amending the reference to IX.6.10 to IX6.11.		Accept
19.10	Watercare Services Limited	Amend Table IX.6.8.1 (a) column 3 by deleting: Wastewater Pump Station servicing the Silverdale West Industrial Precinct – Stage 1, meeting the relevant requirements of Watercare Services Limited (or replacement organisation)		Accept
19.11	Watercare Services Limited	Amend Table IX.6.8.1 (b) column 3 by deleting: Wastewater Pump Station servicing the Silverdale West Industrial Precinct – Stage 1, meeting the relevant requirements of Watercare Services Limited (or replacement organisation)		Accept
19.12	Watercare Services Limited	Amend Table IX.6.8.1 (c) column 3 by deleting: Upgrade to Silverdale West Wastewater Pump Station to serve both the Silverdale West Industrial Precinct – Stages 1 and 2, meeting the relevant requirements of Watercare Services Limited (or replacement organisation)		Accept
19.13	Watercare Services Limited	<p>Amend Standard IX6.11 as follows: Wastewater connections Bulk Water Supply and Wastewater Infrastructure Purpose: To ensure efficient delivery of wastewater infrastructure including treatment. (1) Prior to occupation, all buildings shall be connected to a functioning public wastewater network capable of servicing development intended on the lots. (2) Prior to the issue of a certificate pursuant s224(c) for subdivision, all lots shall be connected to a functioning public wastewater network capable of servicing development intended on the lots. <u>Purpose:</u> <u>• To ensure subdivision and development within the Precinct is adequately serviced with bulk water and wastewater infrastructure.</u></p> <p><u>(1) Bulk water supply and wastewater</u></p>		Accept

		<p><u>infrastructure with sufficient capacity for servicing the proposed development must be completed, commissioned and functioning:</u></p> <p><u>a. in the case of subdivision, prior to issuing of a certificate of title pursuant to 224(c);</u></p> <p><u>b. in the case of land use only, prior to construction of any buildings for activities that would require water and/or wastewater servicing.</u></p>		
19.14	Watercare Services Limited	<p>Amend IX.9 Special information requirements as follows:</p> <p><u>(6) Water and Wastewater Servicing Plan</u></p> <p><u>(a) Within the application for the first stage of subdivision or development of any site existing at [date of plan change approval] within the Precinct the applicant must provide a Water and Wastewater Servicing Plan for the Precinct Area. The Water and Wastewater Servicing Plan must:</u></p> <p><u>i. Identify the location, size and capacity of the proposed water supply and wastewater network within the Precinct.</u></p> <p><u>ii. Identify the timing, location, size and capacity of the key water and wastewater infrastructure dependencies located outside of the Precinct Area but are necessary to service the Precinct.</u></p> <p><u>(7) Water Supply and Wastewater Infrastructure Capacity Assessment</u></p> <p><u>(a) All applications for subdivision or development must be accompanied by a Water Supply and Wastewater Infrastructure Capacity Assessment. The applicant is required to produce a water supply and wastewater infrastructure capacity assessment for the precinct to demonstrate there is sufficient capacity in the wider water and wastewater reticulated network, including the Army Bay WWTP, to service the proposed development or lots.</u></p>		Accept

Discussion

297 Watercare sought that in the event that PC103 is not declined, amendments to the Precinct provisions. They state the following:

Para 2.4

The purpose of this submission is to ensure that the technical feasibility of the proposed water and wastewater servicing is addressed and that the potential adverse effects of the future development enabled under Plan Change 103 on Watercare's existing and planned water and wastewater networks are appropriately considered.

Para 3.2

In the event that Plan Change 103 is approved (notwithstanding Watercare's opposition), Watercare seeks that the Commissioners approve Plan Change 103 subject to the amendments requested by Watercare set out at Appendix 1 to this submission or similar amendments with the same effect.

298 Watercare outline that PC103 is out of sequence with the FDS. The FDS was discussed above in Section 4.6.1 and that material is relevant here.

299 Watercare outlines the Army Bay WWTP capacity limitations until the plant is upgraded in 2031. It also outlines its preferred bulk wastewater network servicing strategy a key element of which is a pump station which indicatively is to be built in 2031.

300 It also outlines concerns with the proposed wastewater servicing options presented by the Requestor to be provided ahead of the pump station. Watercare states:

Watercare does not support either of the two proposed interim options for wastewater network servicing as they are not likely to meet Watercare's operational requirements and they do not consider the future Silverdale West WWPS that will service this area.

301 However, Watercare, while outlining the Army Bay WWTP capacity limitations and the opposition to the Requestors wastewater options, do not oppose on-site wastewater treatment options and state:

2.20 Watercare is not opposed to the proposal for interim private onsite servicing, provided the Applicants obtain the necessary resource consents to construct and operate this, and the Plan Change Area connects to Watercare's wastewater network once capacity is available following the Army Bay WWTP Stage 1 upgrade (ie the private infrastructure is decommissioned).

2.21 Watercare does not support permanent private onsite servicing, in particular because this will result in the inefficient delivery of infrastructure given that Watercare is planning to service the Plan Change Area through the future Army Bay WWTP upgrades, the Orewa to Army Bay trunk network upgrades, and the Silverdale West Centralised WWPS.

302 Watercare also oppose the water supply options put forward by the Requestor as they are not in line with Watercare's water network servicing plan for the area. A key part of this is the Orewa 3 watermain which is not due to be started until 2034 with an estimated completion date of 2038.

303 Despite this, Watercare acknowledge that the area could be serviced for water via a new bulk supply point at the junction of John Fair Drive and Argent Lane. It states:

Watercare will work with the Applicant to consider agreements where the Applicant would fund and/or deliver the John Fair BSP and Orewa Watermains Cross Connection required for the development of the Plan Change Area, where this does not unduly impact Watercare's or council's debt profile or other funding commitments.

304 Watercare and the Requestor therefore need to address in their evidence if any progress has been made on this option.

305 Watercare states:

Watercare therefore seeks precinct provisions which would prevent subdivision and development of the Plan Change Area until there is capacity to service the development in the bulk water supply network.

306 The amendments sought by Watercare are essentially aimed at strengthening and ensuring that water and wastewater servicing are available before development occurs. As noted above under the Assessment of Effects, Mr Zhou supports both interim and permanent private on-site wastewater servicing for the area and considers that water can be supplied. However, I agree with Watercare that on-site wastewater disposal should only be an interim solution until the Watercare reticulated network is provided and this is reflected in the Watercare’s proposed new Policy 8 for the Precinct.

307 I support most of the provisions proposed by Watercare, I agree that they strengthen and clarify the provisions in relation to the provision of water and wastewater and provided for an interim wastewater solution.

308 I do not agree with the relief Watercare seeks in submission 19.8 regarding limiting notification or non-compliance with the proposed wastewater standards only to Watercare. There may be others eg adjoining landowners to the Precinct, who may also have an interest in non-compliance with the standard. I understand why Watercare has an interest in this, but others may too, and the proposed rule denies them the opportunity to be involved. Watercare needs to address this in its evidence and why it thinks others should be excluded. At this stage my view is that the submission should be rejected.

309 I do not agree with changing “is” to “needs to be” (submission 19.2) in the third paragraph as I consider “is” to be more directive. Watercare have sought that the references to water and wastewater servicing in the staging tables be removed and show the struck-out text but have not shown the necessary corresponding amendments in column 1 that refer to column 3. Watercare should address this in its evidence.

310 The proposed amendments by Watercare and which I agree with are set out in Attachment AR1.

Recommendations on Submissions

311 That submissions 19.3, 19.4, 19.5, 19.6, 19.7, 19.9, 19.10, 19.11, 19.12, 19.13 and 19.14 be **accepted**.

312 That submission 19.2 be **accepted in part**.

313 That submissions 19.8 be **rejected**.

314 Should PC103 be approved the changes resulting from this recommendation are set out in Attachment AR1.

9.1.4. Submissions Transport

Sub. No.	Name of Submitter	Summary of the Relief Sought by the Submitter	Further Subs	Planners Recommendation
7.1	Andrew Nigel Philipps Kay	Include a requirement for greatly enhanced public bus services along Dairy Flat Highway to Silverdale to service the future development and alleviate congestion.	FS04 (S)	Accept in part

7.2	Andrew Nigel Philipps Kay	Include a requirement to implement the proposed road and motorway interchange at the outset of development of the PPC area.	FS04 (S)	Reject
7.3	Andrew Nigel Philipps Kay	Include a requirement to reserve a Rapid Transit Corridor along the eastern side of the PC Area (i.e. adjacent to SH1).	FS04 (S) FS02 (O)	Reject
11.2	Mark Weingarth	Reinstate the originally proposed connection to Dairy Flat Highway.	FS03 (O) FS04 (N)	Reject
12.2	Robert and Linda Brown	If approved delay development until the Wilks Road motorway on ramps are operative.	FS02 (O) FS04 (OP)	Reject
14.2	Auckland Transport	Request that the applicant work with Auckland Transport to determine a pathway for how the identified transport upgrades will be funded / financed.	FS04 (OP)	Accept
14.3	Auckland Transport	Request that the Applicant provides a formal peer review report of the modelling undertaken for the Milldale area. Alternatively, the AIMSUN models relied upon in the ITA should be provided to Auckland Transport for review. Request that where this information indicates alternative mitigation is required that the Applicant make any consequential amendments to infrastructure mitigation and triggers in consultation with Auckland Transport.		Accept
14.4	Auckland Transport	Request that the Applicant compares the assumed trip generation rates against New Zealand or Australian published rates or calibrates based on locally observed data. Request that where this information indicates alternative mitigation is required that the Applicant make any consequential amendments to infrastructure mitigation and triggers in consultation with Auckland Transport.		Accept
14.5	Auckland Transport	Request that the Applicant undertakes sensitivity testing to consider a mix of land use activities with a lower proportion of warehousing. Request that where this information indicates alternative mitigation is required that the Applicant make any consequential amendments to infrastructure mitigation and triggers in consultation with Auckland Transport.		Reject
14.6	Auckland Transport	Request that the Applicant clarifies whether there is a gap on Argent Lane, as indicated in Figure 19 of the ITA. If there is a gap, the Applicant should update the AIMSUN model to include		Accept

		<p>the full length of Argent Lane from Wainui Road to Dairy Flat Highway.</p> <p>Request that where this information indicates alternative mitigation is required that the Applicant make any consequential amendments to infrastructure mitigation and triggers in consultation with Auckland Transport.</p>		
14.7	Auckland Transport	<p>Amend the precinct provisions to incorporate policies, standards and matters of discretion/ assessment criteria as appropriate to provide for timely, efficient, safe and effective active mode networks by:</p> <p>- Requiring establishment of safe active mode connections to the Hibiscus Coast Station.</p>		Accept in part
14.8	Auckland Transport	<p>Amend the precinct provisions to incorporate policies, standards and matters of discretion/assessment criteria as appropriate to provide for timely, efficient, safe and effective active mode networks by:</p> <p>- Ensuring safe walking and cycling facilities are provided along the entire length of the PC frontage to Dairy Flat Highway as part of the development.</p>		Accept in part
14.9	Auckland Transport	<p>Amend IX.6.7.1 to the extent that:</p> <ul style="list-style-type: none"> - Cumulative subdivision and/or development is considered in the amount of total land that is enabled - Thresholds identified for development are consistent with thresholds identified in the ITA, s32 Report and infrastructure report. 	FS02(S)	Accept
14.10	Auckland Transport	<p>Amend IX6.8.1 to the extent that:</p> <ul style="list-style-type: none"> - Cumulative subdivision and/or development is considered in the amount of total land that is enabled - Thresholds identified for development are consistent with thresholds identified in the ITA, s32 Report and infrastructure report. 	FS02(S)	Accept
14.11	Auckland Transport	<p>Amend the threshold for subdivision and development tables (Table .6.8.1) to consider transport upgrades collectively in one separate table from other infrastructure upgrades.</p>		Accept
14.12	Auckland Transport	<p>Retain Precinct description subject to any consequential amendments required to address other submission points.</p>		Accept
14.13	Auckland Transport	<p>Retain Objective 1</p>		Accept
14.14	Auckland Transport	<p>Amend Objective 3 to include the following or similar: Access to, and from and within the</p>		Accept

		precinct occurs in a safe and effective manner that: a) mitigates significant adverse effects of traffic generation on the surrounding road network; b) encourages in a mode shift to public and active modes of transport; c) Ensures public transport can operate efficiently at all times; <u>and</u> d) <u>Provides a road network servicing access to and within the Precinct enabling connections to roads and land adjacent to the Precinct.</u>		
14.15	Auckland Transport	Amend Objective 8 as follows or to similar effect: The precinct is <u>subdivided and developed in a comprehensive and integrated way that achieves a high quality developed</u> industrial environment that responds to natural site features and landform, manages the interface with surrounding land use, <u>enables supports</u> public and active transport use and respects mana whenua values.		Accept
14.16	Auckland Transport	Insert a new objective as follows or similar: <u>'(x) Subdivision and development does not occur in advance of the availability of operational transport (including regional and local transport infrastructure).'</u>	FS02(S)	Accept
14.17	Auckland Transport	Retain Policy 1		Accept
14.18	Auckland Transport	Amend Policy 4 as follows or similar: Recognise the importance of employment to the Silverdale / Dairy Flat / Hibiscus Coast area, <u>by providing opportunities for employment closer to where people live including the potential for positive travel patterns associated with some people not needing to reduce the need for travel outside the area for work.</u>		Accept
14.19	Auckland Transport	Retain Policy 5 (Re managing the effects of traffic generation)		Accept
14.20	Auckland Transport	Retain Policy 6 (Re road upgrades)		Accept
14.21	Auckland Transport	Retain Policy 9 (Re collector road location)		Accept
14.22	Auckland Transport	Retain Policy 10 (Re local road network)		Accept
14.23	Auckland Transport	Retain Policy 11 (Re transport network and all modes)		Accept
14.24	Auckland Transport	Retain Policy 13 (Re mode shifts)		Accept
14.25	Auckland Transport	Retain Policy 22 (Re limiting convenience retail)		Accept

14.26	Auckland Transport	Insert a new policy as follows or similar: '(x) <u>Require that subdivision and development in the Precinct does not occur in advance of the availability of operational transport infrastructure.</u> '	FS02(S)	Accept
14.27	Auckland Transport	Table IX.4.1 Retain activity A2		Accept
14.28	Auckland Transport	Table IX.4.1 Clarify why Activity A3 is needed to support the Silverdale West Industrial Precinct or delete in consultation with Auckland Transport.		Reject
14.29	Auckland Transport	Table IX.4.1 Delete activity (A4) and the reference to it within the standards (see Standard 1X6.6 Road widening setback along Dairy Flat Highway).		Accept
14.30	Auckland Transport	Table IX.4.1 Amend A5 to NC activity status		Accept
14.31	Auckland Transport	Table IX.4.1 Amend A6 to NC activity status		Accept
14.32	Auckland Transport	Delete Standard IX.6. (2)(a) re E27.6.2 Trip generation not applying.	FS02(S)	Accept
14.33	Auckland Transport	Delete Standard 1X6.6 re road widening along Dairy Flat Highway.		Reject
14.34	Auckland Transport	Amend Standard 1X6.7 to include the following or similar: Purpose: • Mitigate <u>Manage</u> the adverse effects of traffic generation on the surrounding regional and local road network by providing through the identification of transport <u>through the identification of transport</u> upgrades needed to support development within the precinct and the wider area.		Accept
14.35	Auckland Transport	Amend Row(a) in Column 2 of Table IX.6.7.1 to include the following or similar: - Argent Lane completion from John Fair Drive Dairy Flat Highway to Wainui Road <u>with roundabout at Argent Lane / Wainui Road intersection</u> - <u>SH1 shoulder bus lanes from SH18 to Oteha Valley Road.</u>		Accept
14.36	Auckland Transport	Amend Row(b) in Column 2 of Table IX.6.7.1 to include the following or similar: - Upgrade to Dairy Flat Highway / Pine Valley Intersection to include a second right turn short bay from the east (approximately 135m) and formal pedestrian crossings, and <u>advance cycle boxes, and bus stops</u> Make consequential amendments to IX.11.3 Appendix 3: Transport Infrastructure Upgrades.		Accept
14.37	Auckland Transport	Amend IX6.8 as follows or similar: Purpose:	FS02(S)	Accept

		<ul style="list-style-type: none"> • <u>Manage Mitigate</u> the adverse effects of traffic generation on the surrounding regional and local road network through the <u>identification provision</u> of transport upgrades specifically needed to support development within the precinct. 		
14.38	Auckland Transport	<p>Amend IX6.8 (3) as follows or similar:</p> <p>3) For the purpose of this standard: (a) The enablement ... (b) Any subdivision for Collector and / or Local Roads within Stage 1 must make provision for the extension of the roading network to adjoining Stage 2 property boundaries. For clarity, these can be 'paper roads', and do not need to be constructed to the shared property boundary as part of Stage 1 development works;</p>		Accept
14.39	Auckland Transport	<p>Amend Row (a) in Column 2 of Table IX.6.8.1 as follows or similar:</p> <ul style="list-style-type: none"> - First signalised - Provision of a bi-directional cycle lane and footpaths along the southern edge of Dairy Flat Highway extending between Pine Valley Road and the first signalised intersection connecting the precinct to Dairy Flat - <u>Upgrade of the Dairy Flat Highway Precinct Road to an urban arterial road standard (as provided in Appendix 2: Road function and design elements table – External roads to the Precinct) including kerb, footpath, berms, a separated bi-directional cycle facility, bus stops (paired) and pedestrian connections the full length of the precinct frontage from the Silverdale interchange to the southern boundary of the Precinct.</u> 		Accept
14.40	Auckland Transport	<p>Amend IX6.9 Road Design to include the following or similar:</p> <p><u>2) Any new or upgraded roads provided as part of the subdivision and development meet functional and design requirements relating to safety, accommodating required vehicle movements, accommodating necessary infrastructure and roading elements & providing for future upgrade of interim designs to ultimate standard where applicable.</u></p>	FS02(S)	Accept
14.42	Auckland Transport	<p>Amend IX.8.1 Matters of discretion (8) to include the following or similar:</p> <p>(8) Subdivision or development that does not comply with IX.6.9(1) Road</p>		Accept

		design and upgrade of existing rural roads:		
14.43	Auckland Transport	Amend IX.8.2. Assessment criteria (1) as follows or similar: (a) ... (i) <u>Landowner patterns and the presence of natural features, natural hazards or contours other constraints and how these this impacts the placement of roads;...</u> (iii) <u>The constructability of roads and the ability for it to be connected beyond any property boundary delivered.</u> (c) <u>Whether roads and pedestrian and cycle paths are aligned to provide visual and physical connections to open spaces, including along the stream network, where the site conditions allow.</u>		Accept
14.44	Auckland Transport	Amend IX.9 Special information requirements to include the following or similar: <u>IX.9.X Transport Design Report</u> <u>(X) Any proposed new key road intersection or upgrading of existing key road intersections illustrated on the Precinct Plan must be supported by a Transport Design Report and Concept Plans (including forecast transport modelling and land use assumptions), prepared by a suitably qualified transport engineer confirming the location and design of any road and its intersection(s) supports the safe and efficient function of the existing and future (ultimate) transport network and can be accommodated within the proposed or available road reserves. This may be included within a transport assessment supporting land use or subdivision consents. In addition, where an interim upgrade is proposed, information must be provided, detailing how the design allows for the ultimate upgrade to be efficiently delivered.</u>	FS02(S)	Accept
14.45	Auckland Transport	IX.9 Special Information requirements The Applicant provides an additional special information requirement to include monitoring of transport outcomes from development in accordance with the ITA.		Accept in part
14.46	Auckland Transport	IX.10.1 Silverdale West Industrial Precinct: Precinct plan 1 Amend the precinct plan to:	FS05(S)	Accept

		<ul style="list-style-type: none"> - Show an indicative internal roading network for the Stage 2 area with collector roads - Show the integration of key connections required by local networks adjoining the edge of the precinct into the surrounding environment. - Identify collector road intersections with Dairy Flat Highway as key intersections where a transport design report is required - Identify the strategic cycle connection. 		
14.47	Auckland Transport	Amend Appendix 1 Road function and design elements table, to the updated table provided in Attachment 2.		Accept
14.48	Auckland Transport	Amend Appendix 2 Road function and design elements table – External roads to the Precinct, to the updated table provided in Attachment 3.		Accept
14.49	Auckland Transport	Amend IX.11.3 Appendix 3: Transport Infrastructure Upgrades – Upgrade 2 to include provision of an East-West pedestrian crossing and footpath across Pine Valley Road. The modelling may need to be updated as a result. Make consequential amendments to Table IX.6.7.1(b) of the precinct provisions.		Accept
15.1	YJS Holding Limited	Provide a direct connection of a collector road from the property to Dairy Flat Highway, which further connects to the overall plan change area.	FS03(O) FS04(S)	Reject
15.2	YJS Holding Limited	That the proposed roading layout and service connections are coordinated across the whole PC area and that all roads must be built up to the property boundaries at levels which provide for compatible and continuous development.	FS03(O) FS04(S)	Accept
17.1	NZ Transport Agency Waka Kotahi	Retain objectives seeking to: <ul style="list-style-type: none"> · align infrastructure provision with development. · provide safe and efficient access. · support public and active transport use. 	FS04 (N)	Accept
17.2	NZ Transport Agency Waka Kotahi	Retain policies seeking to: <ul style="list-style-type: none"> · align infrastructure provision with development. · provide safe and efficient access. · support public and active transport use. 	FS04 (N)	Accept
17.3	NZ Transport Agency Waka Kotahi	Retain IX.4.1(A1) restriction on footprint of food and beverage premises.	FS04 (N)	Accept
17.4	NZ Transport Agency	Retain IX.4.1(A2) non complying activity status for	FS04 (N)	Accept

	Waka Kotahi	Rule re access to Dairy Flat Highway.		
17.5	NZ Transport Agency Waka Kotahi	Retain IX.4.1(A5) regarding development occurring outside of the staging and ahead of necessary infrastructure upgrades.	FS04 (N)	Accept
17.7	NZ Transport Agency Waka Kotahi	IX.6.7 Retain prerequisite transport infrastructure upgrades.	FS04 (N)	Accept
17.8	NZ Transport Agency Waka Kotahi	Add a new provision requiring a safe connection for pedestrians and cyclists across SH1 as a stage 1 prerequisite infrastructure upgrade (IX.6.7.1(a)). Add a new provision requiring a safe connection for pedestrians and cyclists across SH1 in any upgrades to Silverdale Interchange (Table IX.6.7.1(d)).	FS03(S) FS04 (N) FS05 (N)	Reject
17.9	NZ Transport Agency Waka Kotahi	Retain the note below Table IX6.7.1 indicating alternative forms of upgrade to the Silverdale Interchange that achieves the same standard is available.	FS04 (N) FS05 (SP)	Accept
17.10	NZ Transport Agency Waka Kotahi	Add provisions within the precinct requiring a financial contribution to fund the identified State Highway transport infrastructure projects that support development in Silverdale West Industrial Plan Change Area.	FS03 (S) FS04 (N)	Reject

Discussion

Auckland Transport (submission 14)

315 The submission from Auckland Transport (AT) includes a large amount of detail and sets out reasons for the relief sought. The relief sought is set out in the table above. The key themes of the submission as identified by AT are:

- Sequencing growth aligning with the provision of transport infrastructure and services. PC103 is out of sequence with timing set out in the FDS. PC103 does not integrate the provision of infrastructure.
- Mitigation of adverse transport effects. Does PC103 include appropriate provisions to require the mitigation of adverse transport effects and provide the transport infrastructure and services needed to serve it.

316 AT seeks that PC103 be declined unless the matters raised are satisfactorily addressed.

317 The detailed submissions from AT have been assessed by the Council's transport consultant, Mr Richards, in Attachment 1 to his technical memorandum Attachment 3 Appendix 3(6). I do not repeat this assessment. Mr Richards generally agrees with AT's comments and proposed amendments, but differences are noted below. The major themes within the AT submission identified by Mr Richards are as follows:

Modelling Peer Review: Given the reliance on transport modelling to define staging and mitigations, I support AT's request for a formal peer review of the modelling is completed and to include addressing the use of trip generation rates, the gap on Argent

Lane and the East-West pedestrian crossing across Pine Valley Road. If this information indicates alternative mitigation is required then amendments to infrastructure and triggers should be included.

Precinct Plan Stage 2 Rooding Network: I support AT's request that the precinct plan is amended to show an indicative internal rooding network for Stage 2 with collector roads adjoining the edge of the precinct into the surrounding environment

Active Mode Connection: I agree with AT that a safe active mode connection is required between the PPC area and the Hibiscus Coast Station and the surrounding residential areas on the eastern side of SH1 to support walking and cycling. However, as discussed above I consider this should be at the right time once a demand assessment has been undertaken and there is anticipated level of use. Noting, there is an active mode connection provided via John Fair Drive which must be put in place before any development.

Development Threshold Tables: I agree that amending the threshold for subdivision and development tables to consider transport upgrades collectively in one separate table from other infrastructure upgrades is beneficial and the applicant clarifies any inconsistencies between the ITA and precinct rules.

Bus stop at Pine Valley Road / Dairy Flat Highway intersection: I support the addition of bus stops at the Dairy Flat Highway / Pine Valley Intersection. However, I note there is an existing bus stop on Dairy Flat Highway within 300m of the intersection. AT should confirm that if bus stops are shown in this location that this is the preferred and agreed location for buses to stop at.

Monitoring: AT has requested the Applicant provides an additional special information requirement to include monitoring of transport outcomes from development in accordance with the ITA. I agree it is beneficial to monitor outcomes against those anticipated at the Plan Change stage as this can inform any necessary changes at the appropriate time. I consider that future consent applications (subdivision / resource consent) will require ITAs to be completed and that monitoring of changes over time will take place through these processes as each ITA will need to consider the transport environment at the time of the assessment. So a monitoring plan may not be necessary or effective.

318 I agree with these comments by Mr Richards.

319 On submissions 14.7 and 14.8 from AT regarding active modes, the submitter did not provide any suggested wording for the relief sought and it needs to specify in evidence what the exact changes are they wish to see.

320 I agree with Mr Richards and the approach suggested in respect of providing active modes when there is a demand for them rather from the beginning of development. I discussed this in more detail above in Section 6.4 on the Assessment of Transport Effects. In my opinion it is important that provision is made for active modes within the Precinct and where upgrades are required to the existing road network. I agree with Mr Richards that the Requestor should provide an assessment to determine the demand, benefits and costs to ascertain the appropriate time to provide an active mode connection across SH1. I note, and agree with Mr Richards comment, that there is an active mode connection provided via John Fair Drive which must be put in place before any development. I recommend accepting these submissions in part to the extent that the Precinct does include provisions on active modes, but as noted above, the submitter needs to provide its preferred wording.

- 321 Submissions 14.9 and 14.10 from AT seek clarification of the thresholds in Tables IX.6.7.1 and IX6.8.1. The Requestor needs to address this in its evidence.
- 322 Changes sought under AT's submission 14.11 are not provided by the submitter and they need to specify in evidence what the exact changes are as the table refers to other infrastructure. Watercare seeks a similar relief seeking the deletion of the references to wastewater and water in column 3 (submissions 19.10, 19.11 and 19.12 see above) The concept sought by the submitter of only considering transport upgrades in the table, however, is supported by Mr Richards and Watercare but AT have not provided a full suite of amendments to the tables to achieve this as column 1 refers to column 3 and also to flood management works. Such amendments need to be provided in evidence
- 323 In respect of submission 14.28, AT needs to explain further why it thinks Activity A3 is not needed, and why it thinks A5 and A6 provide for this. The Requestor needs to explain its view on this. My initial view is that they do not do the same thing. A3 relates to development that does comply with the Standard IX6.8 on staging, whereas A5 and A6 relate to situations where development does not comply with Standard IX.6.8.
- 324 In submissions 14.30 and 14.31 AT seeks that compliance with the staging provision be a non-complying activity. It states:
- a more onerous noncomplying activity status should apply to subdivision and /or development that does not comply with the transport upgrades required in Standard 1X.6.7. Assessment as a non-complying activity is justified, having regard to the following considerations:*
- A1.7.5 of the AUP(OP) concerning the circumstances when non-complying activity status is justified; - It is not anticipated that any subdivision and development can or should occur without the required supporting transport infrastructure upgrades being constructed and operational;*
 - Subdivision and development occurring without the required transport infrastructure upgrades would have potentially significant adverse traffic effects on the transport network, and would not assist in achieving a well-functioning urban environment; and*
 - Non-complying activity status (supported by a robust objective and policy framework) appropriately reflects the need for greater scrutiny of any Departure Application, and the need for detailed evidence to justify any departure.*
- 325 In submission 14.33 AT seeks the deletion of Standard IX6.6 relating to road widening on Dairy Flat Highway because the Dairy Flat Road widening NOR has been accepted by AT. However, as there are appeals to the NOR, the rule needs to remain at this time. The submission is therefore recommended to be rejected. AT should address this issue in its evidence.
- 326 I agree that the activity status for non-compliance with the standards should be a higher test and be Non-complying for the reasons set out by the submitter outlined above.
- 327 In respect of submission 14.45 re monitoring, AT should address the point raised above by Mr Richards in its evidence and provide amended wording.
- 328 In relation submission 14.46, the Requestor needs to provide the plans showing the internal road network as requested by AT and supported by Mr Richards above.

329 A recommendation on each submission is provided in the table above. Where a submission is recommended to be accepted, the reasons for the submission provided by AT in its submission are also accepted. In my view the amendments proposed by AT will better ensure the traffic effects are appropriately managed. The draft precinct has been amended to reflect the changes sought by AT that are supported and where proposed wording has been provided. The amendments provided and supported are set out in Attachment AR1.

New Zealand Transport Agency Waka Kotahi (NZTA) (submission 17)

330 NZTA's submission essentially seeks to:

ensure that appropriate transport infrastructure is provided at the right time to support the plan change and anticipated future growth.

331 It seeks to retain many of the provisions in PC103 as set out in the table above including the prerequisite for identified transport infrastructure upgrades to be operational prior to occupation at indicated thresholds.

332 It notes that PC103 is ahead of time in terms of the FDS. It states:

The Proposed Plan Change is earlier than anticipated and any effects associated with the early development need to be appropriately mitigated. The detailed submission points made by NZTA are provided in context of the out of sequence development of Silverdale West.

333 It is also concerned about the safety of the proposed slip lane on the western approach to the Silverdale Interchange. Mr Richards has reviewed the NZTA submission and agrees with NZTA's concerns about the safety of the slip lane and consider that safety for all modes should be considered in the design development and that a road safety audit be undertaken at the appropriate time. The Requestor needs to address this in its evidence.

334 NZTA also note that there are no walking cycling or dedicated public transport facilities within the Silverdale Interchange and seek a provision be included requiring this. Mr Richards does not agree with this, and I also disagree and the issue of the timing of active mode access across the Silverdale Interchange has been discussed elsewhere in this report. Mr Richards views on the provision of walking and cycling access across the Silverdale Interchange were discussed above under the AT submission and my view are also set out above.

335 NZTA seek that provisions be added within the precinct requiring a financial contribution to fund the identified State Highway transport infrastructure projects that support development in Silverdale West Industrial Plan Change Area. Funding is discussed below in respect of the Auckland Council submission.

336 The recommendations on the NZTA submissions are set out in the table above and the recommendation list below.

Andrew Kay (submission 7)

337 Mr Kay's submission relates to the following:

- Additional bus services on Dairy Flat Highway
- Implementing the proposed road and motorway interchange upgrades at the outset
- Including a requirement to reserve a rapid transit corridor on the eastern side of the motorway.

338 The reason for this relief is concern that PC103 will result in additional traffic on a roading network that is already congested.

339 Mr Richards addresses these issues and provides the following comments:

Bus services. At this stage of the PPC process the details aren't provided. All Collector Roads withing Stage 1 will be capable of accommodating buses.

AT is responsible for the planning and funding of bus services and developing and enhancing the public transport network. However, in order to encourage public transport trips to the PPC area the following is noted to enable bus services.

- *Transport Upgrade 1 provides bus stops, and footpath connections, on either side of Dairy Flat Highway close to the intersection of the Dairy Flat Highway and the new Northern Access road.*
- *Transport Upgrade 7 provides bus stops, and footpath connections, on either side of Dairy Flat Highway close to the intersection of the Dairy Flat Highway and the new Southern Access road.*

It is noted that IX.11.2: Appendix 2: Road function and design elements table – External roads to the Precinct identified the different sectors of Dairy Flat Highway will have bus provision.

AT has suggested the inclusion of a note to the design elements table for the bus column to ensure that the carriageway of Dairy Flat Highway and intersection geometry is capable of accommodating buses. I support the inclusion of this note on buses at IX.11.2: Appendix 2 Road Function and design elements table.

Timing of proposed road and motorway upgrades: It is unclear which motorway interchange the submitter is referring to. However, the upgrades to the Silverdale Interchange (Upgrades 5&6) is required to be implemented prior to any subdivision and/or development above 45.4ha Land Available for Development and then up to 53.9ha. The applicant traffic modelling indicates that this is when the upgrades are required rather than before any development occurs.

Rapid Transit Corridor. This is outside of the scope of this PPC. The hearings for the Notice of Requirement have concluded for the RTC (NOR1).

340 I note that the alignment of the Rapid Transit Corridor has been confirmed by NZTA through the NOR process in the original location to the west of the PC103 area. However, I also note that the NOR's are now subject to appeal, so that alignment is not yet finalised.

341 The recommendations on Mr Kay's submissions are set out in the table above and the recommendation list below. I recommend accepting Mr Kay's submission 7.1 in part to the extent that the Precinct provisions ensure public transport capacity and facilities are accommodated in the proposed road network and note that AT is responsible for providing the public transport services.

Mark Weingarth (submission 11.2)

- 342 Mr Weingarth seeks to reinstate the "original proposed connection to Dairy Flat Highway". It is assumed that Mr Weingarth is referring to the Indicative New Collector Road shown in the Silverdale West Industrial Area Structure Plan Map which intersected with Dairy Flat Highway immediately to the north and adjacent to his site (see **Figure 6**). The location sought by Mr Weingarth is outside of the PC103 area therefore is out of scope of the plan change. The proposed collector road in the PC103 Precinct is located approximately 140m to the north.

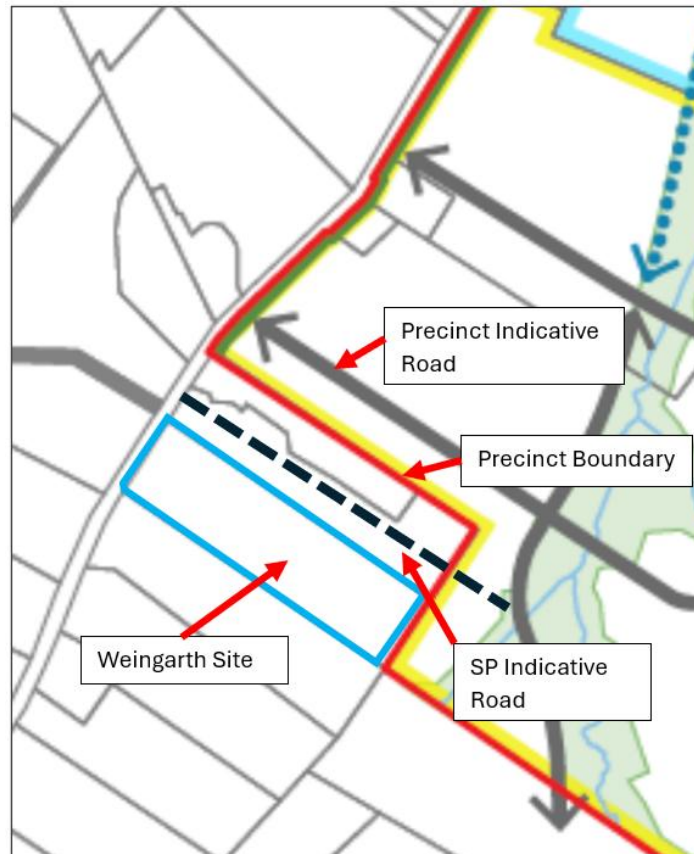


Figure 6 Submitters Site, Structure Plan and Precinct Indicative Road

- 343 Mr Richards advises that the provision of two collector roads as shown in the Precinct Plan is adequate and appropriate as is the location of the southern Precinct Indicative Road in the PC103 area to provide access to Dairy Flat Highway.

Robert and Linda Brown (submission 12.2)

- 344 The Brown's request is that if PC103 is approved, that development be delayed until the Wilks Road motorway on ramps are operative. They state:

The proposal seeks to add substantial traffic volumes to three Wilks Road intersections as vehicles from the proposed PPC transit through the area. While the offer to pay for signalization at the Wilks Rd intersections would be beneficial, it is preempting the SGA development of Wilks Rd motorway access and appears to be transiting through what is still a rural zoned area with high volumes of commercial traffic, to gain access to/from Penlink. The 2021 traffic numbers used in the application are redundant with current

volumes using Wilks Rd as an alternative to the Silverdale interchange. With the opening of Penlink, further traffic volumes exiting the motorway system will transit through Wilks Rd to Kahikatea Flats Road, which the applicant may have missed in their application detail.

345 Mr Richards considers that the Requestors transport modelling has shown that the network can operate adequately with the development thresholds and mitigation considered, it also includes Penlink. The Requestors modelling shows that the signalisation of the East Coast Road/Wiks Road intersection only needs to be in place for development beyond 36.9ha, and this is set out in the staging provisions in the Precinct. I agree and consider that the Wilks Road upgrades are not needed from day one.

YJS Holdings (submissions 15.1 and 15.2)

346 The submitter seeks that PC103 provide a direct road access from Dairy Flat Highway. It is not clear if the submitter means direct road access from their property or access to Dairy Flat Highway via the collector road network and the intersection with Dairy Flat Highway proposed to the south of their property. They also seek that the proposed roading layout and service connections are coordinated across the whole PC103 area and that all roads must be built up to the property boundaries at levels which provide for compatible and continuous development.

347 The Silverdale West Industrial Area Structure Plan identified a collector connection to Dairy Flat Highway at the Pine Valley Road intersection. The Requestor has indicated in its response to a clause 23 of the first Schedule of the RMA additional information request, that it is not suitable to have a direct link to Dairy Flat Highway at the Pine Valley Road intersection as adding a fourth leg to it would have flow on effects for the Silverdale Interchange at peak times (see Attachment 2 Further information response 15 April Row T12). As the Silverdale West Industrial Area Structure Plan shows this connection, and it was considered appropriate at the time that the structure plan was prepared, the Requestor should provide further information on why this connection is not provided. On the basis of the Requestors advice to date, I recommend rejecting the submission unless the position on the collector road connection changes.

348 Mr Richards has recommended that the Precinct Plan should show an internal collector roading network for the Stage 2 area. Therefore, if the additional direct connection to Dairy Flat Highway is confirmed to not be possible, then the extension of the collector road network into the Stage 2 area would address the submission and would also address the second part of the submission regarding road connections up to property boundaries. The Requestor should address the issue of local roads in its evidence.

349 The amendments to the precinct proposed by the submitters and supported to by Mr Richards, are set out in the amended precinct in Attachment AR1.

Recommendations on Submissions

350 That submissions 14.2, 14.3, 14.4, 14.6, 14.9, 14.11, 14.12, 14.13, 14.14, 14.15, 14.16, 14.17, 14.18, 14.19, 14.20, 14.21, 14.22, 14.23, 14.24, 14.25, 14.27, 14.30, 14.31, 14.32, , 14.34, 14.35, 14.36, 14.37, 14.38, 14.39, 14.40, 14.41, 14.42, 14.43, 14.44, 14.47, 14.48, 15.2, 17.1, 17.2, 17.3, 17.4, 17.5, 17.7 and 17.9 be **accepted**.

351 That submissions 4.7, 4.8, 7.1, 14.7, 14.8, 14.45, 14.46 15.1 and 17.8, be **accepted in part** to the extent outlined above in respect of each submission.

352 That submissions 7.2, 7.3, 12.2, 14.5, 14.28, 14.33, 15.1 and 17.10 be **rejected**.

353 Should PC103 be approved the changes resulting from this recommendation are set out in Attachment AR1.

9.1.5. Submissions Infrastructure General (funding and financing of infrastructure)

Sub. No.	Name of Submitter	Summary of the Relief Sought by the Submitter	Further subs	Planners Recommendation
13.2	Auckland Council	a. Request that the applicant work with Council to determine a pathway for how the identified transport upgrades and bulk infrastructure networks will be funded and financed.	FS02 (S) FS03(S)	Accept
13.3	Auckland Council	b. Amend the precinct provisions to incorporate objectives, policies, standards and matters of discretion/assessment criteria as appropriate to provide for the integration of subdivision and development with the timely, efficient, safe and effective transport and bulk infrastructure networks. In particular, add a new policy to avoid subdivision and development unless it is coordinated with the delivery of infrastructure (including transportation, stormwater, water supply and wastewater servicing) required to provide for development within the precinct.	FS02 (S)	Accept in part
13.5	Auckland Council	d. Amend IX.4.1 Activity table to ensure all subdivision and development activity that is not integrated with the provision of transport upgrades and the bulk infrastructure networks has a non-complying activity status. This must be supported by a robust objective and policy framework.		Accept
13.6	Auckland Council	e. Amend the precinct to ensure the Applicant provides an additional special information requirement to include a Transport and Bulk Infrastructure Network Development and Subdivision Monitoring Plan.		Accept
15.5	YJS Holding Limited	That an infrastructure funding arrangement is put in place that is fair for all land owners.	FS02 (S) FS04(S)	Reject
18.2	Seven Oaks Securities Ltd	How will other properties link into the infrastructure for the plan change area.	FS04(S)	Accept in part

Discussion

354 The Auckland Council submission essentially considers that PC103 does not integrate the rezoning with the provision of infrastructure. The submission elaborates on this in some detail which I do not repeat here.

355 Auckland Council seeks (13.2) that the applicant works with Council to determine a pathway for how the identified transport upgrades and bulk infrastructure networks will

be funded and financed. YJS Holdings Limited also seeks that an infrastructure funding agreement is put in place that is fair for all landowners.

356 The Requestors state in the s32 Report⁵ (Attachment 2) the following:

Importantly, while an upgrade is identified, that is not to be interpreted as necessarily needing to be funded or actioned by the proponents of the PPC / landowners. If development occurs prior to the Council providing the necessary infrastructure upgrades, the Applicants have confirmed that they are capable and willing to front those costs up front (refer Appendix 22) and will seek to enter into agreement(s) with Council to ensure implementation of all necessary infrastructure and that a portion of those costs is recovered over time where there is a wider public benefit associated with the infrastructure provided.

357 While intent has been expressed by the Requestor to fund the infrastructure, this is still being worked through with the council's department of Infrastructure Funding and Development Strategy. Mr Kloppers has provided a memorandum on the provision of transport infrastructure which is included in Attachment 3 Appendix 3(9). He states

Auckland Transport have been in ongoing discussions with the developer regarding the extent of the works required and the funding of these projects.

The Infrastructure Funding & Development Strategy (IF&DS) team have had oversight of the negotiations between Auckland Transport (AT) and the applicants since September 2024 to ensure there is no potential impact on Councils funding and financing situation.

It is noted that the developer proposed to fund and deliver a number of transport upgrades to enable their development. However, one critical transport infrastructure project upgrade intended to be included in an agreement, is subject to negotiations seeking to increase the extent of this upgrade. Negotiation on the following project therefore remains ongoing:

Upgrade Dairy Flat Highway along the full length of the PPC103 frontage....

358 The Requestor needs to address the funding of infrastructure in its evidence and outline any progress on discussion with AT.

359 The Requestor has therefore indicated a willingness to fund the infrastructure necessary to serve the proposed development. The issue of how the funding of infrastructure that services a wider catchment is provided is not something that the District Plan and the Precinct can address. This needs to be addressed through separate funding agreements outside of the district plan. Mr Kloppers also refers to this in his memorandum. On this basis submission 15.5 seeking funding agreements is rejected as the AUP can't address this.

360 In submission 13.3, the submitter has sought that the precinct provisions be amended to provide for the integration of subdivision and development with the timely, efficient, safe and effective transport and bulk infrastructure networks, but has not provided any suggested wording, and should do so in its evidence. I do not agree that PC103 does not integrate the provision of infrastructure. I note that the Precinct does include objectives (IX.2 (4)) and policies (IX.2 (6) and (7) regarding the integrated provision of infrastructure. I have recommended accepting in part the submission because of the

⁵ Requestors s32 pg 49

existing policies and other amendments that are proposed in response to other submissions that relate to the provision of infrastructure.

- 361 The Precinct also includes staging provisions so that the development of the land is tied to the provision of infrastructure that is needed to serve the initial scale of development. As the land is developed progressively more infrastructure components are required. The issue of the timing of infrastructure was also discussed above in the context of the FDS (see Section 4.6.1 above).
- 362 Submission 13.5 seeking that activities not complying with the staging standards, be changed from Discretionary (D) to Non-complying (NC), is supported and the same relief was sought by AT and is discussed in Section 9.1.4 above. The submitter requests the addition of objectives and policies but has not provided any and should do so in its evidence.
- 363 The issue raised in submission 13.6 was addressed above under the AT submissions which sought similar amendments.
- 364 The submission by Seven Oaks Securities Ltd (18.2) asks “how will other properties link into the infrastructure for the plan change area”. I agree that this is an important issue and the amendments proposed by Mr Richards in respect of the collector road network being added to the Precinct Plan addresses this in respect of transport within the PC103 area. I note that the submitters site is outside of the PC103 area so servicing of the land beyond the PC103 area will need to be addressed when that land is to be rezoned. Having said that, I note that the reticulated wastewater and water networks are proposed to be connected to the Milldale networks along Argent Lane which passes through the land to the north of the PC103 area where the submitters site is. For these reasons I recommend that the submission be accepted in part.

Recommendations on Submissions

- 365 That submissions 13.2, 13.5 and 13.6 be **accepted**.
- 366 That submissions 13.3, and 18.2 be **accepted in part** to the extent that the Precinct provisions are amended.
- 367 That submission 15.5 be **rejected**.
- 368 Should PC103 be approved the changes resulting from this recommendation are set out in Attachment AR1.

9.1.6. Submissions Ecology

Sub. No.	Name of Submitter	Summary of the Relief Sought by the Submitter	Further subs	Planners Recommendation
13.11	Auckland Council	Update the wetland delineation assessment, across the site, without the use of the pasture exclusion method and including hydric soils and hydrology protocols.		Accept
13.12	Auckland Council	Update the ecology report to show on figures all ecological features. Provide a clear detailed and labelled precinct plan that includes all natural features.		Accept

		Provide a complete assessment of these features.		
13.13	Auckland Council	Undertake a bat survey and provide site-specific assessment. If required, amend the precinct provisions to provide appropriate provisions to manage on site bat habitats.		Accept
13.14	Auckland Council	Undertake a survey to identify if there any areas on site that have value as herpetofauna habitats. If required, amend the precinct provisions to provide appropriate provisions to manage indigenous herpetofauna.		Accept
13.15	Auckland Council	Confirm the factors that the proposed area meets to qualify as an SNA and amend Schedule 3 Significant Ecological Areas – Terrestrial Schedule as necessary.		Accept
13.16	Auckland Council	IX6.2 Streams and natural inland wetlands Delete IX6.2(1) (e)		Accept
13.17	Auckland Council	IX6.2 Streams and natural inland wetlands Delete Standard IX6.2 (2)		Accept
13.18	Auckland Council	Amend Standard IX9 (1)(b) to include the matters to be assessed in a Monitoring and Maintenance Plan for natural wetlands.		Accept

Discussion

369 Ms Myron addresses these submissions in Section 5 of her memorandum in Attachment 3 Appendix 3(2).

370 Ms Myron supports all of the points raised in the submissions and provides proposed amendments. The substance of submissions 13.11 and 13.13 has already been addressed above in the Assessment of Effects in Section 6.4 and the Requestor should address these in its evidence.

371 Note that Ms Myron's comments in 5.1.1 of her memoranda, relate to submission 13.7 which is considered under Stormwater below.

372 In relation to submission 13.15 regarding the SEA factors, I note that the notified plan change does include in Part B Amendments to the Auckland Unitary Plan, the following:

2. INSERT ADDITIONAL ROW INTO SCHEDULE 3 SIGNIFICANT ECOLOGICAL AREAS – TERRESTRIAL SCHEDULE

ID	Factor Met
...	...
SEA_T_XXXX	1, 3, 5

The submitter should address in its evidence if this is what it was seeking. As this table is part of the plan change.

373 In relation to submission 13.16 regarding the deletion of IX6.2(1)(e), Ms Myron supports the deletion and states:

- IX6.2(1) (e) is ambiguous and unclear. The AUP already contains a biodiversity offsetting appendix (Appendix 8 Biodiversity offsetting). Notwithstanding the RMA requires adverse effects to be avoided, remedied, or mitigated whilst offsetting should be used only when there are unavoidable, residual impacts on biodiversity.

374 In relation to submission 13.17 regarding the deletion of IX6.2(2), Ms Myron supports the deletion and states:

- This is supported. A detailed standard for monitoring and maintaining wetlands including wetland buffers must be provided.

375 In relation to submission 13.18 regarding wetland planting, the submitter has not provided its preferred wording and should do so in its evidence. Ms Myron has provided proposed wording, and this is set out in Attachment AR1.

376 I agree with the views of Ms Myron and consider that the proposed amendments will better ensure the protection of the ecological values of the Precinct area.

Recommendations on Submissions

377 That submissions 13.11, 13.12, 13.13, 13.14, 13.15, 13.16, 13.17 and 13.18 be **accepted**.

378 Should PC103 be approved the changes resulting from this recommendation are set out in Attachment AR1.

9.1.7. Submissions Landscape

Sub. No.	Name of Submitter	Summary of the Relief Sought by the Submitter	Further Subs	Planners Recommendation
13.8	Auckland Council	a. Delete Standard IX.6(1) or amend the standard to only address variations to the zone height standard with cross references to the AUP HI17 Business – Light Industry zone provisions.		Accept in part
13.9	Auckland Council	<p>b. Amend the precinct provisions to provide additional objectives, policies, matters of discretion/assessment criteria to enable the assessment of the visual mass of larger buildings within the Light Industry zone. This should include assessment of the following matters:</p> <ul style="list-style-type: none"> • The utilisation of subdued, recessive colours, providing variation in materials and finish of facades (roof colours that have a maximum LRV of 40%); • Creation of variation in roof profiles with consideration given to the overall roofscape when viewed from the elevated position around the site; • Ensuring all rooftop servicing and planting are designed as an integral part of the roofscape with particular consideration given to the view from the elevated context. 		Accept

13.10	Auckland Council	c. Amend Standard IX.4 Activity Table to add two new activities in the Development Category <ul style="list-style-type: none"> • (A10) New buildings located in the Height variation Control area as shown on precinct plan xx , with a Restricted Discretionary activity status • (A11) Additions and alterations to buildings that exceed the zone building height , located with the Height Variation Control area of precinct plan xx, with a Restricted Discretionary Activity status. RD 		Accept
13.20	Auckland Council	Apply Standard IX.6.5 Landscape buffer (Dairy Flat Highway interface) to provide protection to Development in the valley will absolutely ruin site R10/73.		Accept
15.4	YJS Holding Limited	The proposed 30m height limit is further extended into the property with similar road setbacks as proposed for other sites in the plan change.	FS03 (O)	Reject
17.6	NZ Transport Agency Waka Kotahi	Amend IX.6.4 Landscape Buffer State Highway interface to: <ul style="list-style-type: none"> · re-aligning the landscape buffer and/ or building setback to apply from the proposed designation (NOR4) boundary along SH1; or · retain the area as a yard setback, rather than landscape buffer that aligns with the designation boundary; 	FS04(N)	Reject

Discussion

379 The Auckland Council (submission 13) seeks that the additional height provision in Standard IX(6.1) be deleted and that the underlying Light Industry Zone provisions be retained. If it is determined that the additional height is appropriate, then it seeks that additional controls be included as recommended in the Requestors own Hight Memorandum (see Attachment 2 Appendix18). Auckland Council also seeks that buildings in the Additional Hight Area be Restricted Discretionary Activities. The matters in the memorandum include matters that can be matters for discretion but the submitter needs to provide appropriate objectives and policies.

380 Ms Gilbert addresses the submissions relating to landscape matters in her memorandum in Attachment 3 Appendix 3(1).

381 Ms Gilbert agrees with the inclusion of the Additional Height Area subject to the addition of provisions outlined above and in the Auckland Council submission. This was also discussed in Assessment of Effects above. Ms Gilbert states:

I agree with the Auckland Council submission that the precinct provisions should be amended to provide additional objectives, policies, matters of discretion/assessment criteria to enable the assessment of the visual appearance and mass of larger buildings within the Light Industry zone.

382 I agree with the addition of the provisions. Matters of discretion were included in the submission and in Ms Gilberts assessment. I have proposed assessment criteria in relation to these. The proposed amendments are set out in Attachment AR1.

383 The submission by YJS Holding seeks that the proposed 30m height limit is further extended into the property with similar road setbacks as proposed for other sites in the plan change area, (see **Figure 7**). Ms Gilbert notes that the additional height limit does extend over most of the site, but she agrees that it could be extended further on the site. The Requestor needs to address this in its evidence and explain why the additional height limit does not extend further to the north. Ms Gilbert also notes that:

the introduction of the Additional Height Area Setback appears to have been overlooked along the western portion of the south boundary of the plan change area.

I consider that the Additional Height Area mapping should be amended to introduce a 90-metre setback, consistent with the approach proposed throughout the eastern portion of the southern boundary of the plan change area.

The Requestor needs to address this in its evidence.

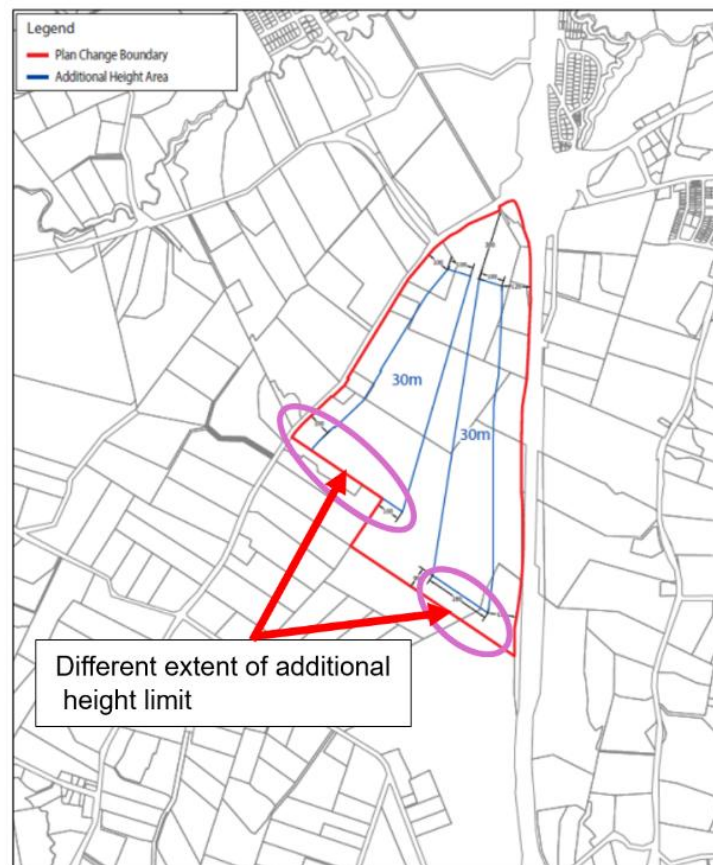


Figure 7 Additional Height Area

384 In relation to the NZTA submission (17.6), the precinct plan identifies a landscape buffer adjoining the State Highway 1 motorway of varying widths. NZTA have submitted that the landscape buffer should now apply to the new motorway designation boundary recently put in place through the Supporting Growth NOR process.

385 However, since the submission was lodged appeals have been lodged to the NOR decisions, so the boundary of the designation is at present unclear. Therefore, the

location and extent of the landscape buffer cannot be determined at this time. NZTA should address in its evidence how the buffer they propose can be implemented at this time.

386 In principle, the issue has been considered, and Ms Gilbert addresses it in her technical memorandum (Attachment 3 Appendix 3(1)) but that advice was provided before appeals were lodge on the NOR. In her memo, Ms Gibert recommends that a 15m landscape buffer adjoin the new designation boundary. I agree with this. It is not the intention that the motorway corridor provide the landscape buffer area and that should be on the sites adjoining the designation. The possible alignment of the buffer, if the designation boundary is confirmed as in the notified NOR decision, is shown in **Figure 8**.

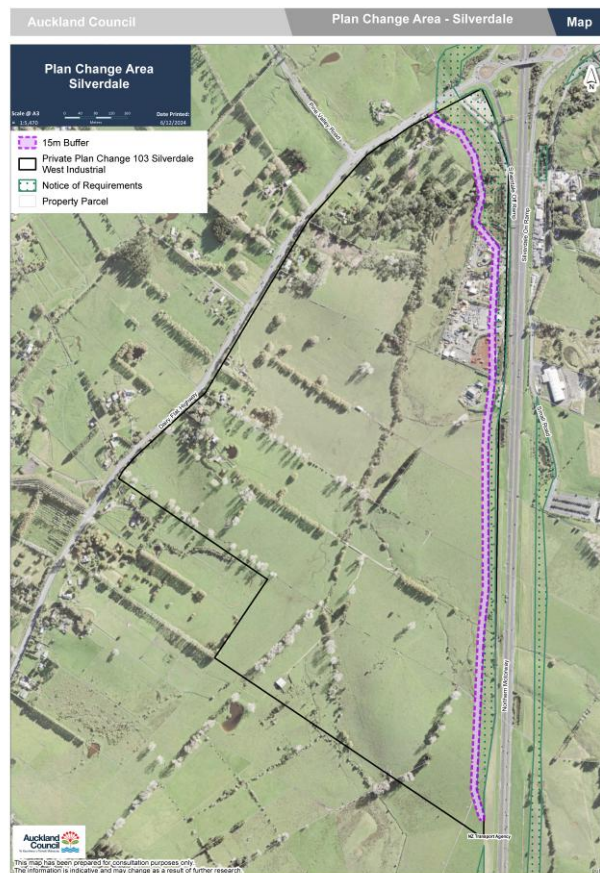


Figure 8 Revised State Highway 1 Landscape Buffer

387 The Requestor and NZTA should address this in their evidence and how the issue can be addressed ahead of the designation boundary being finalised and made operative.

388 Auckland Council submission 13.20 in relation to the landscape buffer on the Dairy Flat Highway boundary and the Kelly Homestead site, Ms Ramsey states:

5.6 *I agree with the ACS submission point (#13.20) regarding the requirement of the proposed precinct to offer in situ protection of the Maurice Kelly's Homestead and Inn (R10/737). The landscape buffer is one option to give effect to this recommendation. However, as it currently drafted, a wider buffer (approximately 30m from the property boundary) would need to be set to fully encompass the*

area of 'remains worthy of preservation' as shown in Figure 1. In addition, vegetation management needs to be carefully considered to avoid adverse effects from inappropriate plantings. This may include deep rooting species which will impact the subsurface archaeological remains and the context, and vegetation cover which may limit access and interpretation opportunities of the site.

5.7 While I can support submission pt. 13.20. further measures of protection are required. As stated above, recommended amendments to the proposed precinct provision are provided in Attachment 1 [Ms Ramsey's memorandum Attachment 3 Appendix 3(7)].

389 The Kelly Homestead site was also discussed above in Section 6.11 Assessment of Effects and Ms Ramsy's recommendations were outlined. I agree with Ms Ramsey's recommendation and proposed amendments are set out in Attachment AR1.

Recommendations on Submissions

390 That submissions 13.9, 13.10,13.20 and 17.6 be **accepted**.

391 That submission 13.8 be **accepted in part**.

392 That submissions 15.4 be **rejected**.

393 Should PC103 be approved the changes resulting from this recommendation are set out in Attachment AR1.

9.1.8. Submissions Land Use

Sub. No.	Name of Submitter	Summary of the Relief Sought by the Submitter	Further Subs	Planners Recommendation
16.1	Mammoth Ventures Limited and DP Boocock No 2 Trustee Limited	Identify the Subject Land as 'Potential Office Hub' on a precinct plan in IX.10.	FS03 (OP) FS04(N)	Reject
16.2	Mammoth Ventures Limited and DP Boocock No 2 Trustee Limited	Add to the Table IX.4.1 Activity table Rule "(A8) Construction and use of offices greater than 100m2 gross floor area within the area identified as 'Potential Office Hub' on the Precinct Plan IX.10.X with Activity status RD.	FS02(O) FS04(N)	Reject
16.3	Mammoth Ventures Limited and DP Boocock No 2 Trustee Limited	Add transportation and urban design matters of discretion and assessment criteria in IX.8.	FS04(S)	Reject

Discussion

394 The submitter considers that the land identified at 1738 Dairy Flat Highway (see **Figure 9**) be identified as an office hub within the Precinct and that offices greater than 100m² be a restricted discretionary activity. The submission states:

The proposed urban upgrades to the State Highway and Dairy Flat Highway proposed through Notice of Requirement #4 seek multi modal transport connections to the existing Silverdale transport hub and optimize the location of the Subject Land for offices and commercial support activities.

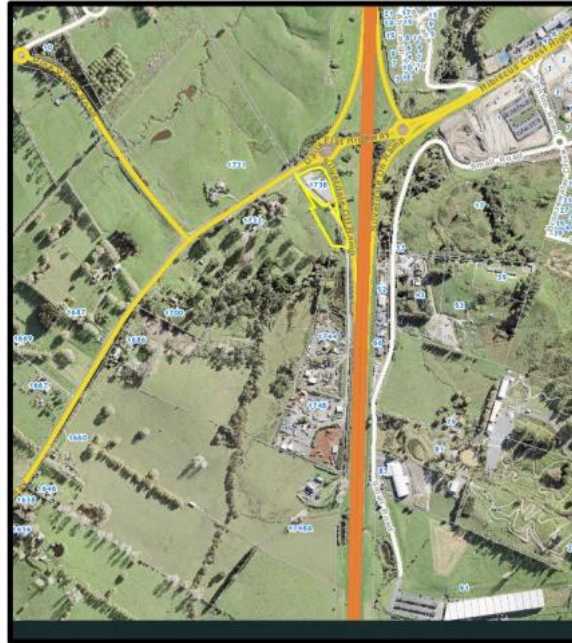


Figure 9 1738 Dairy Flat Highway

395 As the submitters own submission shows (see Figure 2 in submission 16) the site is subject to the NZTA extended designation. The submitter therefore needs to address how an office hub would work on the designated land.

396 In any event, I do not support the identification of a specific office hub in an industrial zone. The purpose of the rezoning is to provide for industrial uses and in my view, it is not appropriate to take industrial land out of the supply for office uses, when other zones are suitable for dedicated office activities eg the Business - General Business Zone. The Light Industry Zone already enables an adequate mix of finer grained activities to support the industrial uses.

397 Submission 16.3 regarding adding transportation and urban design matters of discretion and assessment criteria in IX.8, the submitter has not provided detail of what it is seeking and should do so in its evidence. In any event there are already a number of matters for discretion and assessment criteria in the Precinct relating to transport and urban design matters.

Recommendations on Submissions

398 That submissions 16.1,16.2 and 16.3 be **rejected**.

9.1.9. Submissions Open Space

Sub. No.	Name of Submitter	Summary of the Relief Sought by the Submitter	Further Subs	Planners Recommendation
6.3	Loudene Marais	If approved require more green areas (parks).	FS04(O)	Reject
13.19	Auckland Council	a. Retain the indicative open space network as shown on Precinct Plan1. b. Amend Precinct Plan 1 legend as follows; Indicative Open Space zone.		Accept
15.6	YJS Holding Limited	Reduce the proposed open space area indicated on the property to a 20m wide esplanade "strip".	FS04(N)	Reject

Discussion

399 Mr McCarten has addressed the submissions in his memorandum. Mr McCarten opposes the submission by Loudene Marais and considers that recreational parks are not necessary in an industrial zone, but the green infrastructure and access spaces are appropriate. Mr McCarten supports the submission by Auckland Council. I note that he also addresses and supports submission 14.43 by Auckland Transport which I have addressed in Section 6.1 on transport above. Mr McCarten opposes the submission by YJS Holdings (15.6) regarding the indicative open space shown on their property noting the that the extent and nature of the open space will be determined at the subdivision stage. I note that the indicative open space in this area is identified to accommodate the floodplain.

Recommendations on Submissions

400 That submissions 13.9 be **accepted**.

401 That submissions 6.3 and 15.6 be **rejected**.

9.1.10. Submissions Stormwater

Sub. No.	Name of Submitter	Summary of the Relief Sought by the Submitter	Further Subs	Planners Recommendation
6.2	Loudene Marais	If approved require onsite attenuation for 100yr flood event to mitigate increase in flows to Weiti stream or John Creek.	FS04(O)	Accept
13.7	Auckland Council	Amend Standard IX6.2 to provide a 20m riparian margin.		Accept
14.41	Auckland Transport	Amend IX.8.1. Matters of discretion (1) to include the following or similar: (X) <u>The design and efficiency of stormwater infrastructure and devices (including communal devices) including where relevant, integration of devices with the road corridor and surrounding environment.</u>		Accept

Discussion

402 Healthy Waters has addressed the submissions in its technical memorandum. In respect of Loudene Marais's submission and the property at 7B Breeze Lane, Healthy Waters state:

7B Breeze Lane is in the same Silverdale South Catchment as PPC 103. Flood modelling from the applicant shows there will be some downstream effects on Small Road, however no effects is noted at 7B Breeze Lane. The results are acceptable. Additionally, no flood hazards are noted on 7B Breeze Lane on Auckland Council GIS, January 2025.....

The recommendations to the SMP and the recommended amendments to the Silverdale West Industrial Precinct provisions will ensure that stormwater and flood effects are managed appropriately for the PPC 103 area and John Creek is protected.

403 In relation to the Auckland Council submission, Healthy Waters has raised issues about staging of infrastructure and suggested amendments to the Precinct. It also supports a 20m minimum riparian margin as requested by the submitter and has suggested amendments to the Precinct. The proposed amendments are set out in Attachment AR1.

404 In relation to AT's submission, Healthy Waters state that the SMP contains limited information on devices proposed on public roads and seeks further information from the Requestor. Healthy Waters recommend accepting the amended precinct wording proposed by AT.

Recommendations on Submissions

405 That submissions 6.2, 13.7 and 14.41 be **accepted**.

406 Should PC103 be approved the changes resulting from this recommendation are set out in Attachment AR1.

9.1.11. Submissions Include Additional Land

Sub. No.	Name of Submitter	Summary of the Relief Sought by the Submitter	Further Subs	Planners Recommendation
2.2	HD Group	If approved amend boundary to include Stage 1 area ie 1596 Dairy Flat Highway	FS01(S) FS03(O) FS04(S) FS06(O)	Reject
11.1	Mark Weingarh	If approved include 1596 Dairy Flat Highway within the plan change area.	FS03(O) FS04(S) FS06(O)	Reject
18.1	Seven Oaks Securities Ltd	Include the rest of the land in Stage 1 in the Silverdale West Industrial structure plan.	FS02(O) FS03(O) FS04(S) FS06(O)	Reject

Discussion

407 These submissions seek that additional land be added to the PC103 area. These are shown in **Figure 10**.

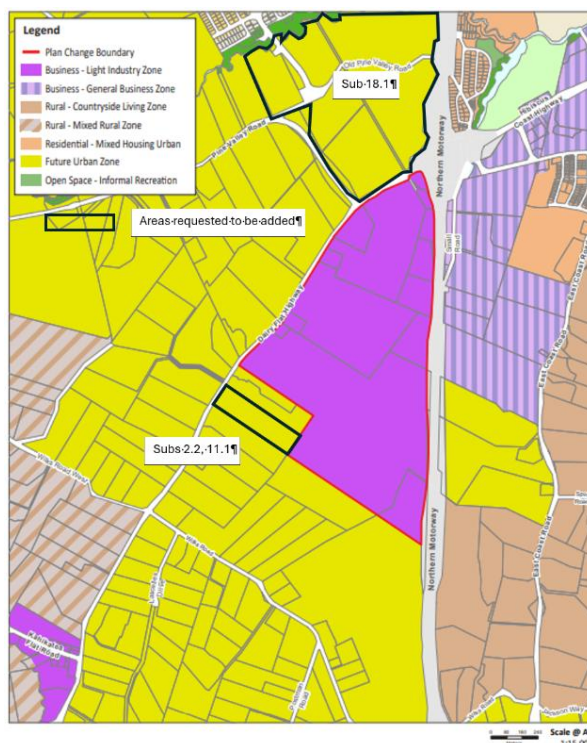


Figure 10 Land requested to be added to the PC103 area

408 The inclusion of 1596 Dairy Flat Highway is opposed as it is not part of PC103 and is arguably out of scope. The site is to the south of the PC103 area. The site is not immediately adjacent to the PC103 area and there are two sites between it and the PC103 area. If the sites were to be included additional traffic modelling would be required to take account of the additional land and development potential. The submitter should address this in their evidence. The submissions are therefore recommended to be rejected.

409 The submission by Seven Oaks Securities Ltd seeks to include the rest of the land in the Stage 1 area identified in the Silverdale Industrial Structure Plan. I acknowledge that the land referred to is part of the Stage 1 area identified in the structure plan. However, it is not part of PC103 so is also considered to be out of scope of PC103. It lies to the north of the PC103 area and extends from Dairy Flat Highway to the Weiti River and is east of Pine Valley Road. None of the investigations carried out by the Requestor include this land. For it to be included additional investigation would be required, for example, in relation the traffic, wastewater and stormwater effects. The submitter should address these additional effects in their evidence.

Recommendations on Submissions

410 That submissions 2.2, 11.1 and 18.1 be **rejected**.

9.1.12. Submissions Miscellaneous

Sub. No.	Name of Submitter	Summary of the Relief Sought by the Submitter	Further Subs	Planners Recommendation
13.4	Auckland Council	c. Amend the precinct description to reflect any consequential amendments required to address other submission points.	FS05(N)	Accept in part
15.3	YJS	The plan change area should be subject to a	FS03(O)	Reject

	Holding Limited	detailed overall structure plan for the overall benefit of the region and area, not just the applicant.	FS04(S)	
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Discussion

- 411 Submission 13.4 is recommended to be accepted as the precinct description is recommended to be amended in response to other submissions.
- 412 In relation to submission 15.3, there is a structure plan for the area. The Silverdale West Dairy Flat Industrial Structure Plan was adopted in 2020.

Recommendations on Submissions

- 413 That submissions xx be **accepted**.
- 414 That submissions 13.4, be **accepted in part**.
- 415 That submissions 15.3 be **rejected**.
- 416 Should PC103 be approved the changes resulting from this recommendation are set out in Attachment AR1.

10. CONCLUSIONS


- 417 Having considered all of the information provided by the Requestor, carried out an assessment of effects, reviewed all relevant statutory and non-statutory documents and made recommendations on all submissions, and subject to further evidence on matters set out in Section 9 above, I recommend that PC103 should be approved with modifications including the various modifications to the precinct provisions (including the precinct plan) that are discussed in this report. I have identified where further information/evidence is needed from the Requestor and submitters, and this may result in further modifications to the precinct provisions (including the precinct plan).
- 418 Based on the PC103 Request documentation (including further information and assessment prior to notification) presented by the Requestor and the submissions and further submissions received, and having regard to the following planning instruments, it is my view that PC103 would (subject to the recommended modifications set out in Attachment AR1):
- assist the council in achieving the purpose of the RMA;
 - give effect to the NPS-UD, NPS-FM;
 - give effect to the Auckland Unitary Plan - Regional Policy Statement;
 - be consistent with the Auckland Unitary Plan - Regional and District provisions;
 - be consistent with the Auckland Plan and the FDS;
 - be consistent with the Silverdale West Industrial Area Structure Plan 2020.

11. RECOMMENDATIONS

1. That, the Hearing Commissioners accept or reject submissions (and associated further submissions) as outlined in this report.

2. That following the assessment of the PC103 Request and recommendations on the submissions, PC103 be approved with modifications proposed under Clause 29(4) of Schedule 1 to the RMA such that the Unitary Plan be amended because PC103 would:
 - assist the council in achieving the purpose of the RMA;
 - give effect to the NPS-UD, NPS-FM;
 - give effect to the Auckland Unitary Plan - Regional Policy Statement;
 - be consistent with the Auckland Unitary Plan - Regional and District provisions;
 - be consistent with the Auckland Plan and the FDS;
 - be consistent with the Silverdale West Industrial Area Structure Plan 2020.
3. If the Hearing Commissioners were minded to approve PC103, the changes to the Unitary Plan maps and the proposed Silverdale West Industrial Precinct Plan as set out in this report are recommended.
4. The inclusion of the amendments to the proposed precinct and precinct plan(s) set out in Attachment AR1 to the Addendum s42A Report, and any other amendments necessary to address the concerns outlined in this report.

12. SIGNATORIES

	Name and title of signatories
Authors	Dave Paul – Senior Policy Planner, North, West and Islands, Policy, Planning & Governance 
Reviewer / Approver	Peter Vari – Team Leader, North, West and Islands, Policy, Planning & Governance 

Attachment 1 Experience of Dave Paul - Senior Policy Planner Reporting Planner

My full name is Ewan David Paul (Dave Paul).

I am employed as a Senior Policy Planner by Auckland Council.

I hold the qualifications of Masters of Science (Honours) in Resource Management (Lincoln and Canterbury Universities 1982) and a Masters of Arts (Honours) in Geography (University of Canterbury 1980)

I have been a planner for over 30 years at the former Manukau City Council and Rodney District Council, and the Auckland Council. I have worked on several plan reviews and plan changes to District Plans and to Regional Policy Statements. This includes preparing hearing reports and presenting evidence to the Environment Court. I am a full member of the New Zealand Planning Institute

**Attachment 2 PC103 Silverdale West Industrial Area Request, section 32 and
Technical Reports**

This attachment has not been included in this report and is available on the council website

Attachment 3 42A Report Technical Memos

- Appendix 3(1) PC103 Landscape Review
- Appendix 3(2) PC 103 42A Ecology memo
- Appendix 3(3) Healthy Waters Technical Memo
- Appendix 3(4) PC 103 Water and Wastewater Memo
- Appendix 3(5) Geotechnical Assessment Memo
- Appendix 3(6) Transportation
- Appendix 3(7) PC103 Archaeology
- Appendix 3(8) Parks Planning
- Appendix 3(9) Transport Infrastructure Funding and Financing
- Appendix 3(10) Built Heritage

Landscape Review

PPC 103 (PRIVATE) SILVERDALE WEST INDUSTRIAL AREA

30 January 2025 | FINAL

1 Introduction

- 1.1 Bridget Gilbert Landscape Architecture Limited (**BGLA**) has been requested by Auckland Council (**Council**) to undertake a Landscape Review of Proposed Plan Change 103 (Private) Silverdale West Industrial Area (**PC 103**). PC 103 seeks to rezone approximately 107ha of Future Urban Zone to a mix of Business – Light Industry Zone and Open Space – Informal Recreation Zone, and to establish the Silverdale West Precinct over the land in order to align future subdivision and development with the provision of the necessary transport and service infrastructure, as well as landscape, stormwater management, and ecological outcomes.
- 1.2 A summary of my expert qualifications and relevant experience is attached in **Appendix A**.
- 1.3 I confirm that my peer review comments have been prepared in accordance with the Environment Court’s Code of Conduct for Expert Witnesses as specified in the Environment Court’s Practice Note 2014. This peer review is within my area of expertise, except where I state that I rely upon the evidence of other experts. I have not omitted to consider any material facts known to me that might alter or detract from the opinions expressed.
- 1.4 The following documents have been relied on in the preparation of these landscape comments:
 - a) The PC 103 Plan Change documents, including:
 - i. The Section 32 Report prepared by Barker and Associates.
 - ii. Appendix 1 Plan Change Maps.
 - iii. Appendix 3 Plan Change documents and Precinct Plan.
 - iv. Appendix 4 Silverdale West Structure Plan.
 - v. Appendix 6 Urban Design Statement prepared by Barker and Associates (**UDS**).
 - vi. Appendix 17 Landscape Memorandum (and attachments) prepared by Boffa Miskell Limited (**Landscape Memo**).
 - vii. Appendix 18 Height Memorandum prepared by Boffa Miskell Limited (**Height Memo**).
 - viii. Appendix 19 Hui Minutes.
 - ix. Appendix 21 Tree Assessment, prepared by Arbor Connect.

- b) Auckland Council's Clause 23 Request (which I provided landscape expert input to).
 - c) The proponents Clause 23 Response, received in late November 2023, including updated Precinct Plans, an updated Appendix 6 Urban Design Statement, Appendix 17A Landscape Sections and a Clause 23 Response Table (Attachment 1 to the Unio Letter dated 28 November 2023)
 - d) Public submissions that raise landscape related concerns.
- 1.5 As the Section 32 Report explains, PC 103 has been informed by the Silverdale West Dairy Flat Industrial Structures Plan (**2020 Structure Plan**) adopted by Auckland Council in April 2020. I prepared the Landscape Report (February 2019) that supported the Structure Plan, which has given me a good understanding of the broader landscape related issues associated with PC 103.
- 1.6 I have visited the area on several occasions, most recently in October 2024.

2 Clause 23

- 2.1 I reviewed the plan change documents and prepared landscape related questions that formed part of the Clause 23 Request for Information (Clause 23 RFI).
- 2.2 The following list is a summary of the landscape related issues raised in the Clause 23 RFI (in no order of importance):
- a) Improved clarity with respect to the location and scale of the various Landscape Buffers.
 - b) The potentially inadequate scale of the proposed landscape buffers to accommodate the scale of vegetation described in the Landscape Memo.
 - c) Clarity with respect to why the proposed landscape buffer widths are appropriate in managing the landscape effects of the nature of development anticipated by the proposed rezoning.
 - d) Clarity with respect to how the various design principles identified in the UDS have been carried over into the proposed provisions.
 - e) Clarity with respect to how the recommendations in relation to retaining structures in the UDS have been carried over into the proposed provisions.
 - f) The absence of any assessment matters or controls related to building colours, variations in roof profiles, and design of roof plant, despite being recommended in the Height Memo to assist with reducing the visual mass of larger buildings within the industrial zone.
- 2.3 It is noted that the proponent's response to some of the landscape related issues raised in the Clause 23 RFI have not been informed by expert landscape comment. I will return to this matter shortly under my discussion of the landscape related effects of PC 103.

3 Submissions

3.1 The following is a list of the landscape matters raised in submissions:

- a) Auckland Council: delete the height variation standard, or, should the applicant wish to retain the height variation component of the standard, the recommendations in Appendix 18 Height Memo should be carried over into the precinct provisions. These include recommendations to assist in reducing the visual height of buildings. The amended standard should also include reference to the H17 provisions to ensure an appropriate visual amenity outcome for elevated audiences to the east.
- b) YJS Holding Limited: the proposed 30m height limit is further extended into the submitter's property with similar road setbacks applied as proposed for other sites in the plan change area.
- c) NZ Transport Agency Waka Kotahi: amend IX.6.4 Landscape Buffer State Highway interface to: re-aligning the landscape buffer and/or building setback to apply from the proposed designation (NOR4) boundary along SH1; or retain the area as a yard setback, rather than landscape buffer that aligns with the designation boundary.

4 Landscape Assessment Methodology

4.1 Te Tangi a te Manu (Aotearoa New Zealand Landscape Assessment Guidelines) (**TTatM**) explains that different approaches will be required in assessing effects for proposal-driven and policy-driven assessments. Typically, policy-driven assessments include:

- a) a description and landscape analysis of the site and its context (often identifying landscape opportunities and constraints);
- b) the identification of key landscape characteristics and values (or the 'key landscape issues') that need to be managed by the proposed provisions; and
- c) an analysis of the proposed provisions in light of the identified key landscape characteristics and values.

4.2 In this instance, the identification of the site as Future Urban Zone signals that substantial landscape change from rural land use to urban land use is anticipated for the site.

4.3 The s32 Report explains that PC103 has been developed in broad alignment with the Silverdale West Structure Plan (**SWSP**). The latter was informed by a series of expert reports and consultation processes, including a Landscape Report prepared by BGLA in February 2019. The SWSP 'background' effectively narrows the focus of landscape assessment required for PC103 to ensuring the provisions appropriately manage the key landscape characteristics and values associated with the site.

4.4 For these reasons, a full landscape assessment has not been provided as part of the plan change documents, but rather a Landscape Memo, Height Memo, and (to some degree) the UDS, address the

potential landscape effects of the plan change and provide comment on aspects where the landscape outcome anticipated by PC103 differs to the SWSP landscape outcome.

- 4.5 I consider that whilst it is not explicitly stated in any of the landscape related documents in support of PC103, the approach adopted by the landscape experts who prepared the landscape related documents in support of PC 103 appears to align with landscape assessment best practice as outlined in TTatM.
- 4.6 I also confirm that the thinking outlined in TTatM has guided the preparation of my peer review comments.

5 Description of the Existing Environment, Relevant Statutory Context, and Proposed Development

- 5.1 The documents listed above (paragraph 1.4), generally provide an adequate description of the existing environment, proposed development, and relevant statutory context.

6 Evaluation of Landscape Related Effects

- 6.1 I consider that many of the landscape related matters raised in the Clause 23 Request have either been fully or partially addressed in the notified version of the PC103 provisions. In the interests of brevity, this section of my review will focus on:
- a) Landscape related aspects of the Clause 23 Response that I consider require a landscape expert response.
 - b) Landscape related aspects of the Clause 23 Response that I disagree with.
 - c) Landscape related matters raised in submissions.

Matters that I consider require expert landscape input

- 6.2 PC 103 provides for buildings up to 30m in height across much of the plan change area. This is 10m higher than the Business – Light Industry Zone permitted building height (i.e. 20m).

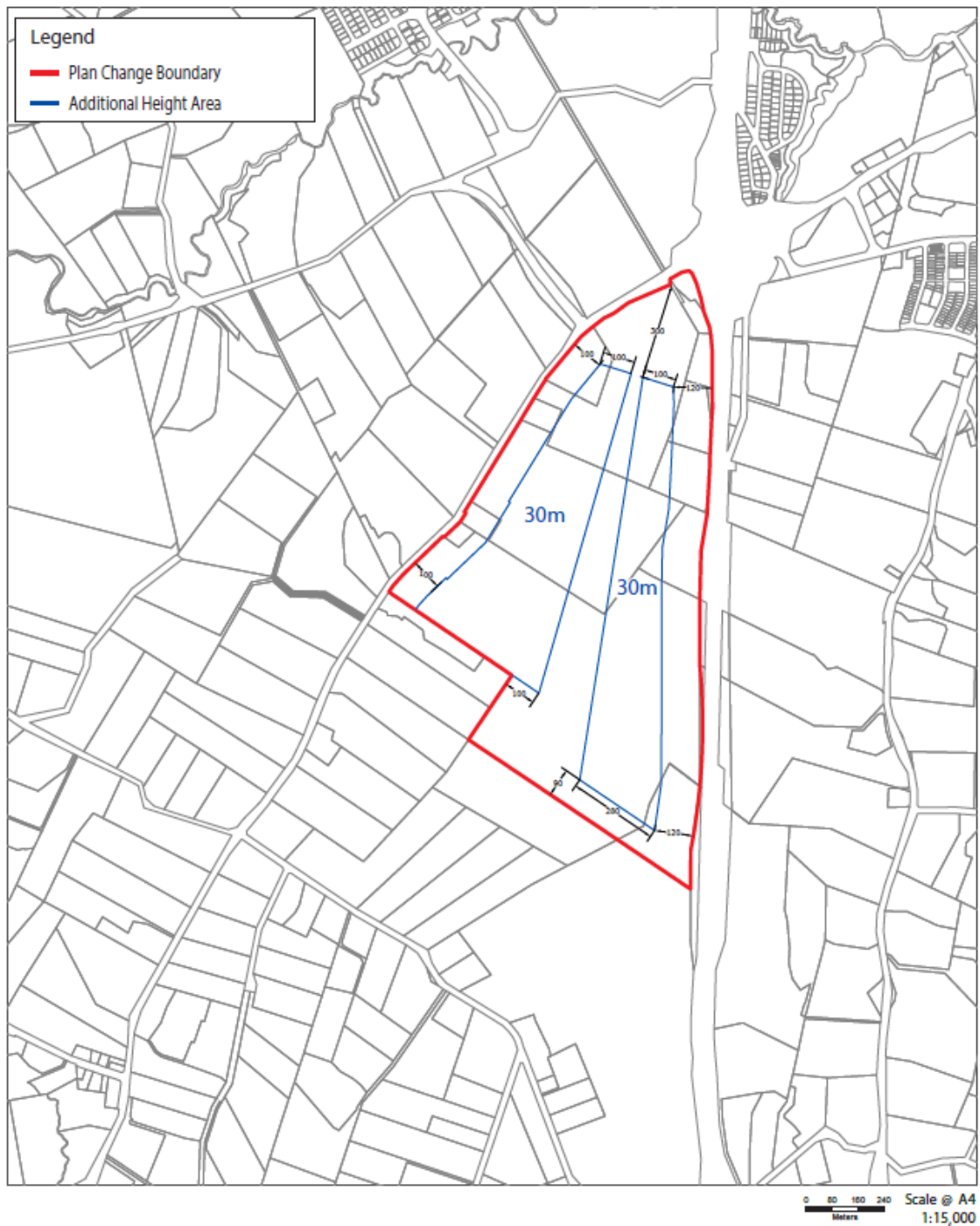


Figure 1: PC103 Additional Height Area

*NB The plan change documents explain that the extent of 30m height variation control in **Figure 1** (above) is to be aligned to the Open Space zone boundary, once the final open space zoning is confirmed at the conclusion of this plan change process.*

- 6.3 The Clause 23 Request noted that the Height Memo (prepared by the proponent’s landscape expert) included a series of recommendations to assist with reducing visual mass of the larger buildings within the industrial zone:
- a) Utilising subdued, recessive colours, providing variation in materials and finish of façades (roof colours that have a maximum LRV of 40%);
 - b) Creating variation in roof profiles with consideration given to the overall roofscape when viewed from the elevated position around the site; and
 - c) Encouraging all rooftop servicing and planting should be designed as an integral part of the roofscape with particular consideration given to the view from the elevated context.
- 6.4 The Clause 23 Response advises that such provisions are unnecessary, as it is the proponent’s opinion that *“there is no difference between this Light Industry zone and many others, where colours and materiality are not controlled and roof form and plant are not a design focus. The intention is for buildings within the precinct to be a permitted activity (following the first subdivision) as per the Light Industry Zone”*.
- 6.5 I disagree with the Clause 23 Response and proposed provisions in this regard.
- 6.6 I consider that the H17 provisions assume lower buildings (i.e. 20m) to that proposed throughout much of PC 103 and therefore do not necessarily guide an appropriate development outcome for ‘taller buildings’ in the plan change area. Further, I consider that the visibility of the PC103 area where taller buildings are to be provided for, from elevated residences to the east, suggests that managing the visual appearance of industrial building roofs is required in this specific instance.
- 6.7 **For these reasons, I agree with the recommendations in the Height Memo and consider that the PC 103 provisions should be amended to require the consideration of these matters for development in the 30m Additional Height Area.**
- 6.8 **The proponent is encouraged to provide landscape expert evidence in relation to this matter.**

Areas of Disagreement

Landscape Buffers

- 6.9 The Clause 23 Request queried how the proposed landscape buffer widths will accommodate the scale of planting recommended (e.g. 20m height at maturity), noting that some of the proposed buffers are 5m width. The Clause 23 Response included expert landscape comment as follows:

A 5-metre buffer width to the more northern sections of the site due to the presence of existing vegetation in this area, which is intended to be preserved. This aligns with the approach taken on several sites along this boundary, with supplementary planting proposed in locations where a greater buffer is considered appropriate.

The aim of the planting within the buffer strip is to create multi-layered native plantings, various plant species will be utilised, including low edge planting, mid-height shrubs and trees, as well as taller tree species.

As depicted in the indicative cross sections, there is ample space to accommodate larger-grade tree species, together with this lower planting, if the appropriate, more vertically inclined species are chosen.

The aim of the planting should be to achieve bold statement and utilise different form, texture, and colour, to ensure it successfully reads as a gateway feature in the high-speed environment (100km/h).

When analysing vegetative buffers adjacent to motorways and existing industrial areas such as Ruakura, AIAL, and Highbrook, varying buffer widths have been observed, ranging from 5 to 15 metres. As long as the buffer design aims to achieve a positive outcome, it has been considered an effective and aesthetically pleasing approach. (Emphasis added)

6.10 **I confirm that I agree with the landscape expert comments outlined above with respect to the 5m landscape buffer, subject to my comments shortly in relation to the NZ Transport Agency Waka Kotahi submission.**

6.11 Closely linked to this discussion point is the Clause 23 query seeking clarification as to how the more detailed (and helpful) landscape recommendations in the Landscape Memo might be incorporated into the provisions to guide an appropriate development outcome (from a landscape perspective).

6.12 A special information requirement has been included in the notified provisions (IX.9 (4)) to address these matters and reads as follows:

Landscape Buffer Plan

(a) An application for land modification, development and subdivision which adjoins State Highway 1 or Dairy Flat Highway must be accompanied by a planting plan identifying the location, species, planter bag size and density of the plants.

(b) Plant species should be utilised to create multi-layered native planting consisting of low edge planting, mid-height shrubs/trees as well as taller tree species. This planting is to be arranged to achieve a regular structure and rhythm reinforcing a gateway feature.

6.13 **In my opinion, this text should be reworded as follows to better respond to the proponent's landscape expert advice:**

6.14 *Landscape Buffer Plan*

(a) An application for land modification, development and subdivision which adjoins State Highway 1 or Dairy Flat Highway must be accompanied by a planting plan identifying the location, species, planter bag size and density of the plants.

(b) Locally appropriate plant species should be configured that include larger trees that grow to a minimum height of 20m at maturity; shrubs and groundcovers; tree species shall be a minimum size of 1.8m to 2.2m high at the time of planting and may need to be of an upright or columnar form in response to the landscape buffer width. The buffer plantings may include clearly identified, existing mature vegetation features that achieve a screening and gateway effect. utilised to create multi-layered native planting consisting of low edge planting, mid-height shrubs/trees as well as taller tree species. This planting is to be arranged to achieve a bold landscape statement with a regular structure and rhythm to create a coordinated landscape buffer and strong gateway features reinforcing a gateway feature.

- 6.15 I have recommended that reference to the viewshaft is deleted from IX9.4 (and the Precinct Plan), as the 'viewshaft' from a high point on State Highway 1 to Lloyds Hill does not coincide with the plan change area.

Matters Raised in Submissions

Auckland Council Submission

- 6.16 With respect to the matters raised in the Auckland Council submission that are of relevance to landscape effects, relying on my site visits and review of aerial mapping with contours and the Height Memo, **I confirm support for the Additional Height Area and associated Setback mapping subject to my earlier recommendations in paragraph 6.7, and the comments that follow in relation to the YSL submission.**
- 6.17 For completeness, **I agree with the Auckland Council submission that the precinct provisions should be amended to provide additional objectives, policies, matters of discretion/assessment criteria to enable the assessment of the visual appearance and mass of larger buildings within the Light Industry zone.**
- 6.18 This should include assessment of the following matters:
- a) The utilisation of subdued, recessive colours, providing variation in materials and finish of facades (roof colours that have a maximum LRV of 40%);
 - b) Creation of variation in roof profiles with consideration given to the overall roofscape when viewed from the elevated position around the site; and
 - c) Ensuring all rooftop servicing and plant are designed as an integral part of the roofscape with particular consideration given to the view from the elevated context.
- 6.19 **I also support the proposed amendments to Standard IX.4 Activity Table set out in the Auckland Council submission.**

YSL Holding Limited Submission

- 6.20 With respect to the YSL Holding Limited submission, the Additional Height Area and associated Setback mapping would appear to be incomplete across the northern portion of the YSL property.
- 6.21 Referencing the Height Memo, it would appear that the configuration of the Additional Height Area mapping derives from (at least, in part) the roading layout depicted in the Masterplan (see Height Memo Figures 5 and 6). The Height Memo cites a series of factors that support the configuration of the additional height area, including: the positioning of the additional height largely in the lower lying centre of the site; and the introduction of a 20m building height control on the "external interfaces of the site".
- 6.22 Having reviewed aerial mapping with contours of the YSL land and surrounding area, I support the application of a consistent approach to the proposed Additional Height Area and (associated) Setback mapping across the full extent of the YSL property, as the land across which the additional height would apply is of a similar contour to much of the proposed Additional Height Area and would be well setback from the relevant highway and open space areas.

- 6.23 **For these reasons, I support the YSL submission that the proposed 30m height limit is further extended into the submitter's property with similar road setbacks applied as proposed for other sites in the plan change area.**
- 6.24 Further, in reviewing this submission, I note that the introduction of the Additional Height Area Setback appears to have been overlooked along the western portion of the south boundary of the plan change area.
- 6.25 **I consider that the Additional Height Area mapping should be amended to introduce a 90-metre setback, consistent with the approach proposed throughout the eastern portion of the southern boundary of the plan change area.**

NZ Transport Agency Waka Kotahi Submission

- 6.26 I agree with NZ Transport Agency Waka Kotahi that the landscape buffer along the eastern edge of the plan change area (adjoining the state highway corridor), should apply from the proposed (NOR4) boundary, as the landscape buffer is to manage the landscape effects of the rezoned area (rather than the highway).
- 6.27 I also note that the NOR4 designation boundary effectively renders the 5m and 10m landscape buffer strategies proposed at the northern end of the eastern plan change area redundant, as the relevant properties are now included in the NOR4 'footprint'. By way of explanation, this change means that the reliance on existing vegetation (on the relevant properties) that is currently protected via a resource consent condition to deliver the necessary buffer is no longer practical.
- 6.28 **For this reason, it is recommended that the 'standard' 15m landscape buffer proposed throughout the balance of the eastern plan change boundary is applied along the full length of the 'new' plan change area boundary factoring in the extent of the NOR4 designation.**



Bridget Gilbert
Landscape Architect
B Hort Dip LA ALI NZILA

APPENDIX A

Bridget Gilbert: Qualifications and Experience

Bridget holds the qualifications of Bachelor of Horticulture from Massey University and a postgraduate Diploma in Landscape Architecture from Lincoln College, is an associate of the Landscape Institute (UK) and a registered member of the New Zealand Institute of Landscape Architects.

Bridget has practised as a Landscape Architect for almost thirty years in both New Zealand and England. Upon her return to New Zealand, Bridget worked with Boffa Miskell Ltd in their Auckland office for seven years. She has been operating her own practice for the last eighteen years, also in Auckland.

During the course of her career, Bridget has been involved in a wide range of work in expert landscape evaluation, assessment, and advice throughout New Zealand, including:

- landscape assessment in relation to Regional and District Plan policy;
- preparation of structure plans for rural, coastal, and urban developments;
- conceptual design and landscape assessment of infrastructure, rural, coastal, and urban development; and
- detailed design and implementation supervision of infrastructure, rural, coastal, and urban projects.

Bridget has provided landscape advice in relation to a range of urban rezonings throughout many parts of New Zealand, including: Northland; Whangarei District; the former Rodney District; the Hauraki Gulf Islands; Whitford; Clevedon; Franklin; Matamata; Cambridge; Coromandel Peninsula; Waitomo District; Taupo; New Plymouth; Tasman District; and Queenstown Lakes District.

Bridget has been a panel member of the Auckland Urban Design Panel (with a Chair endorsement).

Bridget is also an Independent Hearing Commissioner for Auckland Council.

Memo

*Technical specialist report to contribute towards
Council's section 42A hearing report*

28/01/2025

To: Dave Paul – Senior Policy Planner, Planning – North/West
From: Kirsty Myron – Senior Ecology Specialist – Environmental Services

Subject: Private Plan Change – PC103 – Silverdale West Industrial Area – Ecological Assessment

1.0 Introduction

1.1 I have undertaken a review of the private plan change (PPC), on behalf of Auckland Council in relation to terrestrial ecological effects.

1.1.1 I hold the qualifications of a Bachelor of Science in Physical Geography and Environmental Science, a Post Graduate Diploma in Environmental Management from The University of Auckland and a Master of Science in Biological Sciences (Plant Science) from The University of Waikato.

1.1.2 I have 9.5 years of experience working as an Ecologist in the private (and local government sectors).

1.1.3 I have worked at Auckland Council for 2.5 years. Since at Council, I have passed the following courses:

- Auckland Council Stream Ecological Valuation (SEV) training (2023)
- Making Good Decisions Programme – certification for RMA decision makers - a course run by the Ministry for the Environment (certified December 2024)
- New Zealand Certificate in Regulatory Practice (Core Knowledge) (Level 3) (completed December 2024)
- NIWA Electric Fishing for Machine Operators Training Course (2023)

- 1.1.4 I am a professional member of the Environment Institute of Australia and New Zealand (EIANZ) and the Chartered Institute of Ecology and Environmental Management (CIEEM). I am a member and the secretary of both the Australasian Bat Society (ABS) and Auckland Botanical Society. Further, I am experienced in handling long-tailed bats and either hold or am, working toward several of the Department of Conservation [bat competencies](#).
- 1.2 I confirm that I have read the Expert Witness Code of Conduct set out in the Environment Court's Practice Note 2023. I have complied with the Code of Conduct in preparing this evidence and I agree to comply with it while giving evidence before the Hearings Commissioners. Except where I state that I am relying on the evidence of another person, this written evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed in this evidence.
- 1.3 In writing this memo, I have reviewed the application material in full. The following documents specifically address ecological matters:
- *'Section 32 Assessment Report Silverdale West Precinct Private Plan Change Request RMA Schedule 1 Clause 24'*, prepared by UNIO Environmental, dated 17 May 2024
 - *'Further information requested under Clause 23, First Schedule of the Resource Management Act 1991 Private Plan Change Request FDFH Silverdale West Industrial Area'*, prepared by Fletcher Development Limited and Fulton Hogan Land Development, dated April 2024.
 - *'Silverdale West Industrial Precinct – Response To Council's Requests Under Clause 24 Of Schedule 1 Of The Resource Management Act 1991'*, prepared by UNIO Environmental, dated 17 May 2024
 - *'Silverdale West Stage 1 Private Plan Change, Auckland - Ecological Values Assessment Report number 2115'* prepared by RMA Ecology Ltd, dated August 2023.
 - PC 103 – Appendix 1: Plan Change Maps

- PC 103 – Appendix 3: Proposed Plan Change Documents and Precinct [Precinct Plan]
- ‘*Silverdale West Precinct Proposed Private Plan Change 1 - Auckland Unitary Plan (Operative in Part) Objectives and Policies Assessment*’, prepared by UNIO Environmental, August 2023
- ‘*FDFH Silverdale West Industrial Area Private Plan Change – Notable Tree Assessment*’, prepared by Arbor Connect, dated 31/10/2023
- ‘*Silverdale South Catchment and Structure Plan Area Watercourse Assessment Report*’, prepared by Morphem Environmental Ltd, dated January 2020
- ‘*Silverdale Stream Classification and Esplanade Scoping Final*’, prepared by Morphem Environmental Ltd, dated December 2017

1.4 I undertook a site visit to the subject site on 19 February 2024 with several Auckland Council Specialists alongside the applicants’ consultants.

1.5 I was involved in the clause 23 Ecology assessment.

1.6 The applicant has prepared a Precinct Plan, including planning maps, as part of the application material.

1.7 I have also reviewed the Silverdale West Dairy Flat Industrial Area Structure Plan prepared by Auckland Council, dated April 2020.

2.0 Key ecological issues

2.1 Absence of all wetland values and extents on Silverdale West Industrial Area: Precinct Plan. Not all wetlands have been surveyed according to the Ministry of the Environment wetland delineation protocols.

2.1.1 Proposed Objectives IX.2.(6) specifically identifies key natural wetlands to be protected and enhanced. Subsequent policies and precinct provisions should reflect the inclusion of all wetlands identified across the plan change area in their own right.

- 2.2 Special information requirements IX.9. (wetland planting absent but spoken about in IX.3(18) “The riparian margins of streams and *wetlands* within the precinct are enhanced through ecological restoration and *planting*”).
- 2.3 Absence of all permanent and intermittent stream values and extents on Silverdale West Industrial Area: Precinct Plan.
- 2.3.1 Proposed Objectives IX.2.(6) specifically identifies key streams to be protected and enhanced – not all. Subsequent policies and precinct provisions should reflect the inclusion of all permanent and intermittent streams identified across the private plan area.
- 2.4 Special information requirements IX.9(1) (e.g. does not state how plantings will be maintained and or for how long).
- 2.5 Actual and potential native faunal habitat has not been formally surveyed and identified across the plan change area.
- 2.6 No enhancement and restoration of areas designated as SEA is proposed for in the precinct provisions.

3.0 Applicant’s assessment

- 3.1 The applicants' s32 planning report (and cl24 update dated 17 May 2024) and Ecological Values Assessment Report discuss the site’s ecological values.
- 3.2 Section 10.4 of the planning report (and cl24 update dated 17 May 2024) summarises the ecological effects which are discussed in further detail in the Ecological Values Assessment Report.
- 3.3 Section 2.2 of the Ecological Values Assessment Report describes the ecological context of the site by each ecological component on site, terrestrial ecology – vegetation, connectivity and ecological function, pest animals, native fauna (herpetofauna, avifauna, and bats) and aquatic ecology – streams, freshwater fauna, wetlands, and receiving environment.
- 3.4 Section 3.2.3 of the Ecological Values Assessment Report identifies a network of streams across the site, one main permanent stream (John Creek) and all other streams

were tributaries of the mainstream that generally bisects the site in a south-to-north direction. Stream values ranged from very poor to moderate due to high modification and intensification through historic and current horticultural/agricultural practices but also some areas of riparian vegetation (closed canopy) and habitat diversity. Overall, four permanent and three intermittent streams were identified.

3.5 Section 3.3.5 of the Ecological Values Assessment Report specifically notes that there are 15 natural wetlands under the National Policy Statement for Freshwater Management (2020) (NPS-FM) on the site and are all considered low value due to low native diversity and structural complexity.

3.6 The applicant proposes to plant 10 meters on either side of permanent and intermittent streams and vest this area to the Council to maintain in perpetuity; however, the provision will not apply where road, pedestrian, or cycleway crossings over streams are to occur. Further, the plan provisions state that “...at least 75% native planting in riparian enhancement areas and street plantings”.

3.7 The applicant has not proposed to enhance or restore the area of indigenous vegetation that meets SEA factors (IV1). However, the area has been identified as a significant ecological area (SEA) and included in the planning maps, therefore relevant SEA provisions as set out in Chapters B7, D9 & E15 (Vegetation management and biodiversity) (and E38 (Subdivision - Urban) will apply for future consenting (e.g. B7.2.1(1) & (2), D9.3 (1) – (3), E15.2 (2), E15.3 (4); 38.8.2.5, E38.3.514).

3.8 The applicant proposes to protect and enhance ‘key’ streams, wetlands and an area of indigenous vegetation in the area shown as landscape buffer (within the area identified as open space). Of the 15 wetlands identified six are entirely or partially outside the area proposed to be designed as Open Space zone. The open space zone is proposed to be vested to the Council to maintain in-perpetuity.

4.0 Assessment of ecological effects and management methods

Wetlands

4.1 I am unable to confirm that all areas of wetland have been accurately represented in the Ecological Values Assessment Report. Furthermore, no natural wetlands have been illustrated in the proposed PC103 Precinct Plan. Noting there has not been a comprehensive wetland delineation assessment across the entire plan change area.

- 4.2 The applicants Ecologist disagrees with the Ministry of the Environment (MfE) regarding the application of the pasture exclusion methodology. The applicant ultimately disagrees with the protocols published by the Ministry of the Environment (MfE) and subsequently with the Council which agrees with the MfE approach and interpretation. Some wetlands across the plan change area have been, in my opinion, incorrectly excluded as pasture, noting that the wetland delineation carried out to inform the Silverdale Structure Plan highlights several other natural wetlands which have not been delineated / identified within this Plan Change area.
- 4.2.1 The Morphem Environmental Watercourse Assessment (dated January 2020) stated that their “*survey was primarily restricted to stream corridors, it is possible that other wetland features may be present within the wider survey area.*” (Vis-à-vis further wetlands are likely to be across the Structure Plan area).
- 4.3 The NPS-FM pasture exclusion clause does not apply in situations for changes in land use, e.g. for urban development or other land uses – in this case FUZ (e.g. rural activities) to Business – Light Industry. The Ministry of the Environment states that, “*The purpose of the NPS-FM pasture exclusion clause is to support the continuing use of pasture for grazing purposes. The exclusion is not targeted at pasture being converted for urban development or for other land uses*”¹. Of the 15 wetlands the applicant has stated that 6 are to be excluded via the pasture exclusion test; this is incorrect, notwithstanding, I’m not convinced that all wetlands across the plan change area have been delineated.
- 4.4 The applicant’s Ecologist acknowledges that less than 1% of wetlands remain with most being drained between 1942 and 1977, conversely, the applicant does not propose to restore the remaining natural wetlands present across the plan change area. Noting the wetlands delineated are not shown on the masterplan.
- 4.5 Wetland field results have been provided following the wetland delineation MfE datasheet proforma, with survey plots shown in Figure 3B within the Ecological Values Assessment Report. It is unclear if the survey was undertaken across a gradient/transect to determine wetland extents – the edge of wetlands identified has not been clearly shown on these figures.

¹ Ministry for the Environment. 2022. *Pasture exclusion assessment methodology*. Wellington: Ministry for the Environment.

- 4.6 The proposed policies and precinct provisions do not reflect the inclusion of all wetlands identified across the subject site as being protected, maintained or enhanced in their own right. Wetlands provisions are currently mixed in with street network, open space and built form and stormwater provisions. The proposed Objectives IX.2.(6) states that 'key' natural wetlands are to be protected and enhanced - it is unclear what 'key' natural wetlands are being referred to; all wetlands meeting the NES-F for Freshwater and RMA definitions must be protected. Noting again that the precinct provisions should reflect the inclusion of all wetlands identified across the plan change area in their own right: Policy IX.3.(17) (18), Standard IX.6.2(1) (e), Matters of discretion IX.8.1.(3),
- 4.7 The precinct description states that "*John Creek forming a primary south to north stormwater and ecological spine and a number of existing natural wetlands and patches of indigenous vegetation present*", further stating that "*the mauri of the John Creek Awa is enhanced through development setbacks and native riparian planting.*" Yet, there are no further specific standards in the precinct provisions referring to all wetlands with Table IX.6.3.1 Yards not providing a corresponding wetland buffer 'minimum depth'. A minimum 10-meter width buffer should be applied around each natural wetland across the entire plan change area that is consistent with the direction and framework of the AUP.
- 4.8 I am aware that the applicant is subject to an abatement notice issued 25/07/2024 requiring remediation actions for unconsented works within watercourses and natural wetlands on site pursuant of ABT21733379. In conjunction with ecological review of the restoration plans, Auckland Councils' Antoinette Bootsma - Senior Specialist also confirms the likelihood of additional wetland areas on site (*pers. comm.*).
- 4.9 Whilst some streams have been identified on the Precinct Plan, the same cannot be said for wetlands. The presence of wetlands will need to be addressed at subdivision and development stage and are a consideration of the AUP and National Environment Standards for Freshwater (NES-F).

Streams

- 4.10 I am unable to confirm that all streams (permanent and intermittent) have been accurately represented on the Precinct Plan. On review of the structure plan maps – not all streams have been identified and mapped accurately. The streams were ground-truthed at the structure plan stage.



4.11 The clause 32 Assessment Report states that the existing Auckland Unitary Plan (AUP) provisions will be applied with regard to Chapter E3 – Lakes, Rivers, Streams and Wetlands. Noting that objective B7.3.1 states first that “Degraded freshwater systems are enhanced” followed by “(2) Identify degraded freshwater systems. “ and “(3) Promote the enhancement of freshwater systems identified as being degraded to progressively reduce adverse effects.” , yet the applicant has not identified all streams on their precinct master plan with proposed provisions attempting to water down existing AUP plan provisions stating that “*ecological assets to be protected and their values to be maintained or enhanced*” (not restore).

4.12 As with wetlands, the proposed Objectives IX.2.(6) states that ‘key’ streams will be protected and enhanced - it is unclear what ‘key’ streams are being referred to. Subsequent policies and precinct provisions should reflect the inclusion of all permanent and intermittent streams identified across the subject site: Policy IX.3.(17), (18); Standard IX.6.2(1) (e), Matters of discretion IX.8.1.(3).

4.13 The Ecological Values Assessment Appendix A – Stream classification and condition has not used quantitative data for stream condition and is purely based on a qualitative assessment. I cannot agree to the ecological values prescribed in the report. The Unitary Plan references Stream Ecological Valuation as the recommended and prescribed tool for stream ecological evaluation. Without any reference data to evaluate stream values against, the stream condition assessment can only be described as subjective and should hold little, if any, weight.

4.14 The NPS-FM, NES-F and AUP Chapters B7 contain strong directives requiring any more than minor adverse effects on freshwater, and on any ecosystem associated with freshwater to be avoided and that freshwater systems are protected, restored and enhanced.

- 4.15 The NES-F does not provide for the same considerations for stream reclamation as it does for wetlands, notably Clause 45C – Urban Development. Reclamation of streams is not commensurate to the development of “*a well-functioning urban environment*” and is specific to an applicant demonstrating that there is “*a functional need for the reclamation of the riverbed in that location*”. “*Functional Need*” is prescribed in the NPS-FM². The omission of several watercourses across the site, could be used to pre-determine stream reclamation, beyond what the AUP or NPS-FM envisages.
- 4.16 Planting the riparian margins of retained streams is an expected outcome requirement of any Structure Plan Change (notably Appendix 1, section 1.4.2 (1) & (2)). The precinct provisions attempt to insert activities that are contrary to the outcomes sought by Appendix 1. Noting that restoration of streams and wetlands are necessary to achieve the outcomes of Appendix 1, and Objectives and Policies of NPS-FM, NPS-IB, AUP Chapters B7, E3 and E15. Consequently, the applicant was asked to provide an explanation at Clause 23 (2) for the inclusion of standards IX6.2.1(e) and IX6.2.2 – this was not provided with the applicant citing professional disagreement with the Council.
- 4.17 IX6.3 (Yards) and IX6.2(d) (riparian) do not have a corresponding Activity Status in Table IX4.1 for non-compliance with the precinct provisions or assessment criteria that are relevant. Associated assessment criteria as they relate to infringements with these precinct provisions have also not been provided for.
- 4.18 The precinct provisions state, “*Plant species should be native and resistant to flooding...*” and “*Plant species should be utilised to create multi-layered native planting consisting of low edge planting, mid-height shrubs/trees as well as taller tree species...*”. ‘Should’ is inappropriate and ambiguous and does not provide surety nor does it align with the proposed precinct policies and objectives (or current AUP policies and objectives). It was recommended to the applicant at the Clause 23 stage to replace should with must and to refer to Te Haumanu Taiao. This was not provided with the applicant citing professional disagreement with Council. Notwithstanding, precinct provisions, as with conditions of consent, should use active tense with clear mandatory verbs such as “shall” or “must”.
- 4.19 Under IX.9 (Special information requirements) the applicant has not provided for monitoring and maintenance matters regarding riparian planting, nor has a timeframe been provided for the monitoring and maintenance plan for natural wetlands IX.9 (1b).

² **functional need** means the need for a proposal or activity to traverse, locate or operate in a particular environment because the activity can only occur in that environment.

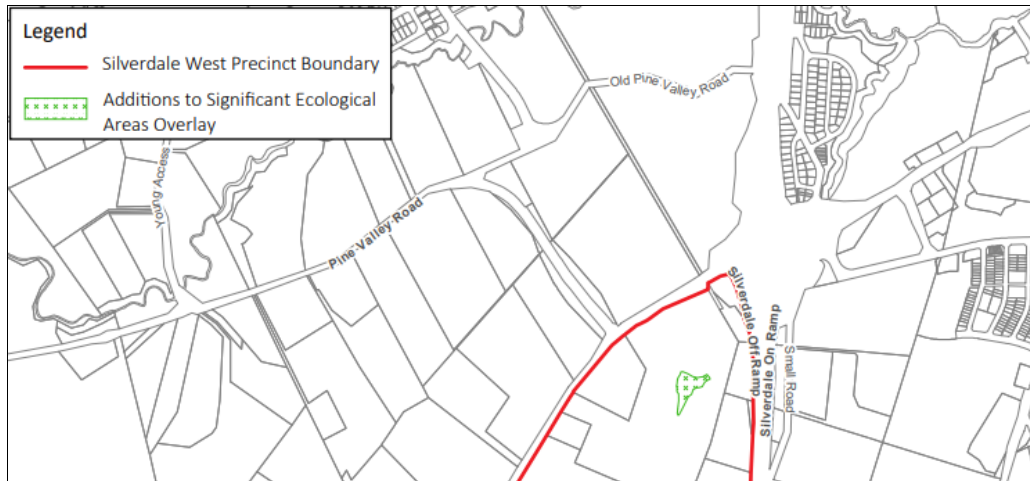
The applicant has cited professional disagreement with Council. This is not agreed, as maintenance and monitoring are essential to understanding and ensuring biodiversity restoration outcomes are achieved. Maintenance and monitoring are a requirement of all restoration and landscaping to be vested to Council pursuant of The Auckland Code of Practice for Land Development and Subdivision (CoP)³, notably Chapter 7 - Landscape. I will recommend appropriate revisions to Precinct Provisions.

Significant Ecological Area

- 4.20 IX.2. Objectives speaks to the protection and enhancement of indigenous vegetation (as well as 'key' streams a natural wetland), yet Table IX.4.1 Activity table does not provide for the Significant Ecological Area (SEA) nor do the precinct provisions provide standards, assessment criteria, or Special information requirements with regard to SEA and enhancement planting (IX.9). Further, the precinct description states that "*John Creek forming a primary south to north stormwater and ecological spine and a number of existing natural wetlands and patches of indigenous vegetation present*", further stating that "*the mauri of the John Creek Awa is enhanced through development setbacks and native riparian planting.*" Yet, the applicant has not mapped where the patches of indigenous area on the precinct plan provisions nor provided specific provisions for indigenous vegetation. Indigenous biodiversity is a matter to be addressed with reference to OP AUP Appendix 1, 1.4.2. Natural resources, "*The protection, maintenance and enhancement of natural resources...*"
- 4.21 The applicants' Ecologist has identified an area of terrestrial indigenous vegetation which meets SEA factors and has consequently shown this on the proposed PC103 Precinct Plan. This will require adding to the SEA overlay (as proposed). The identified SEA is within the area identified as Open Space to be vested to the Council. The applicant has not proposed specific provisions regarding enhancing the SEA prior to the Open Space zone being vested (re: para 4.20). The proposed provisions remain silent on the SEA and focuses solely on the freshwater aspects (e.g. the central John Creek corridor) - "*The precinct seeks to maintain and enhance these waterways and integrate them with the public open space network*" (precinct description).
- 4.22 As shown on the precinct maps an area of indigenous vegetation has been identified as meeting SEA factors and therefore will be designated as an area to be added to the SEA overlay. It remains unclear if Council will accept this area to be vested which will be determined when resource consents are sought.

³ <https://www.aucklanddesignmanual.co.nz/en/developing-infrastructure/infrastructure-codes-of-practice.html>

4.23 The applicant has not provided a complete assessment of the AUP SEA factors pursuant of B7.2.2(1) and Schedule 3. Notwithstanding under standard E38.8.2.5. (subdivision – urban) an applicant must legally protected (i.e. covenant) and maintain SEA's in accordance with the process outlines in AUP Appendix 15. Notwithstanding I agree this area meets SEA Factor(s); likely under factor 2.



Fauna

4.24 The Ecological Values Assessment Report states that the ecological assessment report relies, in part, on a desktop analysis of databases on terrestrial and freshwater fauna. Therefore, a request for a fauna assessment (formal robust fauna surveys) was sought via Clause 23 to inform terrestrial fauna (specifically herpetofauna and long-tailed bats). No further ecological surveys were undertaken and provided in the Clause 23 response to specifically inform herpetofauna and bats fauna values and potential adverse effects. Therefore, the applicant has not adequately provided an understanding of the ecological fauna values across the site, nor have they provided a thorough assessment of the potential adverse effects from the proposed change in land use. This is further amplified by the incomplete and/or inaccurate classification and identification of ecological features (wetlands and streams) across the plan change area. The applicant wishes to push these aspects to the subdivision/resource consenting stages, citing professional disagreement with Council.

4.25 It should be noted that the long-tailed bat is categorised as Threatened-Nationally Critical with recent research lighting the adverse effect that artificial light at night (ALAN) has on them⁴. Recent records (Dec 2022) for the species indicate them as close as 1 - 1.5 km

⁴ Schamhart, T. et al., 2024. Detection rates of long-tailed bats (*Chalinolobus tuberculatus*) decline in the presence of artificial light: <https://www.tandfonline.com/doi/full/10.1080/03014223.2023.2245760>

from the plan change area. Via the Clause 23 process, the applicant has asked to provide precinct standards, and special information requirements ensuring that use, subdivision and development does not adversely affect indigenous fauna. This was declined, with the applicant wishing to address these aspects at the resource consenting stage, citing professional disagreement with Council. This is not agreed as the Unitary Plan standards do not give sufficient consideration of threatened species except for specific habitat such as riparian and SEAs’.

- 4.26 In my opinion, the lack of Precinct provisions will not address the presence of threatened fauna species at resource consent stage. Habitat outside of any riparian or SEA area will not be protected and can be removed as of right. This means that the development will not give effect to either the AUP or NPS-IB.
- 4.27 The NPS-IB states in “Policy 8: The importance of maintaining indigenous biodiversity outside SNAs is recognised and provided for”, and “Policy 15: *Areas outside SNAs that support specified highly mobile fauna are identified and managed to maintain their populations across their natural range and information and awareness of highly mobile fauna is improved.*”
- 4.28 Further, the Structure Plan (April 2020) states that “*More detailed surveys would determine whether they [bats] are roosting within the area or passing through during foraging*”. This has not been undertaken. The same response was supplied with regard to providing formal surveys on native lizards. The applicant has therefore not addressed the objectives and policies of the NPS-IB at the Clause 23 stage.
- 4.29 Appendix 2 Structure Plan Documents Section 1.4.2. Natural Resources requires an understanding of the natural values across the plan change area. (1) “*The protection, maintenance, and enhancement of natural resources...*” & (3) “*.....showing how they reflect the underlying natural character values and provide opportunities for environmental restoration and biodiversity.*” Without the necessary assessment and survey of fauna and flora within the site, the applicant potentially fails to deliver appropriate outcomes, including whether development controls (e.g. lighting, appropriate restrictions on pet ownership, etc.) are necessary to protect, maintain and/or enhance indigenous biodiversity. A Private Plan Change application should provide the same level of rigour to biodiversity survey and assessment.

5.0 Submissions

5.1 Submissions on the proposed plan change were reviewed and noted that most submissions relate to other matters of the proposed plan change such as transport. Submissions that are relevant to Ecology are from Auckland Council, submitter, 13 and were chiefly on the absence of all ecological features being labelled on the precinct plan, ecological precinct provisions and native faunal concerns. For completeness, these are as follows with my comments below:

5.1.1 Amend Standard IX6.2 to provide a 20-meter riparian margin. (Submission 13.7)

- I note this has been requested by the Healthy Waters/Stormwater Team through the Clause 23/24 process. Ecological Advice generally accepts an ecologically appropriately planted 10m riparian and wetland margin/buffer over a non-planted 20m margin/buffer.

5.1.2 Update the wetland delineation assessment, across the site, without the use of the pasture exclusion method and including hydric soils and hydrology protocols (submission 13.11).

- I agree with this submission as discussed above with particular regard to the inappropriate application of the pasture exclusion method.

5.1.3 Freshwater: Update the Ecology report to show on figures all ecological features. Provide a clear detailed and labelled precinct plan that includes all natural features. Provide a complete assessment of these [ecological] features (submission 13.12).

- I support the submission points for freshwater.

5.1.4 Native fauna: Undertake a bat survey and provide site-specific assessment, and if required, amend the precinct provisions to provide appropriate provisions to manage on site bat habitats. Undertake a survey to identify if there any areas on site that have value as herpetofauna habitats, and if required, amend the precinct provisions to provide appropriate provisions to manage indigenous herpetofauna (submission 13.13)

- As discussed under 4.16 and in the clause 23/24 process I support this submission.
- Both formal bat and native herpetofauna surveys were requested during the clause 23/24 process – citing professional disagreement the applicant does not see these relevant to the clause 25 decision.

5.1.5 Confirm the factors that the proposed area meets to qualify as an SNA and amend Schedule 3 Significant Ecological Areas – Terrestrial Schedule as necessary.

- I support this submission. A detailed analysis against SNA and/or SEA factors has not been provided.

5.1.6 IX6.2 Streams and natural inland wetlands - Delete IX6.2(1) (e) and delete Standard IX6.2 (2)

- IX6.2(1) (e) is ambiguous and unclear. The AUP already contains a biodiversity offsetting appendix (Appendix 8 Biodiversity offsetting). Notwithstanding the RMA requires adverse effects to be avoided, remedied, or mitigated whilst offsetting should be used only when there are unavoidable, residual impacts on biodiversity.
- I agree that standard I6.2(2) is reflective of bio-banking and should therefore be deleted accordingly.

5.1.7 Amend Standard IX9 (1)(b) to include the matters to be assessed in a Monitoring and Maintenance Plan for natural wetlands.

- This is supported. A detailed standard for monitoring and maintaining wetlands including wetland buffers must be provided.

5.2 Three other submitters number 2, 11 and 18 wish to be included in the plan change area. However, no ecological values and/or effects assessment has been provided for these properties. Therefore, I cannot confirm if Appendix 1 precinct maps are correct nor if the relevant ecological matters in national planning documents are being adhered to in this context.

6.0 Conclusions and recommendations

6.1 The private plan change is generally consistent with the direction and framework of the AUP, requiring 10m riparian margins along streams in urban areas. However, not all streams or wetlands appear to be shown on the precinct master plan.

6.2 The private plan change is not consistent with the direction and framework of the AUP for buffers around wetlands. Not all wetlands appear to have been delineated with the pasture exclusion method incorrectly applied. A 10m planted buffers for all natural inland wetlands is recommended. No standards have been provided with regard to wetland buffers.

- 6.3 Whilst the protection of some streams is provided (principally the central John Creek corridor), those the applicant has shown on the Precinct Plan appears to be inconsistent with National Policy Statement for Freshwater Management 2020 and National Environmental Standards for Freshwater Regulations 2023. I believe this is relevant as the two statutory considerations afford protection, maintenance, and preferable enhancement unless reclamation has no practicable alternative. The applicant has provided no evidence to support the reclamation of some streams and wetlands in a green field development.
- 6.4 Whilst the protection of some terrestrial habitat is provided, the plan change does not fully give effect to the AUP in relation to indigenous biodiversity (B7.2), due to the absence of standards that give effect to native terrestrial vegetation protection, retention, and enhancement. Notably, an assessment against B7.2.2(1, 3, 5A) is absent from reporting.
- 6.5 I am also concerned that the lack of fauna surveys and identification of habitats of indigenous fauna does not give effect to AUP policies or NPS-IB, notably bats and lizards. The lack of identification of these species will not provide for effective directive to species specific habitat restoration and or appropriate lighting standards.
- 6.6 I suggest that all existing vegetation that is within 20m of streams and wetlands be retained. Additional native planting will enhance these buffers areas; I support the planting of all riparian 10-meter buffers as provided for in standard IX6.2 (1). Noting that the retention of existing vegetation enables and provides a more stable and resilient outcome for terrestrial fauna and flora and connectivity, with wider planted wetland and riparian areas being able to support a more diverse range of native species.
- 6.7 Cycle and walkways should be located outside the 10m riparian margin. The National Environment Standard does support utility infrastructure within wetlands, but ideally on a case-by-case basis where green network connectivity is necessary. The mitigation hierarchy applies with regard to infringement of both wetland and riparian margins.
- 6.8 The applicant is attempting to incorporate biodiversity banking into the Precinct. Bio-banking, or offsetting in advance, is not specifically provided for in the Resource Management Act or the AUP, and it's incorporation here is inappropriate. Biodiversity Offsetting is considered on a case-by-case basis when all other effects management hierarchy has been fully demonstrated at the time of consent. As previously noted,

ecological restoration of degraded habitats is an expectation of the AUP and of national planning framework.

6.9 I am able to support the plan change with the proposed amendments to the PC103 are shown below. Relief sought: ~~Strike through~~ is to be read as deletion; Underlining is to be read as an addition.

6.9.1 IX.2. Objectives

(5) Subdivision, use and development are managed to ensure the maintenance, restoration and enhancement of ecological values within the receiving environment.

(6) Strong ecological outcomes are embedded within the precinct through the protection, restoration and enhancement of ~~key~~ streams and natural wetlands and areas of indigenous vegetation.

Provide for the health and well-being of streams and wetlands within the precinct to enhance these connections through native riparian planting and restoration of degraded habitats whilst providing habitats for threatened and endangered native species.

6.9.2 IX.3. Policies

(18) The wetlands and riparian margins of permanent and intermittent streams and natural wetlands within the precinct are enhanced through ecological restoration through native eco-sourced planting which is in accordance with Te Haumanu Taiao.

(20) Utilise in stream works on streams, including bed and bank stabilisation, to provide habitat improvement, resilience to increase flows and capacity for stormwater runoff and flood management within the stream channel as part of subdivision, use and development.

(23) (b) ~~Utilising at least 75%~~ Utilise and promote native planting in riparian and wetland enhancement and restoration areas and street plantings.

(23) (e) Ensuring the mauri of the John Creek Awa, including its tributaries are enhanced through development setbacks and native riparian planting

Incorporating distinctive site features, including the retention of existing native vegetation, within 20m measured from the edge of the stream, a minimum planted width of 20m of a natural wetland buffer.

Control the intensity, location and direction of artificial light at night to ensure no glare and light spill into ecologically sensitive areas including significant ecological areas, wetlands and streams and wetland and riparian margins/buffers.

6.9.3 IX.6.2. Standards

~~Riparian margins and wetlands~~ Streams and Wetlands

- (1) ~~Riparian margins of permanent and intermittent streams must be planted either side to a minimum width of 10m, measured from the top of the bank of the stream, provided that:~~

At the time of subdivision, use or development, land within 10m of a permanent or intermittent stream and/or wetland, must be planted with native vegetation to a minimum width of 10m measured from the top of bank of the stream and/or from the wetland's fullest extent, provided that:

(a) This standard shall not apply to road, pedestrian, or cycleway crossings over streams.

(b) Roading, walkways and cycleways must not be located within 10m of the top of the bank of a stream or/and within 10m of a wetland planting buffer width, except only where functionally necessary to provide transport connections across the watercourse (perpendicular to the flow). ~~except walkways necessary to connect to stream crossings or to avoid trees more than 10m from the top of the stream bank. Where wider riparian margins are proposed, pedestrian and cycle paths of up to 2m in width individually or 3m where combined are able to be provided within the area outside the margin 10m from the top of the stream bank.~~

(c) The wetland/s and riparian and wetland buffer planting areas must be offered to Council to be vested or protected and maintained in perpetuity by an appropriate legal mechanism.

A building, or parts of a building, must be setback at least 20m from the edge of a natural wetland at its fullest extent.

~~(e) The ecological enhancement / restoration of all natural inland wetlands and streams and their margins within the precinct are subject to the mitigation hierarchy, including use for biodiversity offsetting or ecological compensation.~~

Ecological offsetting

~~(2) Ecological enhancement works, being ecological restoration in excess of the minimum requirements required through the precinct and Auckland-wide provisions, undertaken within the precinct and provided in advance of any impact on ecological values can be used to balance future unavoidable or unmitigated ecological impacts within the precinct. Any such works are subject to the relevant provisions of Chapter E3 (Lakes, rivers, streams and wetlands) and E15 (Vegetation management and biodiversity).~~

Lighting

Lighting must not exceed 0.1 lux above the natural ambient illuminance between Civil Dusk and Civil Dawn measured in a vertical plane within 3m of the boundary of the Significant Ecological Area, permanent and intermittent streams, wetlands and associated riparian margin and wetland planted buffer areas.'

Table IX6.3.1: Yard setbacks

<u>Wetland</u>	20m from the edge of a natural wetland at its fullest extent
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(3) Front yards (excluding access points) must be planted with a mixture of native trees, shrubs or ground cover plants (including grass) within and along the full extent of the yard.

(4) Side and rear yards must include a landscape area planted with a mixture of native trees, shrubs or ground cover plants (including grass) within and along the full extent of the yard to provide a densely planted visual buffer for a depth of at least 3m (except as detailed below) and must be appropriately maintained thereafter.

6.9.4 IX.8.1. Matters of discretion

(3) Development that does not comply with Standard IX6.2 Streams and wetlands

(a) Effects on water quality, hydrological function of the catchment, indigenous biodiversity, ecological; and

~~(b) The extent to which any reduction in width of the 20-meter riparian and wetland margins are able to be offset elsewhere within the precinct.~~

(b) effects functionality and resilience of the riparian habitat, on wetland, stream bed, and bank stabilisation and erosion.

Indigenous Vegetation

All matters of discretion relating to Significant Ecological Areas outlined in AUP Chapter E15 applies.

6.9.5 IX.8.2. Assessment criteria

(4) Land modification, development, use and subdivision that does not comply with Standard IX6.2 Streams and wetlands: Whether the development is consistent with Objectives (as above) Policies IX3. (17-21)

Whether conditions offered as part of the land modification, development, use and subdivision consent application ensures compliance with Standards IX.6.2. (1) Streams and Wetlands and (x) Lighting

For outdoor lighting/artificial light at night not complying with the standard in xx;

(a)The effect on long-tailed bats within the Significant Ecological Area, natural wetland and permanent and intermittent stream including associated planted margins/buffers.

For riparian margins not in accordance with standard IX.6.2 (1):

(a) Whether the ecological outcomes achieved by the proposed planting will be equal to or better than the requirement of IX.6.2 (1).

6.9.6 IX.9. Special information requirements

(1) Riparian planting plan

(a) An application for land modification, development, use and subdivision ~~which adjoins a~~ within 10m of a permanent and/or intermittent stream must be accompanied by a riparian planting plan identifying the location, species, planter

bag size and density of the plants. Plant species should be native, eco-sourced and resistant to flooding and not increase flooding and stream erosion.

A five-year monitoring and maintenance plan must accompany the riparian planting plan which must include:

- (a) who is responsible for carrying out the plan,
- (b) animal/pest control,
- (c) plant pest control,
- (d) fencing (where appropriate),
- (e) site preparation spraying,
- (f) maintenance of plants (replacement of dead plants, releasing of plants, animal & plant pest maintenance and monitoring and reporting timeframes).

(2) Wetland planting plan

(b) An application for land modification, development, use and subdivision ~~which adjoins~~ within 20m of a natural wetland ~~within a development area~~ must be accompanied by a five-year monitoring and maintenance plan for the natural wetland.

A five-year monitoring and maintenance plan must include: identifying the location, species, planter bag size and density of the plants, who is responsible for carrying out the plan, animal/pest control, plant pest control, fencing, site preparation spraying, maintenance of plants (replacement of dead plants, releasing of plants, animal & plant pest maintenance and monitoring and reporting timeframes).

(3) Any subdivision, use and/or development, including any vegetation alteration or removal within 20m of a natural wetland, within SEA and/or within 10m of a stream (permanent or intermittent), or any building (including accessory activities) within 30m of SEA the application shall:

- a) Detail the proposed methods for managing adverse effects on protected fauna, nesting birds during bird breeding season, herpetofauna and the long-tailed bat (including submission of a lighting plan addressing adverse effects from increased light at night and noise on bat habitat); and
- b) (b) Provide a detailed restoration plan, including planting and maintenance for no less than five years, for all areas of SEA.

Advice note: It is recommended that the plan be in accordance with best practice methodologies of Te Haumanu Taiao, or other subsequent Council restoration guide.

Regards,



**Kirsty Myron | Senior Ecology Specialist
Ecological Advice | Community Services**

Technical memo reviewed and approved for release by:



Rue Statham

pp.

**Jane Andrews | Team Manager
Ecological Advice Team**

Memo (technical specialist report to contribute towards Council's section 42A hearing report)

(12 February 2025)

To: Dave Paul, Senior Policy Planner, Plans and Places

From: Lee Te, Senior Healthy Waters Specialist, Healthy Waters and Flood Resilience
Kedan Li, Senior Healthy Waters Specialist, Healthy Waters and Flood Resilience
Danny Klimetz, Principal Waterways Planning, Healthy Waters and Flood Resilience

Subject: PC 103 (Private): Silverdale West Industrial Area, 1636-1738 Dairy Flat Highway and 193 Wilks Road, Silverdale – Stormwater and Flood Assessment

1.0 Introduction

- 1.1 We have undertaken a review of the proposed private plan change (PPC) – PC 103 (Private): Silverdale West Industrial Area by Fletcher Development Limited and Fulton Hogan Land Development, on behalf of Auckland Council in relation to stormwater and flood effects. The PC 103 (Private): Silverdale West Industrial Area aims to rezone 107ha of Future Urban Zone land to Business – Light Industry Zone and to propose the Silverdale West Industrial Precinct for the PPC 103 area.
- 1.2 Lee Kong Te holds a Master of Urban Planning (Professional) and Urban Design (Hons) from the University of Auckland. Ms Te is an intermediate member of the New Zealand Planning Institute. Ms Te has worked as a planner since 2019. Ms Te is a Senior Healthy Waters Specialist in the resource management team and provides input into plan changes and Notices of Requirement.
- 1.3 Kedan Li holds a Bachelor of Engineering (Hons) in Civil and Environmental from the University of Auckland. Ms Li is a Chartered Stormwater Engineer. She has worked as an environmental engineer since 2014 and as a Senior Healthy Waters Specialist in the Catchment Planning team since 2020. Ms Li is the catchment manager for Silverdale South, she provides assessments of development, plan changes and Notices of Requirements affecting the Silverdale South catchment.
- 1.4 Danny Klimetz holds a Bachelor of Science in Geological Engineering from the University of Mississippi. Mr Klimetz has worked as a stream restoration scientist since 2010 and as a Principal Waterways Planning specialising in fluvial geomorphology in the Waterways Planning team since 2022. Mr Klimetz provides input into stream assessment, restoration and enhancement projects.
- 1.5 We have read the Code of Conduct for Expert Witnesses, contained in the Environment Court Consolidated Practice Note (2023) and agree to comply with it. We can confirm that the issues addressed in this memorandum are within our respective area of

expertise and that in preparing this memorandum we have not omitted to consider material facts known to us that might alter or detract from the opinions expressed.

1.6 In writing this memorandum, we have reviewed the following documents:

- PC 103 – Section 32 Silverdale West Industrial Private Plan Change
- PC 103 – Appendix 1: Plan Change Maps
- PC 103 – Appendix 3: Proposed Plan Change documents and Precinct
- PC 103 – Appendix 5: AUP Objectives and Policies Assessment
- PC 103 – Appendix 8: Ecological Values Assessment
- PC 103 – Appendix 10: Stormwater Management Plan
- PC 103 – Appendix 10: Stormwater Management Plan Appendix A
- PC 103 – Appendix 10: Stormwater Management Plan Appendix B
- PC 103 – Appendix 10: Stormwater Management Plan Appendix C
- PC 103 – Appendix 10: Stormwater Management Plan Appendix D
- PC 103 – Appendix 10: Stormwater Management Plan Appendix E
- PC 103 – Appendix 11: Infrastructure Report
- Cl23 – Further Information Requests and Responses - 15 April 2024
- Cl23 - Response – Stormwater – 29 May 2024
- Cl24 – Response – 17 May 2024
- Submissions received for PC 103 raising stormwater and flood related issues

1.7 This memorandum provides a technical review of the assessment of stormwater and flood effects, addresses submissions and assists the reporting planner’s preparation of the hearing report in accordance with Section 42A of the Resource Management Act.

2.0 Key Stormwater and Flood Issues

2.1 The key stormwater and flood issues include:

- Stormwater infrastructure and services
- Water quality treatment
- Stream hydrology and erosion
- Downstream flood effects

3.0 Silverdale West Dairy Flat Industrial Area Structure Plan

3.1 The Silverdale West Dairy Flat Industrial Area Structure Plan (April 2020) outlined that the Silverdale West Dairy Flat area will become the focus for future light industry growth in the urban north and addresses the transport and service network required, see Figure 1. The structure plan area is currently zoned Future Urban Zone.

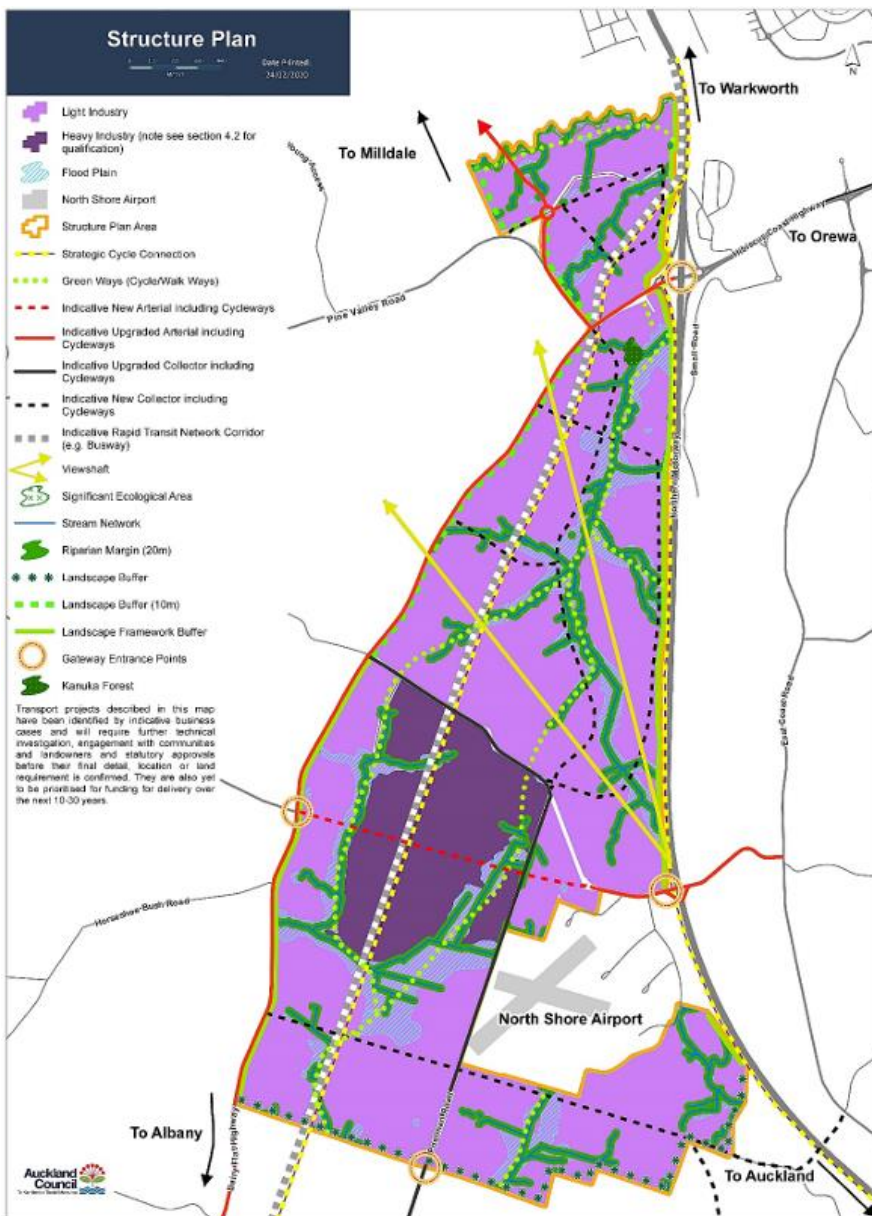


Figure 1. Silverdale West Dairy Flat Industrial Area Structure Plan, Auckland Council 2020

3.2 The vision for the Silverdale West Dairy Flat Industrial Area is to *provide land for industrial activities and services, and industrial employment opportunities which meet current and future demands, in a quality low impact built environment and a quality natural environment.* There are six key themes to achieve this, they include, industry, built environment, connections, infrastructure, the natural environment, and natural hazards. Theme 5 and Theme 6 are relevant to stormwater management.

Theme 5 – the natural environment, has four objectives;

- *Freshwater quality and stream health within the catchment are improved including through restoration of riparian margins.*
- *The quality of the marine receiving environment is maintained or improved.*
- *Protect and improve biodiversity.*
- *A water-sensitive design approach, including grey water recycling, manages water use and stormwater effects, whilst utilising the existing stream network.*

Theme 6 – natural hazards, has one objective;

- *The location and form of development minimises natural hazards.*

3.3 It is noted that *“the structure plan identifies riparian margins adjoining streams which will help in stormwater management along with a range of other stormwater management methods. The riparian margins will also protect the main ecological features of the structure plan area. The flood plains are also identified, and development will be avoided in these. A range of other flood mitigation measures will also be used”*. See Figure 1.

3.4 The structure plan identifies and protects the existing natural features (stream networks including flood plains, remnant native vegetation) by way of greenways and enhancement through ecological restoration and riparian planting, see Figure 1. John Creek is the main stream in the structure plan area. John Creek drains to the Weiti Stream and ultimately to the estuarine environment of the Weiti River, Karepiro Bay and Long Bay Okura Marine Reserve. The Long Bay Okura Marine Reserve are significant ecological areas. The area south of Wilks Road drains to the Rangitopuni Stream and Weiti Stream.

3.5 The structure plan area is divided into three stages to ensure efficient and logical coordination of infrastructure. In terms of stormwater, it is recommended that development starts at the northern part of the structure plan area, the lower catchment, Stage 1 (2022 to 2038). There are three stormwater catchments within the structure plan area, Pine Valley Catchment, Silverdale South Catchment and Dairy Flat Catchment. A Stormwater Management Plan (SMP) by WSP Opus dated November 2018 was developed for the structure plan.

3.6 The SMP recognised the stream network and flood plains as significant components of the stormwater management network and there are opportunities to retain and restore the stream network through integrated stormwater management. The integrated stormwater management will also ensure any new effects from future land use is appropriately managed. The site currently has poor stream ecology, erosion and water quality due to a history of agriculture use and these existing issues will be exacerbated by future development if not appropriately managed, in particular streambank erosion and water quality.

3.7 The SMP outlined that further details will be required for each development planning stage. In particular, these details include how development will restore and enhance streams to ensure the streams will be resilient to conveying future development flows, the protection of the Hauraki Gulf and Upper Waitemata Harbour by managing water quality, and avoidance of development in the flood plains and management of overland flow paths. The SMP recommends addressing the following:

- Water sensitive design
- Stream corridor protection
- Watercourse assessment
- Hydrology mitigation
- Improve water quality discharge
- Flood risk management (flood plains, flood prone, and overland flow paths)
- Mitigation of effects on existing infrastructure (culverts and stormwater ponds)
- Climate change

4.0 Applicant's Assessment

4.1 The PPC 103 seeks to rezone Future Urban Zone land to Business – Light Industry zone and to propose the Silverdale West Industrial Precinct for the PPC 103 area. The PPC 103 area is currently mainly used for farming activity. Figure 2 shows the proposed Silverdale West Industrial Precinct Plan for the PPC 103 area including the streams, connections, staging and indicative open space.

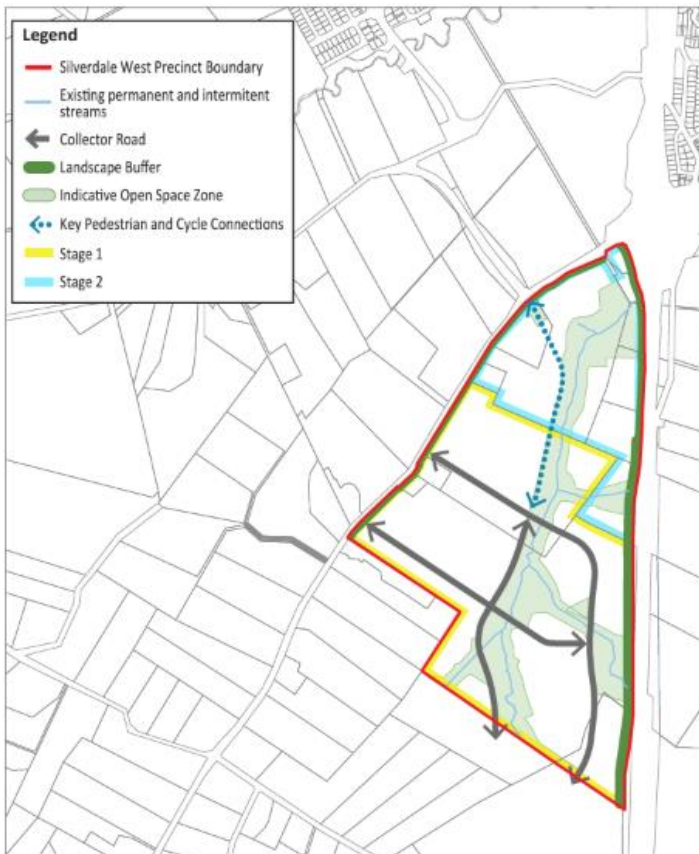


Figure 2. Silverdale West Industrial Precinct plan, The Section 32 Assessment Report, 17 May 2024

4.2 A stormwater management plan (SMP) by Civix, dated 23 May 2024 is proposed for the PPC 103 area. The SMP outlines how stormwater and flood effects will be managed for the PPC 103 area, it also highlights the Significant Ecology Areas of the receiving environment (Long Bay Marine Reserve and Hauraki Gulf Marine Park). The SMP for the PPC 103 is considered by the applicant to be consistent with the SMP for the Silverdale West Dairy Flat Industrial Area Structure Plan.

4.3 Section 6.2 of the SMP provides a summary of the different options to manage stormwater effects for the PPC 103 area and provides information as to why the recommended method is the considered to be the most suitable option to manage stormwater effects for the PPC 103 area. Below is a summary of the proposed stormwater management recommended by the applicant to address the key stormwater and flood issues for the PPC 103.

Stormwater infrastructure and services

4.4 Section 2.3 in the SMP states there are no existing public stormwater infrastructure within the site and that stormwater runoff within the PPC 103 area is mostly channelled through John Creek. There are also stormwater runoffs on the eastern side of State Highway 1 that flows through culverts under State Highway 1 into John Creek. John Creek flows out of the PPC 103 area through a 4m diameter culvert under State Highway 1 (the Silverdale off-ramp). The culvert's capacity limits the flow from John Creek.

4.5 The SMP recommends dividing the site into 14 sub-catchments. The SMP also recommends 15 communal stormwater wetlands and two proposed bridges with stream crossing culverts, see Figure 3 below. The development will be in two stages, see Figure 2. E10 Stormwater management area – Flow 1 (SMAF-1) mitigation for buildings will be provided as they are constructed, and the primary stormwater network will be developed to allow flexibility with staging. The Section 32 Assessment Report noted that Stage 1 and Stage 2 will require engineering intervention to ensure there are no upstream and downstream effects and said to refer to the Section 6.2 of the SMP.

4.6 The recommended numbers of wetlands are based on life cycle cost and avoidance of effects of centralise discharge on stream hydrology associated with smaller number of communal stormwater wetlands. Table 3.2.5 in the SMP provides the sub-catchment area, required area and allocated area, this also allows for maintenance, and there is access from the public roads. The communal stormwater wetlands will be located next to streams wherever the outfalls are in order to capture the stormwater mains along the roads, and to ensure there are regular points of discharge into the streams to maintain the baseflows, see Figure 3.

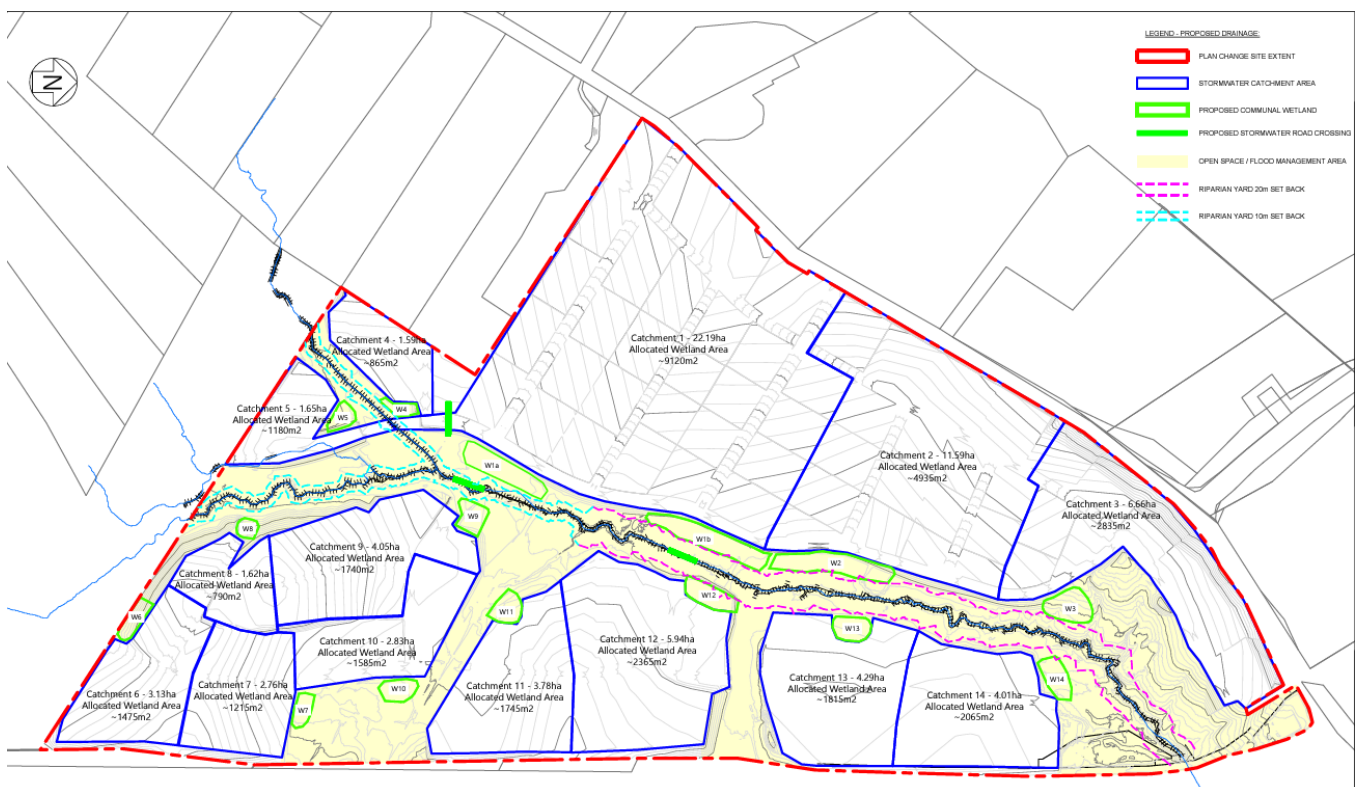


Figure 3. Plan of locations of 15 proposed stormwater wetlands, Drawing 3001, dated 21 May 2024, in the Silverdale West Plan Change Stormwater Management Plan, 2024

4.7 The proposed primary stormwater network will be managed by pipes sized for the 10% AEP flood event and it will be designed to ensure sufficient capacity within the pipe network downstream, and accommodate flows from contributing catchments at Maximum Probable Development (MPD) impervious area with expected mitigation for upstream areas. The primary stormwater network will be designed to meet the requirements of Auckland Council's Code of Practice for Land Development and Subdivision, Chapter 4: Stormwater (SWCoP).

Water quality treatment

4.8 Stormwater runoffs from all impervious areas are proposed to be treated via retention and/or via communal stormwater wetlands before discharging into streams. The communal stormwater wetlands will be designed and constructed in accordance with Stormwater Management Devices in the Auckland Region (GD01) requirements. Section 6.2.1 of the SMP states that communal stormwater wetlands are recommended as they provide the best practicable option for water quality treatment from a life cycle cost and environment outcomes.

4.9 For public roads, retention has been proposed to be achieved via infiltration devices, Bioretention Swales, Rain Gardens, Stormwater Tree Pits, or Planter Boxes wherever practicable, if not practical the retention requirement will be accounted for as detention volume in the communal stormwater wetlands. For private lots, it is proposed Rainwater Tanks with reuse for stormwater runoffs from roofs and any retained water not utilised within 24 hours will be added to the detention volume in the communal stormwater wetlands. Privately owned gross pollutants traps on private lots are recommended for waste storage areas, LittaTrap in catchpit is outlined as an option.

Stream hydrology and erosion

4.10 The change in impervious areas will increase the volume of water discharging into the stream network, increasing the potential for erosion. Section 2.12, 2.12.1 and 2.12.2 of the SMP discuss the existing state of the stream in the PPC 103 area. It notes that the geology of the area means water does not naturally move efficiently through the area, leading to the formation of wetlands. The agricultural use of the PPC 103 area has altered the landscape, resulting in the channelisation and drainage of the wetlands, deforestation of areas, and streamlining the flow of water through the site which has induced erosion in the area.

4.11 Because of the changes to the landscape and hydrology, this has also increased the risk of continued erosion as the water network system continually adjusts to find a state of balance. The soils in the area are highly susceptible to erosion as a result of water discharge and increase in flow rates. Without any mitigation, development will increase stream erosion and sediment discharge into the receiving environment, therefore it is important to protect the stream banks, aquatic habitats and address water quality.

4.12 Section 2.12.1 of the SMP states that within the PPC 103 area, two stream sections have been identified as areas undergoing erosion or at risk of erosion;

1. John Creek (downstream and outside the PPC 103 area) was assessed to be “Partly Confined, Terrace margin Controlled, Incised, Low Sinuosity Channel” with medium sensitivity to erosion.
2. John Creek (downstream margin of the PPC 103 area) was assessed to be “Partly confined, Bedrock Margin Controlled, Incised Channel” with low to moderate sensitivity to erosion.

4.13 Overall, most streams within the PPC 103 area have low to moderate sensitivity to erosion, and without mitigation, current erosion is likely to extend upstream, affecting areas that are currently stable. To ensure the negative hydrological effects are managed, the SMP states that stream erosion protection is provided via a number of recommendations in the SMP. They include:

- identifying areas at risk of erosion to prevent continued erosion and effects on stable sections of streams, via shear analysis of the stream bank,
- SMAF-1 is proposed for the PPC 103 area. Retention (5mm) is provided by using devices recommended by GD01 for public roads and rainwater tanks to capture roof runoffs for reuse, and additional detention for runoffs not reused within 24 hours. Detention (95th percentile) with a drain down period of 24 hours will be provided using communal stormwater wetlands,
- communal wetlands will provide water quality treatment and extended detention for the 2 year (50% AEP) and 10 year (10% AEP) Average Recurrence Interval (ARI) flood events to ensure peak flow mitigation,
- protection of the existing hydrology of the natural wetlands,
- riparian planting along the stream and wetlands to reinforce banks and provide a buffer from the development,
- outfall will be designed as ‘green’ outfalls, there will be integration into the landscape with appropriate scruffy dome outlet location in the wetlands, the outlets will be a wingwall culvert with rip-rap protection,
- rip-rap protection for stream crossing culverts,
- partnership with Council to improve and enhance waterways prior to development.

4.14 The width of John Creek varies between 1.5m and 4.98m. Under esplanade requirements where the width is greater than 3m, a minimum setback of 20m is provided, with some setbacks being more than 30m and others more than 50m, this will allow protection of existing wetlands and provide areas for new stormwater wetlands. Figure 3 shows the 20m and 10m setbacks from the stream banks, as well as the contours, wetlands, vegetation area, and impervious areas. Riparian planting on each side of the permanent stream will be a minimum of 20m for streams with width of 3m or wider and 10m for streams where width less than 3m.

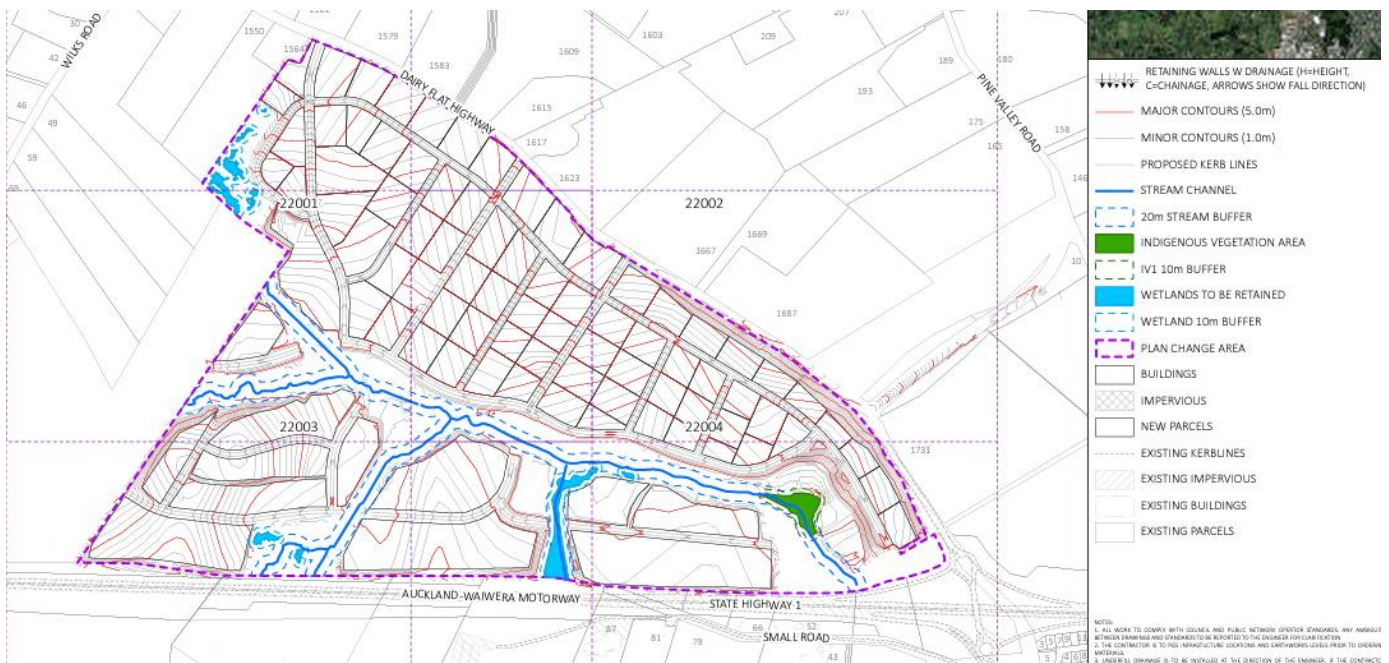


Figure 4. The PPC 103 plan showing riparian margins, Drawing 2200, dated 31 March 2023 in Silverdale West Plan Change Stormwater Management Plan, 23 May 2024. Note: Figure 4 proposed layout plans extends beyond the area of the PPC 103

4.15 Section 2.5 of the SMP states that the PPC 103 area has 15 natural wetlands, some of these wetlands will be removed for development of roads and lots, the loss of these wetlands will be offset either onsite or offsite. The natural wetlands that are retained are upstream of the development and the hydrology of these wetlands are unlikely to be affected.

Downstream flood effects

4.16 Section 2.7 of the SMP outlines that there are flood plains and a number of overland flow paths in the PPC 103 area. The overland flow paths converge at John Creek. The proposed setbacks from John Creek will also provide areas for the existing wetlands, new stormwater wetlands, earthworks and landscaping.

4.17 TuFlow modelling has been carried out pre and post development with and without mitigation. To manage flood risk attenuation of the 1% AEP flood event to pre-development levels is provided and flood modelling shows no increase in flood levels downstream and at adjacent properties. The 10% AEP flood events will be managed through appropriately sized pipes, and assessments for scenarios where flows are more than the pipe capacity will not result in downstream flood effects on properties. No buildings are proposed in the 1% AEP flood plains. Freeboard will be in accordance with the SWCoP. And public road levels will be set higher to accommodate the required freeboard in a 1% AEP flood event.

4.18 Section 6.2.4 of the SMP states that stream crossing culverts will be used as hydraulic controls to maintain downstream flows and water levels at pre development conditions. TuFlow modelling for the 1% AEP flood event shows an unchanged scenario in water levels downstream because the development proposed is mitigating the 1% AEP flood event within the site. Section 6.2.7 of the SMP outlines that TuFlow flood modelling

using a MPD of 85% impervious areas, existing rainfall, climate change, and mitigation using throttled stream crossing culverts shows the proposed development will not significantly affect water levels on downstream properties in the 1% AEP flood event. The slight increase in peak flow can be mitigated by the proposed communal stormwater wetlands which attenuate the 10% AEP Flood event, however this was not modelled, and the MPD used is 85% impervious areas which is more than the estimated impervious area of 73%, making this a conservative approach.

4.19 Ponding along the eastern edge of State Highway 1 in the post development model is noted, to control this, sections of John Creek will be throttled at the two proposed stream crossing culverts to ensure no increase in flood levels downstream. The throttled stream crossing culverts will allow stormwater to back up behind the culverts to alleviate pressure downstream. No overtopping is intended at the throttled stream crossing culvert locations.

Mana Whenua values

4.20 Section 4 of the SMP states that mana whenua values are addressed in the proposed stormwater management as streams and wetlands are protected by the establishment of a 20m buffer along John Creek, and 10m buffer around wetlands and areas of indigenous vegetation. Treatment of stormwater runoffs using rainwater tanks for roof runoffs and communal wetlands for runoffs from other impervious areas will minimise temperature, excess runoff volumes, contaminants and sediments before entering the stream.

Auckland Council's Regionwide Stormwater Network Discharge Consent (NDC)

4.21 Section 6 of the proposed SMP and Section 10.5 of the Section 32 Assessment Report states that the proposed stormwater management is designed to meet the requirement of the Auckland Unitary Plan (Operate in Part) (AUP (OP)), the Regionwide Stormwater Network Discharge Consent (NDC), and that the PPC 103 seeks provisional approval for the SMP to be adopted under the NDC during the plan change process.

Proposed Precinct Plan

4.22 The SMP outlines that the proposed Silverdale West Industrial Precinct provisions address ecological protection and restoration initiatives. The Section 32 Assessment Report states that the proposed precinct has place-based provisions that create a spatial framework for development. It manages the effects of urbanisation and ensures that development responds to the landform and natural characteristics of the PPC 103 area. The proposed provisions focus on matters such as recognising mana whenua values, enhancing the riparian margins of streams, ensuring development is coordinated with the required infrastructure upgrade, and incorporates appropriate stormwater and flood management. The proposed Silverdale West Industrial Precinct includes a number of recommended amendments that were made by Healthy Waters and Flood Resilience during the clause 23 process.

Applicant's Conclusion

4.23 The Section 32 Assessment Report summarises that the existing provisions in the AUP (OP), the proposed adoption of the SMP under the NDC, the indicative open space, and the proposed Silverdale West Industrial Precinct provisions which includes referencing the SMP will ensure any adverse stormwater and flood effects will be appropriately managed.

5.0 Healthy Waters and Flood Resilience Assessment

5.1 The proposed PPC 103 is within the Stage 1 area outlined in the Silverdale West Dairy Flat Industrial Area Structure Plan and is within the Silverdale South Catchment. This is consistent with the staging plan outlined in the Silverdale West Dairy Flat Industrial Area Structure Plan, which required development to begin in the northern part of the structure plan area. However, the Pine Valley Catchment, the site north of the proposed PPC 103, is not part of the PPC 103 area. For stormwater management this is acceptable as the excluded area is in the Pine Valley Catchment, the proposed stormwater management for the PPC 103 can be managed independently of the Pine Valley Catchment. However, the PPC 103 does not include all of the upstream stormwater catchment. It is important that future development upstream of the PPC 103 mitigates any additional runoff and maintains the same peak flow at predevelopment levels to ensure no downstream effects.

5.2. The PPC 103 is generally consistent with the Silverdale West Dairy Flat Industrial Area Structure Plan on Theme 5 and Theme 6 that relate to stormwater. The area around John Creek will have riparian planting and future instream and/or stream margin works if required, an indicative open space is proposed around John Creek, water quality treatment is provided for all impervious area, and mitigation is proposed for flood hazard management.

5.3 The proposed PPC 103 SMP addresses the majority of the recommendations made in the SMP for the Silverdale West Dairy Flat Industrial Area Structure Plan, including using generally a water sensitive design approach, stream corridor protection by riparian planting and setback, watercourse assessment at resource consent stage, hydrology mitigation using SMAF-1 and communal stormwater wetlands for the 50% AEP and 10% AEP flood event, water quality treatment of all impervious areas, throttled stream crossing culverts and communal stormwater wetlands for flood hazard management, and modelling scenarios with climate change. Below is an assessment of the proposed stormwater management recommended by the applicant for the PPC 103 as summarised in Section 4 Applicant's assessment above.

5.4 Figure 5 shows the flood prone areas, flood plains, overland flow paths and stormwater infrastructure for the PPC 103 and the surrounding environment. The Silverdale South Catchment contains large flood plains and overland flow paths along John Creek. John Creek is an important stream that provides not only ecological value but also environmental benefits, serving as a stormwater management network and flood management in the Silverdale South Catchment, which contributes to the overall health of the natural environment in the area.

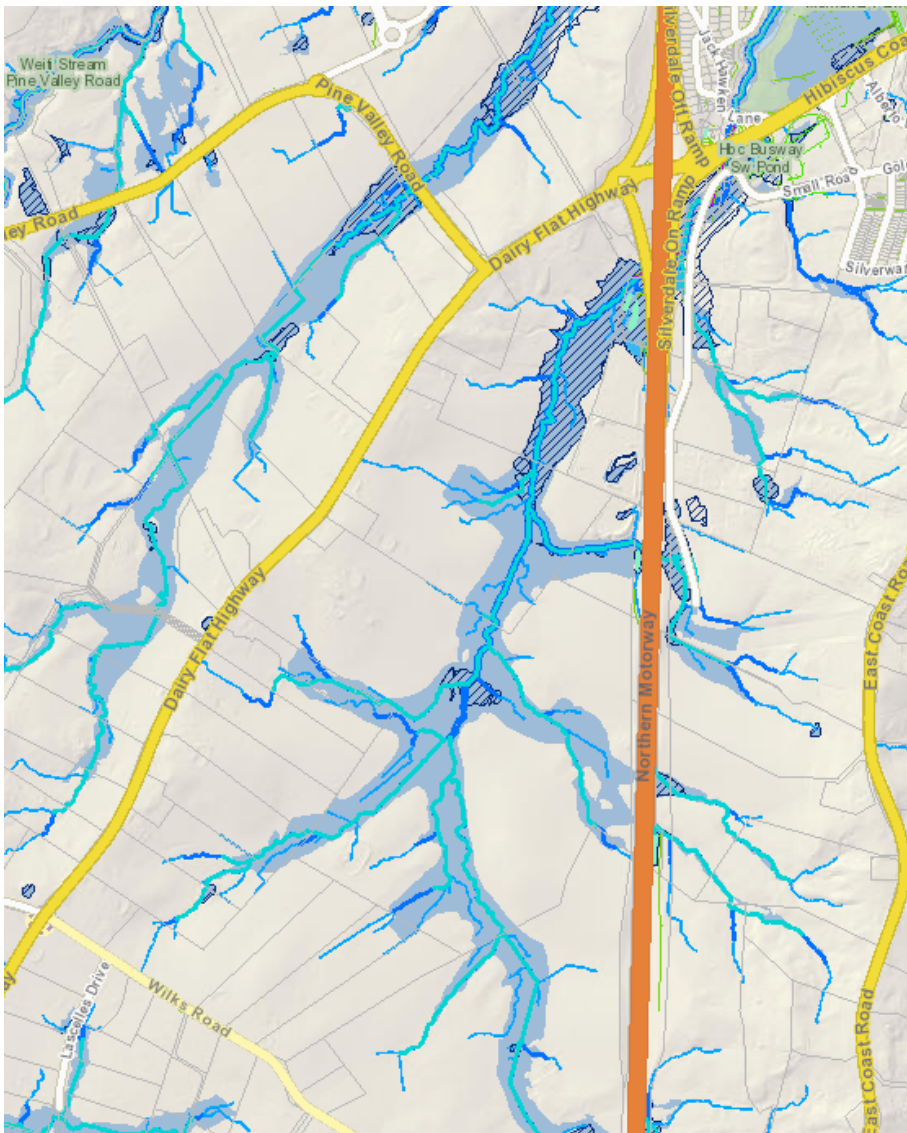


Figure 5. Flood prone areas, flood plains, overland flow paths, stormwater infrastructure source Auckland Council GIS, January 2025

Stormwater infrastructure and services

5.5 The proposed SMP for the PPC 103 provides details for the stormwater infrastructure and services required to support the PPC 103. The Silverdale West Plan Change Catchment Areas Drawing 30001 (see Figure 3) shows 15 communal stormwater

wetlands have been proposed for water quality treatment, 95th percentile detention, and 10% and 50% AEP flood event attenuation to manage stream hydrology effects. The proposed management will protect the operation of the culvert under State Highway 1 (the Silverdale off-ramp). Fifteen communal stormwater wetlands is an acceptable number of wetlands based on the sub-catchment area and calculations provided. These communal stormwater wetlands are intended to be vested in Auckland Council. However, there are a few issues, specifically:

- a. The applicant is proposing to locate the majority of the communal stormwater wetlands within the published 1% AEP flood plain. Stormwater wetlands should be located outside the 1% and 10% AEP flood plain to minimise the risk of resuspension and protect the vegetated wetland components from damage during larger flood events. It is also required that the forebay of the wetlands are located outside of the 10% AEP flood plain.
- b. Drawing 30001 Catchment Areas (21 May 2024) shows that there is no communal stormwater wetland proposed for the catchment located north of Catchment 4.
- c. Drawing 30001 Catchment Areas (21 May 2024) and the Finished Contour Plan 22002 (24th August 2023), shows that the proposed wetland W7 for Catchment 7 is in the same location as one of the 'existing wetland to be retained'.
- d. The proposed locations for wetlands W3, W6, and W8 are not considered suitable due to the steepness of the underlying terrain. Constructing wetlands on steep terrain would require extensive earthworks and/or retaining structures. The use of retaining structures could compromise both the functionality and structural stability of the wetlands. Therefore, the locations of wetlands W3, W6, and W8 should be reconsidered.
- e. The triangular shape of the proposed stormwater wetlands W3 and W5 can result in short-circuiting. Short-circuiting happens when flow paths in a wetland are not evenly distributed. This can reduce the effectiveness of stormwater quality treatment and result in under performance of the wetlands. Short-circuiting should be avoided at the design stage. The shape of the wetlands should be reconfigured to a more optimal design.
- f. As shown on the Finished Contour Plan 22002 (dated 24th August 2023), part of stormwater wetland W1a, W1b and W2 are proposed to be located under the proposed stream crossing culverts. There would be overhead shading from the proposed stream crossing, the vegetation within the wetlands may be impacted and this would have an effect on the performance outcome of the wetlands. The location of wetland W1a, W1b and W2 should be reconsidered.
- g. It is noted that all communal stormwater wetlands are proposed to be located with access from the public roads, this will allow operation and maintenance of the wetlands. It is important access provided minimises future traffic management requirements for maintenance. It is unclear if all the proposed access and maintenance areas will address this, it is noted that wetland W11 and wetland W13 may not be accessed from a public road, as per Drawing 22000.
- h. It is unclear if the location of the proposed wetlands are located outside the proposed riparian areas, if not this could pose restrictions on maintenance access.

- i. Geotechnical investigations are needed for the proposed wetland sites to avoid or provide aid to soil instability issues.

5.6 The development will be in two stages, however it is unclear how the stormwater infrastructure will be coordinated. Section 6.2 of the SMP does not provide specific details. Section 6.2.8 of the SMP states that details will be provided at resource consent stage. The proposed Standard IX.6.8 Staging of development with infrastructure upgrades including transport upgrades to support development within the Silverdale West Industrial Precinct, Table IX.6.8.1 in Column 3 includes requirements to provide “*Flood management works within Stage 1 to ensure there is no net increase in flood risk to down and upstream properties*” and a similar requirement for Stage 2, however, it is unclear what these infrastructures are, the SMP does not provide details of what is required for Stage 1 and Stage 2. Given the proposed stormwater and flood hazard management devices include throttled stream crossing culverts and communal stormwater wetlands and there are indicative locations, it is important this is coordinated so that the stormwater management devices are in place before subdivision and development occurs. Specifically the two throttle stream crossing culverts in Stage 1. Objective 4 in the Silverdale West Industrial Precinct outlines that subdivision and development needs to be coordinated with infrastructure, however there is nothing specific related to stormwater infrastructure that addresses Objective 4. A recommendation to have specific stormwater infrastructure details in the proposed Silverdale West Industrial Precinct provisions is made, see Paragraph 8.6 below, under IX.6.10(2) Stormwater management.

Water quality treatment

- 5.7 For stormwater quality treatment, the proposed SMP outlines that water quality treatment is provided for all impervious areas using a water quality device that meets GD01 requirements. This is acceptable and will ensure that the stormwater quality effects are managed as it will be treated before discharging into the receiving environment (Hibiscus Coast). Additionally, if the future use is for industrial and trade activities, it will likely require site specific treatment for any industrial and trade activities runoff, this will be assessed at resource consent stage.
- 5.8 At source management devices (i.e. Infiltration devices, Bioretention Swales, Stormwater Tree Pits, Rainwater tanks, or Planter Boxes wherever practicable) are proposed for public roads to achieve retention. However, there is limited information in the proposed SMP regarding the type and number of these devices. It is recommended that a specific site assessment should be done to identify feasible options and a recommendation on the best practicable option is identified. This will mean the proposed devices are feasible and can be maintained to ensure water quality effects are appropriately managed. Additionally, any assets proposed to be vested to Auckland Transport requires approval from Auckland Transport, the SMP does not provide information on whether consultation with Auckland Transport regarding stormwater management for public roads was carried out.
- 5.9 The applicant has proposed that retention of runoff from impervious areas within private lots will be achieved through the installation of rainwater tanks. The collected runoffs will be reused for non-potable purposes and any retained water not utilised within a 24-hour period will be added to the detention volume in communal stormwater wetlands. This is an acceptable approach. LittaTrap is not a GD01 device, however this is proposed on private lots and will be managed privately.

5.10 The proposed SMP does not address the use of low contaminant generating building materials, this is required as an ‘at-source’ control to reduce at-source contaminants, this is important given the proposal is to rezone the area to Business – Light Industry Zone, buildings in this proposed zone are likely to have large roofs and building materials that generate significant contaminants as well as providing a pathway transporting contaminants to the receiving environment. It is recommended that this is addressed in the proposed SMP. A recommendation to have a specific water quality requirement for building materials is made in the proposed Silverdale West Industrial Precinct provisions, see Paragraph 8.6 below, under IX.6.10(3) Stormwater management.

Stream hydrology and erosion

5.11 The proposed SMP has outlined the effects the PPC 103 will have on the streams in the area this was based on the investigation carried out by Auckland Council for the Silverdale South and Pine Valley Catchment. The PPC 103 will result in the increase in impervious areas and increases in the flow rate and volume of runoff, this will accelerate stream bank erosion along John Creek, see Figure 6 and Figure 8. The SMP assessment recognises the current state of John Creek and sensitivity to erosion and has proposed a number of stream erosion protection recommendations. Comments on the proposed mitigations are discussed below.



Figure 6. Photo of a section of John Creek with signs of active erosion, dated February 2024

5.12 The applicant has proposed mitigation of the 50% and 10% AEP flood event through communal stormwater wetlands and SMAF-1 retention and detention. However, final

stream erosion mitigation should be confirmed by a site specific stream health and stabilisation plan assessment at resource consent stage (i.e. when earthworks and site contour are being determined). The stream is already in a degraded state, detention alone may not address stream instability issues and most likely instream and/or stream margin work is needed. The proposed Policy IX.3(20) addresses this by stating that the utilisation of instream works as part of subdivision and development is required. The Special information requirement in the proposed Silverdale West Industrial Precinct also includes a stream stabilisation assessment for sites that adjoin a stream. Further recommendations have been made to the Special information requirements IX.9(5) Stream Stabilisation Plan to ensure any proposed stream stabilisation mitigation will be of a quality and design that is resilient, see Paragraph 8.9 below.

- 5.13 Riparian planting is important along all streams within the site as this can provide stream erosion and stream bank/bed stability protection if done properly, as well as protection of the flood plains, which are an important part of the stream function. The amount of riparian planting in the proposed Silverdale West Industrial Precinct is 10m for permanent and intermittent streams. However, the proposed SMP states that riparian planting is 20m for streams that are 3m or more in width and 10m for stream that are less than 3m in width. The SMP states that the riparian setback is 10m, 20m, and in some areas more than 30m and 50m, see Figure 2 and Figure 4. The precinct provisions do not accurately reflect the recommendation in the SMP. A minimum of 20m riparian planting is recommended for the proposed Silverdale West Industrial Precinct Standard for IX.6.2 Streams and natural inland wetlands, see Paragraph 8.6 below.
- 5.14 The riparian planting and setback should be based on the existing and potential future state of John Creek and the associated flood plains. The planting and setback should include the full extent of the flood plains and be sufficient to allow the stream to adjust naturally (if no instream and/or stream margin work is required) without any instability and flood hazard risk to adjacent properties and infrastructure. The proposed riparian planting and setback does not include the full extent of the flood plains and all permanent and intermittent streams (see Figure 7). It does not provide wider riparian setback for some locations of John Creek that may be more likely to be affected by the change in stream hydrology and more likely to benefit from wider riparian setback. The proposed SMP does not discuss this, and recommends 10m or 20m minimum setback based purely on the width of the stream and not the existing state and possible future state, and requirements of the particular section of the stream. It is noted that some areas will have 30m or 50m or more setback, however no discussion was provided on the reasoning behind the recommendation in relation to the stream. A revision of the proposed IX.10.1 Silverdale West Industrial Precinct: Precinct plan 1 is recommended. Recommendations are made to the proposed Silverdale West Industrial Precinct provisions to highlight stream erosion issues, importance of the riparian margin to the dynamic stream network system in the PPC 103 area, see Section 8 below.

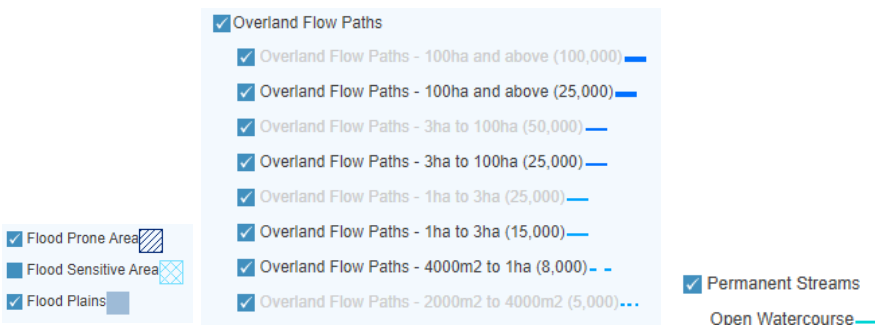
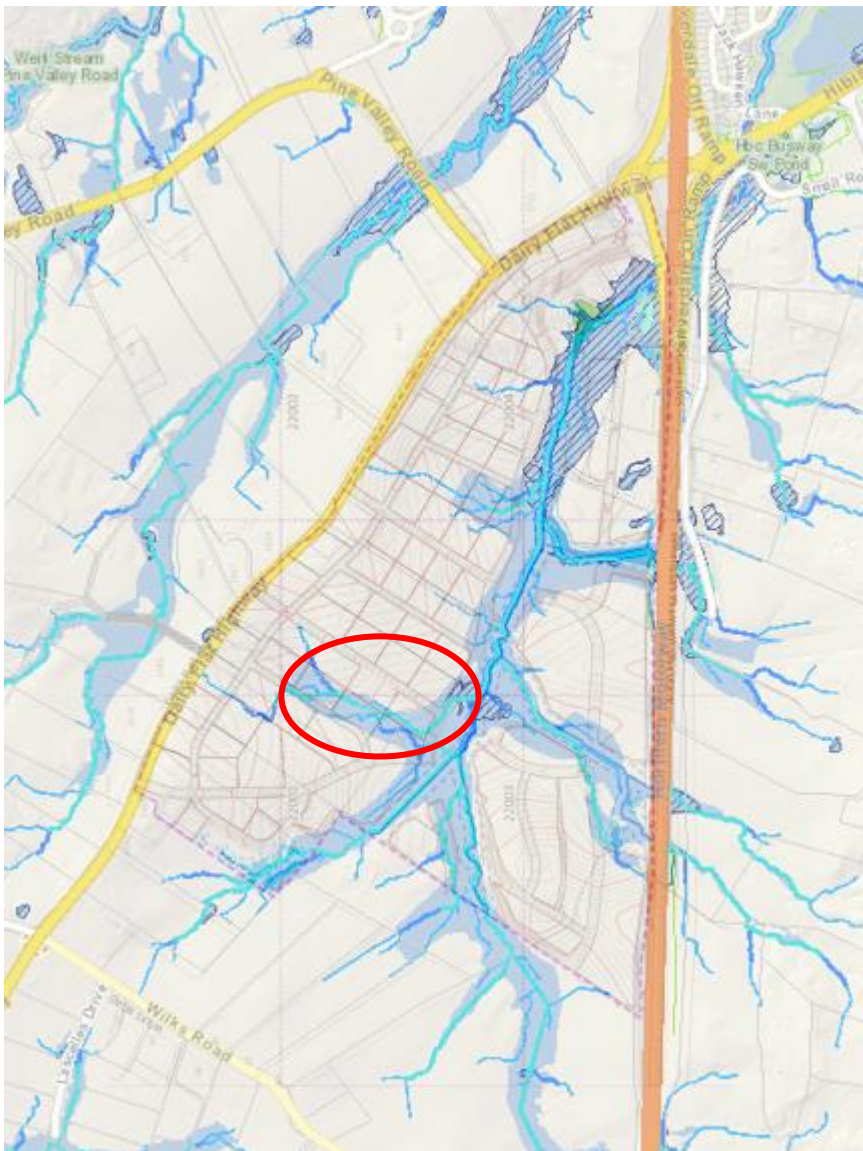


Figure 7. Overlay of Figure 4 and Figure 5 showing the proposed riparian setback and the streams overlay on top of flood plains and overland flow paths, red circle indicate area with existing permanent stream that is not identified in the PPC 103. Note: Figure 4 proposed layout plans extend beyond the area of the PPC 103

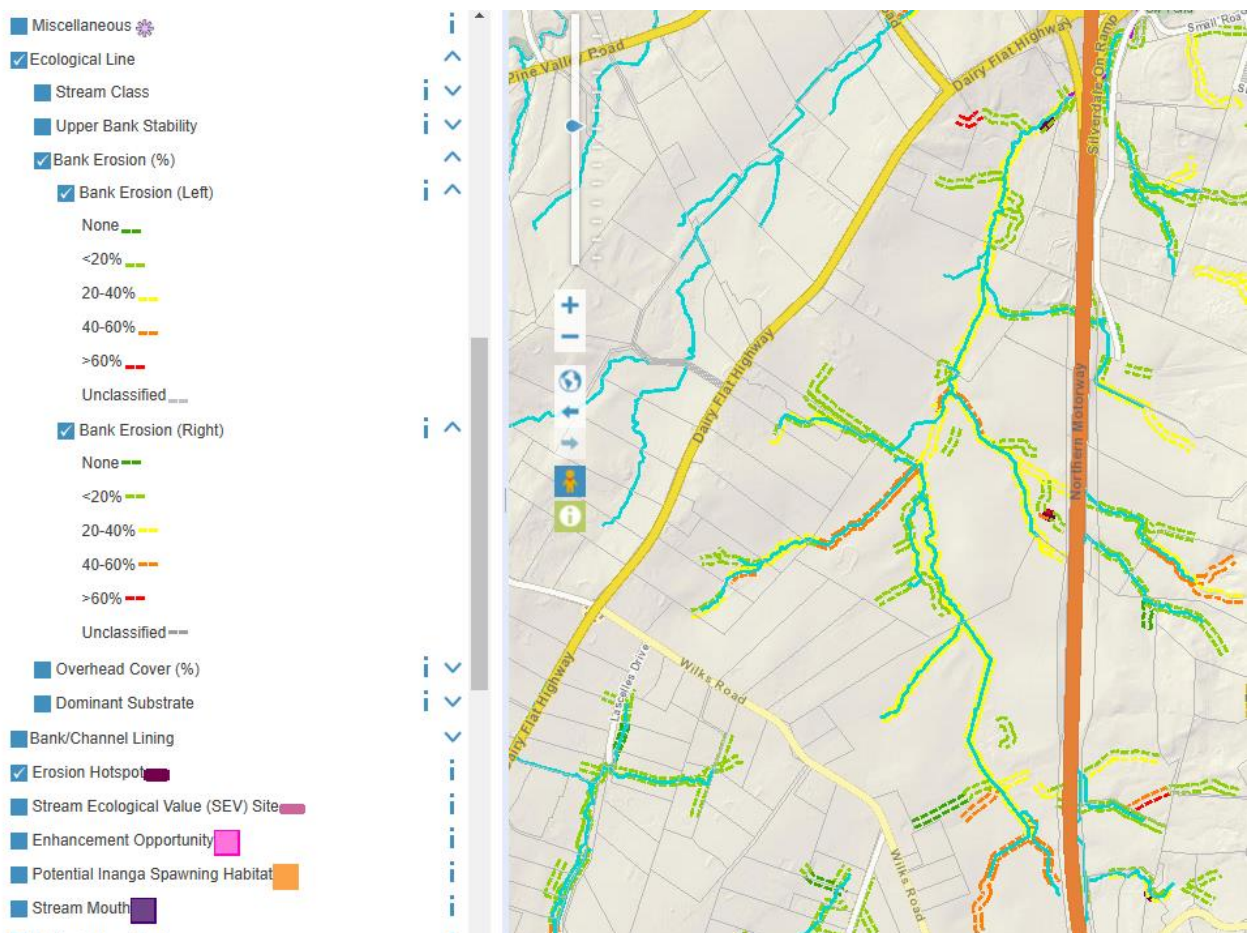


Figure 8. Auckland Council Watercourse Assessment (2018) showing different percentage of stream bank erosion and two erosion hotspots, source Auckland Council GeoMaps, January 2025

5.15 The proposed ‘green’ outfall design and proposed rip-rap protection for the stream crossing culverts is appropriate in principle and will ensure effects of stream erosion are managed. It is noted that a wingwall culvert with rip-rap protection is not consistent with a ‘green’ design, this needs to be clarified in the proposed SMP. Additionally, any works in the stream will require a resource consent and detail design for assets to be vested in Auckland Council will need to be confirmed to be consistent with GD01 and SWCoP requirements.

5.16 It is unclear how partnership with Council to improve and enhance waterways for the PPC 103 area will be achieved, this was briefly mentioned in Section 6.2.3 of the SMP. It is something Council would be interested in pursuing to ensure any proposed works in the area meet the necessary requirements and investigate opportunities for enhancement to maximise the benefit for the streams and the receiving environment.

5.17 The clause 23 reply states that there is no reclamation of the streams, however the Section 32 Assessment Report states that there is reclamation of the stream for public roads. Figure 7 shows that not all permanent streams identified in Auckland Council GIS is included. Proposed lots and public roading are shown over the streams. The proposed SMP states there will be a loss of wetlands and offsetting will be used to mitigate the

effects. It is unclear whether the stormwater and flood hazard management function of the streams and wetlands that will be reclaimed are accounted for.

5.18 The PPC 103 is an opportunity to ensure the streams and wetlands in the PPC 103 area are protected while allowing for future subdivision and development for Business – Light Industry Zone activity. The Silverdale West Industrial Precinct plan shows the area along John Creek as indicative open space, this will ensure there is protection of the majority of the streams, and protection of the ecological value associated with the streams and wetlands as well as the stormwater network function and flood hazard mitigation values.

Downstream Flood Effects

5.19 The flood model approached provided in Section 6.2.7 of the SMP is appropriate at a plan change level, however, there are some issues regarding the flood risk assessment provided in Section 6.2.7 of the SMP. Below are the issues.

- a. The modelling data provided to Healthy Waters and Flood Resilience shows that for post development modelling with mitigation results shows an increase in flood level at Small Road. The change in level is 40mm without climate change applied and 100mm with 3.8 degree climate change. If the post development modelling with mitigation is correct the proposed mitigation has not addressed the downstream effects of the development with and without climate change. The SMP states that the change can be mitigated, the mitigation provided by communal stormwater wetlands that attenuates a 10% AEP flood event was not included in the model, and a conservative impervious area of 85% was used. It is recognised that the wetlands will provide attenuation and a conservative impervious area is used, and this will help manage downstream effects, however, the mitigation proposed has not demonstrated that the post development flood level is unchanged. This needs to be further investigated. A recommendation is made for the proposed Silverdale West Industrial Precinct provision to include under IX.9(6) Special information requirements for further flood modelling and assessment at resource consent stage, and must include all proposed mitigation to ensure downstream effects area are managed, see Paragraph 8.9 below.
- b. If the communal stormwater wetlands that attenuates a 10% AEP flood event is used for flood management, it is important that the secondary system climate change temperature used in the calculation sizing of the stormwater wetlands is based on requirements for the SWCoP at the time of the design (a secondary stormwater system consists of ponding areas and overland flow paths as per SWCoP).
- c. The Results section under Section 6.2.7 of the SMP states no significant effects on water levels on downstream properties in a 1% AEP flood event post development, and no significant effects on downstream water levels post development with climate change. Figure 7 Silverdale West Site OLFP Outlet Location, provides some modelling results however, no key is provided to help interpret Figure 7. Section 6.2.7 of the SMP also notes there is slight increase in peak flows but this can be mitigated as outlined above in Paragraph 5.19(a). The results section is inconsistent with the modelling data, as there is

an effect. No assessment was provided in the proposed SMP about what the effect of the slight increase in flood levels would be on downstream properties and infrastructure, it was assumed by the applicant that the 'slight' effect could be mitigated. This will need to be further investigated as per the recommendation in Paragraph 5.19(a) above.

- d. The flood plain and overland flow path on the western section of the proposed PPC 103 is different to the published flood plains in Auckland Council GIS, see Figure 5 and Figure 7. The applicant has explained in the clause 23 response that the overland flow paths are to be diverted onto the public roads and conveyed into John Creek. However, it is noted that the overland flow path is also a permanent stream, see Figure 5 and Figure 8. The SMP has not provided an assessment of the effects on the loss of the permanent stream, and how this addresses water sensitive design as recommended in the SMP of the Silverdale West Dairy Flat Industrial Area Structure Plan. Additionally, changes to a permanent or intermittent stream will be subject to future assessment at resource consent stage.
- e. The proposal flood hazard management involves throttling sections of John Creek by using two stream crossing culverts. This method needs to be supported by modelling information during design and construction to clearly demonstrate that the throttle structures, which intend to hold back the stormwater in a 1% AEP flood event, can function effectively and there is sufficient area upstream of the throttle structures to attenuate the water (and allow it to pond safely), this is to ensure there is no new or increased flooding hazard risk to the surrounding area or public roads. A recommendation is made for the proposed Silverdale West Industrial Precinct provision to include under IX.9(6) Special information requirements for further flood modelling and assessment at the resource consent stage, see Paragraph 8.9 below.
- f. The SMP states that where retention cannot be provided this will be accounted for as detention volume in the communal stormwater wetlands, however, it is unclear if the proposed wetlands will be able to accommodate the extra detention, as it is unknown what the additional detention volume will be, further assessment will be required at resource consent stage.
- g. It is unclear if the calculations for the proposed primary stormwater network include climate change effects, however, it is noted that the pipe design will be designed in accordance with SWCoP. The SWCoP requires pipe design to include temperature increase for climate change.

5.20 The proposed SMP does not include the necessary modelling information that is required to allow readers to understand the modelling details and to allow for future development assessment. It is recommended that the parameters used in the modelling be included in the SMP. Modelling information to be included in the SMP at the plan change stage must include but is not limited to:

- Modelling boundary condition
- Parameters used in the modelling
- Terrain detail for current development

- Assumption regarding the post processing of the flood plain results

5.21 To ensure the implementation of appropriate onsite flood management (i.e. building platforms outside of flood plains), it is recommended that detailed flood modelling and assessment at resource consent stage is required. There are large overland flow paths and extensive flood plains within the PPC 103 area. A recommendation is made for the proposed Silverdale West Industrial Precinct provision to include under IX.9(6) Special information requirements for further flood modelling and assessment at resource consent stage, and to engage with Healthy Waters and Flood Resilience Department before the detail design stage to ensure flood effects outcomes are achieved and design is acceptable, see Paragraph 8.9 below.

5.22 Bulk earthworks and large scale of site re-contouring is likely to happen for greenfield development that covers a large area of land. Chapter E36 Natural hazards and flooding of the AUP (OP) will apply and impose restrictions on development and activities within the flood hazard areas (i.e. 1% AEP flood plains and overland flow paths), the extent and location of these flood hazard areas are likely to change following land modification at the development stage. The flood modelling approach provided in Section 6.2.7 of the SMP is appropriate at a plan change level, however, the results cannot be used to confirm the extent and location of the latest flood hazard areas due to the limitation of the model (i.e. outdated site contour). A recommendation is made to the proposed Silverdale West Industrial Precinct provision to include under IX.9(6) Special information requirements for further flood modelling assessment at resource consent stage, and must include information on the following, see Paragraph 8.9 below;

- Modelling boundary condition
- Parameters used in the modelling
- Terrain detail for the proposed development
- Assumption regarding the post processing of the flood plain results

5.23 The proposed SMP outlines that no buildings are proposed in the 1% AEP flood plains, however it is unclear how this will be achieved. The proposed riparian planting and setback does not include the full extent of the flood plains, see Figure 5 and Figure 7. Additionally, a recommendation is made to the proposed Silverdale West Industrial Precinct provision to include under IX.9(6) Special information requirements for further flood modelling assessment at resource consent stage, and any buildings proposed in a flood plain will be a reason for consent and will be assessed under E36 Natural hazards and flooding.

5.24 Under Results in Section 6.2.7 of the SMP it states *“Changes outside the effects of the development including Climate Change and development of upstream catchment areas are not legally required to be mitigated within the development, this was a principal established in the Queenstown-Lakes District Council v Hawthorn Estate Ltd (2006) 12 ELRNZ 299; [2006] NZRMA 424 (CA) decision”*. Any stormwater and flood effects including climate change effects on both upstream and downstream of the PPC 103 area needs to be assessed and provided for. The proposed SMP have included climate change in their flood modelling. It is

recommended that the paragraph referring to the *Queenstown-Lakes District Council v Hawthorn Estate Ltd (2006)* case be removed from the SMP. The AUP (OP) requires the effects of climate change to be recognised and provided for.

Auckland Council Regionwide Stormwater Network Discharge Consent (NDC)

5.25 Heathy Waters department holds the regionwide stormwater NDC which authorises the diversion and discharge of stormwater from the public stormwater network in the urban area. Condition 13(b) of the NDC outlines the process for adopting an SMP for a greenfield development following the approval of a notified plan change, provided that the SMP has been prepared to support the plan change and the plan change is consistent with the SMP, and the SMP is consistent with Schedule 2 and Schedule 4 of the NDC.

5.26 The proposed SMP (dated 23 May 2024) currently cannot be adopted under the NDC as it does not meet all the requirements of Schedule 2 (issues, objectives, outcomes, and targets) and Schedule 4 (performance requirements). The main objectives it does not meet for Schedule 2 are;

(a) *Safe communities*: Risk to the communities, including people, property and infrastructure is reduced. The flood modelling results in the SMP shows increase in flood levels downstream. Furthermore the throttled stream crossing culverts and effects to the surrounding environment is unclear. The feasibility of the proposed communal stormwater wetland is questioned and all the proposed mitigation for a 1% AEP flood event has not been fully modelled to show that the development will not result in negative downstream effects.

(b) *Support Growth*: New areas are supported by effective stormwater management and good quality infrastructure. The feasibility of the proposed communal stormwater wetland is questioned and all the proposed mitigation for a 1% AEP flood event has not been fully modelled to show that the development will not result in negative downstream effects. The proposed design and location of the stormwater wetlands may compromise the wetlands effectiveness in water quality and flood hazard management. There are also issues about the operation and maintenance access to the wetlands.

5.27 Schedule 4 matters include water quality treatment of all impervious areas, stream hydrology mitigation, sufficient capacity within the pipe network for a 10% AEP flood event and no building subject to flooding in a 1% AEP event, and all new assets are designed and constructed to be durable and perform for the life of the asset. It requires catchment/area specific characteristics of the site to be assessed and addressed by the proposed stormwater management plan, and that the stormwater and flood effects of any development is managed. The proposed SMP have not fully address flooding and asset requirements, as outlined above in Paragraph 5.26.

5.28 The issues regarding the proposed SMP for the PPC 103 have been raised in the clause 23 process and in Section 5 of this memorandum, the issues overlap with the

requirements of the NDC. However, these issues should be able to be addressed during the hearing process which would also resolve the outstanding NDC matters.

6.0 Submissions

6.1 There are three submissions that raised issues related to stormwater and flood effects. They are highlighted in Table 1. The main issues are:

- The alignment/coordination of infrastructure to support the PPC 103
- Increase in impervious area and effects on streams
- Stormwater devices and management

Table 1. Stormwater and flood issues raised by submitters and response from Healthy Waters. Only details related to stormwater are included.

Sub. No.	Name of submitter and submission details related to stormwater and flood issue	Healthy Waters and Flood Resilience specialist response and recommendations
6	<p>Loudene Marais – Oppose 7B Breeze Lane</p> <p>Ms Marais raised the following issues,</p> <p><i>PC103 - stormwater management plan. increase in impervious areas upstream of our property will result in an increase flooding and a potential increase in water level compared to that found on GeoMaps. The current 100yr flood maps are modelled using maximum probable development for future urban zone of 70% impervious areas whereas light industry is 90-100% impervious areas. Onsite attenuation is strongly recommended to mitigate any additional runoff. More green space is proposed.</i></p>	<p>Accept</p> <p>7B Breeze Lane is in the same Silverdale South Catchment as PPC 103. Flood modelling from the applicant shows there will be some downstream effects on Small Road, however no effects is noted at 7B Breeze Lane. The results are acceptable. Additionally, no flood hazards are noted on 7B Breeze Lane on Auckland Council GIS, January 2025.</p> <p>The impervious area used for flood risk assessment is 85%, this is a conservative values for the PPC 103 based on the proposed indicative open space and the estimate of 73% provided by the applicant.</p> <p>Flood mitigation using throttled stream crossing culverts are proposed and attenuation is proposed through communal stormwater wetlands for the PPC 103 area, however modelling is required to demonstrate that the proposed mitigation will manage downstream effects.</p> <p>We have reviewed and made recommendations to the proposed SMP in Section 5 of this memorandum and to the proposed Silverdale West</p>

		Industrial Precinct in Section 8. The recommendations to the SMP and the recommended amendments to the Silverdale West Industrial Precinct provisions will ensure that stormwater and flood effects are managed appropriately for the PPC 103 area and John Creek is protected.
13	<p>Auckland Council - Oppose</p> <p>Auckland Council has raised matters relating to stormwater, they include Infrastructure funding and timing and Stormwater and planning. Auckland Council outlined the following;</p> <p><i>In particular, add a new policy to avoid subdivision and development unless it is coordinated with the delivery of infrastructure (including transportation, stormwater, water supply and wastewater servicing)</i></p> <p><i>Amend Standard IX6.2 to provide a 20m riparian margin.</i></p>	<p>Accept</p> <p>We have raised requests regarding further information about Staging and the coordination of stormwater infrastructure (see Paragraph 5.6 above). And have made amendments to the proposed Silverdale West Industrial Precinct provisions (see Section 8 of this memorandum) to ensure stormwater infrastructures are constructed and operational before subdivision and development, this will ensure any stormwater and flood effects are managed appropriately for PPC 103.</p> <p>We agree with stating a 20m minimum riparian margin and have recommended amendments to the proposed Silverdale West Industrial Precinct provisions under IX.6.2 Streams and natural inland wetlands, see Paragraph 8.6 below.</p>
14	<p>Auckland Transport – Oppose</p> <p>Auckland Transport has made an amendment to Matters of discretion (1) to include the following or similar:</p> <p><i>(X) The design and efficiency of stormwater infrastructure and devices (including communal devices) including where relevant, integration of devices with the road corridor and surrounding environment.</i></p>	<p>Accept</p> <p>We have raised issues about the stormwater management devices proposed for public roads in Paragraph 5.8 above. We agree with the proposed amendment to the Matters of discretion (1) to include,</p> <p><i>(X) The design and efficiency of stormwater infrastructure and devices (including communal devices) including where relevant, integration of devices with the road corridor and surrounding environment.</i></p>

7.0 Statutory Considerations

- 7.1 The applicant's Section 32 Assessment Report provided an assessment as required under Schedule 1 and Section 32 of the RMA. Below is an assessment of the applicant's response for PPC 103 against the statutory and policy framework relevant to stormwater and flood matters.
- 7.2 The National Policy Statement on Urban Development requires that planning decisions must contribute to a well-functioning urban environment. Objective 6 requires development to intergrade with infrastructure, and Policy 10 requires engagement with providers of development infrastructures to achieve integrated land use and infrastructure planning. Section 9.1.1 of the Section 32 Assessment Report states that the PPC 103 includes all necessary infrastructure upgrades as prerequisites to development. The proposed SMP provides details of the required stormwater infrastructure and services to manage the stormwater effects of future development in the PPC 103 area, this will provide for integration of stormwater infrastructure and development. However, further details are required in the proposed SMP and in the proposed Silverdale West Industrial Precinct provisions to provide certainty that stormwater infrastructure will be designed appropriately, constructed and operational before subdivision and development of the PPC 103 area.
- 7.3 The National Policy Statement for Freshwater Management (NPS-F) provides direction on how to manage freshwater by prioritising first the health and well-being of water bodies and freshwater ecosystems. Section 9.1.3 of the Section 32 Assessment Report states that the proposed SMP includes a range of measures to manage potential effects on water quality and quantity. The proposed SMP also provides stream protection, such as riparian planting, riparian setbacks and stream assessment for instream and/or stream margin works to improve or maintained the health and well-being of the waterbodies. The reclamation of some streams and wetlands is not consistent with the NPS-F, however, the protection and enhancement of John Creek is consistent with the NPS-F.
- 7.4 The Future Development Strategy (FDS) is a programme for sequencing the development of future urban land over 30 years across Auckland. The FDS sets the timing for the PPC 103 area (Silverdale West Stage 1) to be lived zoned not before 2030+. Silverdale West has not been identified as an area that needs to be removed due to natural hazards, or a red flagged area where development would increase flood hazard risk, and specific stormwater management requirements would need to be met for development to occur. Section 9.2.1 of the Section 32 Assessment Report states that flood modelling has confirmed that the future development of the PPC 103 area will not significantly affect flood levels for properties downstream in a 1% AEP flood event. The proposed SMP recommends the use of throttle stream crossing culverts and communal stormwater wetlands to manage flood hazard risk in the PPC 103 area. However, further details are required in the proposed SMP and in the proposed Silverdale West Industrial Precinct provisions to provide certainty that stormwater infrastructure will be designed appropriately, constructed and operational before subdivision and development of the PPC 103 area.

7.5 Te Rautaki Wai ki Tāmaki Makaurau, Auckland Water Strategy seeks to protect and enhance Te Mauri o te Wai, the life-sustaining capacity of water. The Auckland Water Strategy was not addressed in the applicant’s Section 32 Assessment Report and SMP. However, the PPC 103 will include water quality treatment of stormwater runoff. This will ensure any discharges into the Hibiscus Coast are of a quality that will protect Te Mauri o te Wai. Riparian planting is proposed along John Creek, streams and wetlands, and requirements for instream and/or stream margin works assessment to ensure stream erosion is managed, this will restore and enhance water ecosystems. The proposed SMP provides details of the required stormwater infrastructure and services to manage the stormwater effects of future development in the PPC 103 area, this will provide for integration of stormwater planning and land use.

Regional Policy Statement

7.6 The objectives and policies of Chapter B3 Ngā pūnaha hanganga, kawekawe me ngā pūngao - Infrastructure, transport and energy, stormwater infrastructure was not directly addressed in Appendix 5 of the Section 32 Assessment Report. However, the proposed SMP provides details on how stormwater infrastructure planning and the future land use of the PPC 103 area can be integrated, by protecting John Creek, proposing throttled stream crossing culverts, communal stormwater wetlands, and onsite private and public stormwater management device. The proposed stormwater infrastructure will be resilient, efficient and effective as it will be of a design and quality that meets GD01 and SWCoP requirements. The assessment of the proposed stormwater infrastructure included climate change effects. The benefits of the stormwater infrastructure are recognised as it provides services for the PPC 103 site to support the future development of the area. However, further details are required in the proposed SMP and in the proposed Silverdale West Industrial Precinct provisions to provide certainty that stormwater infrastructure will be designed appropriately, constructed and operational before subdivision and development of the PPC 103 area.

7.7 The objectives and policies of Chapter B7 Toitū te whenua, toitū te taiao – Natural Resources, for freshwater systems was addressed in Appendix 5 of the Section 32 Assessment Report. The proposed SMP includes water quality treatment of all stormwater runoff, this will ensure any discharges into the Hibiscus Coast are treated. Riparian planting and open space is proposed along John Creek, streams and wetlands, and requirements for instream and/or stream margin works assessment to ensure stream erosion is managed, this will protect, restore and enhance the freshwater systems.

7.8 The objectives and policies of Chapter B10 Nga tupono ki te taiao – Environmental risk, was addressed in Appendix 5 of the Section 32 Assessment Report. The proposed SMP recommends the use of throttle stream crossing culverts and communal stormwater wetlands to manage flood hazard risk in the PPC 103 area. However, further details are required in the proposed SMP and in the proposed Silverdale West Industrial Precinct provisions to provide certainty that stormwater infrastructure will be designed appropriately, constructed and operational before subdivision and development of the

PPC 103 area to ensure the flood risk to people, property, infrastructure and the environment are not increased and no new risk is created.

Auckland Unitary Plan (Operate in Part)

- 7.9 The objectives and policies of Chapter E1 Water quality and integrated management were addressed in Appendix 5 of the Section 32 Assessment Report. Stormwater networks are managed to protect public health and safety as adverse effects of contaminants on freshwater are minimised, as all stormwater runoff will be treated before discharging to the Hibiscus Coast. Stormwater treatment devices will need to meet GD01 and SWCoP requirements.
- 7.10 The objectives and policies of Chapter E3 Lakes, rivers, streams and wetlands were addressed in Appendix 5 of the Section 32 Assessment Report. Streams and wetlands in the PPC 103 area will generally be protect by the proposed open space, riparian planting, riparian setbacks, and stream assessment for instream and/or stream margin works. This will also restore, maintained and enhance the streams and wetlands in the area. However, the PPC 103 includes reclamation of streams and wetlands, the applicant states this will be assessed and address against the relevant matters in the NPS-F and AUP (OP) at resource consent stage
- 7.11 The objectives and policies of Chapter E10 Stormwater management area – Flow 1 and Flow 2 were addressed in Appendix 5 of the Section 32 Assessment Report. SMAF-1 is proposed for the PPC 103 area to manage adverse effects of stormwater runoff associated with urban development.
- 7.12 The objectives and policies of Chapter E26 Infrastructure for stormwater infrastructure were not addressed in Appendix 5 of the Section 32 Assessment Report. However, the proposed SMP provides details of the required stormwater infrastructure and services that will provide benefit to future development in the PPC 103 area. There will be stormwater infrastructure that is safe, efficient, and secure. However, further details are required in the proposed SMP and in the proposed Silverdale West Industrial Precinct provisions to provide certainty that stormwater infrastructure will be designed appropriately, constructed and operational before subdivision and development of the PPC 103 area.
- 7.13 The objectives and policies of Chapter E36 Natural hazards and flooding were addressed in Appendix 5 of the Section 32 Assessment Report by referring to the assessment provided for B10 Nga tupono ki te taiao – Environmental risk. The proposed SMP recommends the use of throttle stream crossing culverts and communal stormwater wetlands to manage flood hazard risk in the PPC 103 area. However, further details are required in the proposed SMP and in the proposed Silverdale West Industrial Precinct provisions to provide certainty that stormwater infrastructure will be designed appropriately, constructed and operational before subdivision and development of the PPC 103 area to ensure subdivision, use and development can occur as the risk of adverse effects from flood hazards to people, buildings, infrastructure and the environment are not increased. The proposed SMP outlines that no buildings are

proposed in the 1% AEP flood plains, however it is unclear how this will be achieved. Any buildings proposed in a flood plain or overland flow path will be a reason for consent and will be assessed to ensure the conveyance function of flood plains and overland flow paths are protected.

8.0 Healthy Waters and Flood Resilience Recommended Changes to the Silverdale West Industrial Precinct Provisions

8.1 The proposed Silverdale West Industrial Precinct include some of the recommended amendments that were identified during the clause 23 process. The recommendations are made to ensure stormwater and flood effects are managed for the PPC 130 and is in accordance the proposed SMP. The following recommendations are new or were not adopted during the clause 23 process. Added text is underlined and deleted text is ~~strikethrough~~.

8.2 The recommended changes highlights the importance of responding to the current state of John Creek to ensure John Creek and streams in the area are protected and any effects from future development are managed.

IX.1 Precinct description

Stormwater and ecology

The precinct includes a network of existing waterways that have been identified as being either permanent or intermittent, with John Creek forming a primary south to north stormwater and ecological spine and a number of existing natural wetlands and patches of indigenous vegetation present also. However, John Creek shows evidence of stream erosion and is at risk of further erosion. Development within the precinct is undertaken in a manner that enables these ecological assets to be protected and their values to be maintained or enhanced. The precinct includes provisions to ensure that the risk of stream erosion is managed and the stream channel can adjust and widen in response to development.

8.3 Streams and the associated riparian margins are important in this catchment and provide stormwater as well as flood management functions, it is important the riparian margins are protected.

IX.2 Objectives

(6) Strong ecological outcomes are embedded within the precinct through the protection and enhancement of key streams and natural wetlands and areas of indigenous vegetation. Riparian margins contribute to the functions of the stream and are protected.

8.4 Stream and the associated riparian margins are important in this catchment and provide stormwater as well as flood management functions, it is important the riparian margins are protected. The SMP states that throttled stream crossing and communal stormwater

wetlands will be used to managed stormwater and flood effects, the recommended changes to IX.3(19) clarifies this.

IX.3 Polices

(18) The riparian margins of streams and wetlands within the precinct are enhanced through ecological restoration, ~~and~~ planting, and are sufficient to meet the requirements of the stream channel to adjust and widen in response to development.

(19) Design and construct devices (which ~~may~~ include throttled stream crossing culverts and constructed communal stormwater wetlands areas) for stormwater treatment and detention of runoff from all impervious surfaces that also contribute to flood management, ecological, recreational and amenity values.

8.5 The recommended changes provides clarity to this paragraph and any changes to an adopted SMP under the NDC can only be amended under the NDC.

Table IX.4.1 Activity table

Development not in accordance with an ~~adopted approved~~ Stormwater Management Plan either needs an approved amendment under the Regionwide Network Discharge Consent to the adopted approved Stormwater Management Plan or a new Private Network Discharge Consent under Chapter E8 (Stormwater – Discharge and diversion).

8.6 The recommended changes ensures a minimum of 20m riparian planting and setback is provided to protect the streams and the PPC 103 is consistent with the SMP. It is recommended to delete IX.6.10(2) as it relates to matters of process which are outside the scope of the AUP (OP). Additionally it is already stated under Table 1X.4.1 Activity table. The changes to IX.6.10(3) is to manage flood effects it is important the throttle stream crossing culverts are constructed and operational before subdivision and development occurs. And the communal stormwater wetlands are coordinated with the stages.

IX.6 Standards

IX.6.2 Streams and natural inland wetlands

Riparian margins

(1) Riparian margins of permanent and intermittent streams must be planted either side to a minimum width of ~~20+0~~m, measured from the top of the bank of the stream, provided that:

(b) Walkways and cycleways must not be located within at least 10m of the top of the bank of a stream, except walkways necessary to connect to stream crossings or to avoid trees more than 10m from the top of the stream bank. Where wider riparian margins are proposed, pedestrian and cycle paths of up to 2m in width individually or 3m where combined are able to be provided within the area

outside the margin 10m from the top of the stream bank. Walkways and cycleways must be non-paved and permeable.

IX.6.3 Yards

Purpose:

- Provide appropriate buffering and screening between industrial activities and open space, recognising the open space zoning and the ~~2010m~~ riparian yard setback required by IX.6.2(1)(d) which achieves an amenity, stormwater and flood management and buffer function.

Table IX.6.3.1: Yard setbacks

Riparian yard ~~2010m~~ from the edge of permanent and intermittent streams

IX.6.10 Stormwater management~~quality~~

Purpose: To ensure that stormwater is managed and treated prior to discharge to maintain and enhance the health and ecological values of John Creek and the receiving environment and to not increase flooding upstream and downstream.

(1) Any use, development and /or subdivision must be in accordance with any ~~Set~~ Stormwater ~~M~~management ~~P~~plan adopted under the Regionwide Network Discharge Consent.

~~(2) Development not consistent with an adopted approved Stormwater Management Plan either needs an approved amendment under the Regionwide Network Discharge Consent to the adopted approved Stormwater Management Plan or a new Private Network Discharge Consent under Chapter E8 (Stormwater Discharge and diversion).~~

(2) The construction of the stream crossing culverts and the communal stormwater wetlands must be coordinated with the Stage 1 and Stage 2 and must be constructed and operational prior to the implementation of any subdivision and development.

(3) New buildings and additions to buildings must be constructed using low contaminant generating building materials.

8.7 The recommended changes are to ensure that if riparian margins are reduced the effects on the streams and its functions including stormwater and flood management are properly assessed. The addition of IX.8.1(X) is to ensure the requirements of the adopted SMP and the 1% AEP flood event are assessed.

IX.8.1 Matters of Discretion

(3) Development that does not comply with Standard IX.6.2 Streams and Wetlands

(c) ~~E~~ffects on stream bed and bank stabilisation and erosion, and

(d) Effects on stormwater and flood management.

(9) Development of publicly accessible open space greater than 1,000m²:

(d) Where the area includes a stream, the effects on the riparian margin and the functions of the stream

(X) Development that does not comply with IX.6.10 Stormwater management:

(a) The requirements of the adopted Stormwater Management Plan and whether it achieves policies IX.3(17) to (21)

(b) Flood effect in a 1% Annual Exceedance Probability (AEP) flood event

8.8 The recommended changes are to ensure that if riparian margins are reduced the effects on the streams and its functions including stormwater and flood management are properly assessed. And to ensure the requirements of the adopted SMP and a 1% AEP flood event are assessed.

IX.8.2 Assessment Criteria

(2) Development of publicly accessible open space greater than 1,000m²:

(x) Where the area includes a stream, whether the development is consistent with Policy IX.3(16)

(x) Where the area includes a stream, the associated riparian margins and whether the riparian margins is sufficient to allow the stream channel to adjust and widen if there are signs of stream erosion.

(4) Development that does not comply with Standard IX.6.2 Streams and wetlands:

(a) The extent to which the development retains and provides protection for riparian margins and any reduction does not compromise the stream channel stability.

(b) The extent to which streams are supported through planting and riparian margins.

(c) Where the stream channels are incised or incising, the extent to which additional riparian margins are provided to allow the stream channel to adjust and widen.

(10) Development that does not comply with IX.6.10 Stormwater management:

(a) Whether the stormwater management achieves policies IX.3(16) to (20).

(b) The extent to which the development meets the requirements of the adopted Stormwater Management Plan.

(c) Whether the flood management device(s) manages flood effects in a 1% Annual Exceedance Probability (AEP) storm event to achieve no increase in flood effects or better.

8.9 The recommendations to IX.9(5) is to ensure any proposed stream stabilisation mitigation assessment is carried out by qualified specialist and will be of a quality and design that is resilient and can respond to climate change. The recommendation of IX.9(6) for flood modelling and assessment is to ensure that at the detail design stage the latest information is used and future applications does not rely on modelling information carried out at the plan change stage. The modelling information at the plan change stage has limited information. The latest modelling will also consider any subdivision and development that has occurred in the area and will used the relevant guidelines and standards at the time.

IX.9 Special information requirements

(5) Stream Stabilisation Plan

(a) Any application for land modification, development and subdivision which adjoins a permanent or intermittent stream must be accompanied by a stream and stabilisation plan assessment to inform the type and scale of instream work required to ensure the effects from the development is managed and there is resilience to any effects of future flow. The assessment must address the requirements below;

(i) A stream health and stabilisation assessment by a qualified fluvial geomorphologist and stream ecologist

(ii) A stream health and stabilisation plan inform by (5)(i) that

- sets out the type and scale of instream and/or stream margin work required to ensure the ecological and geomorphological effects from the development is managed and there is resilience to any effects of future flow.
- demonstrates that any instream and/or stream margin work is of a standard that will allow the stream channel to progressively improve over time where it is degraded, or maintain high stream values where these values are present.
- prioritises nature based solutions and green infrastructure that demonstrate resiliency and adaptability to changes in climate and flow, instead of relying on permanent hard engineering solutions.

~~(b) Any stream work is of a standard that will allow the stream to progressively improve over time where it is degraded.~~

(6) Flood modelling and assessment

(a) A detailed flood modelling and assessment must be undertaken when subdivision or development requiring a resource consent is proposed to be undertaken on land which may be subject to the 1% Annual Exceedance Probability (AEP) flood plain or overland flow paths. Modelling information must include but is not limited to:

- (i) Modelling boundary condition
- (ii) Parameters used in the modelling
- (iii) Terrain detail for the proposed development
- (iv) Assumption regarding the post processing of the flood plain results
- (v) 10% and 1% AEP event and climate change
- (vi) All stormwater, drainage and mitigation infrastructure, including the throttle structures and communal stormwater wetlands

(b) The assessment outlined in (a) must be submitted to Auckland Council Healthy Waters and Flood Resilience for review before detailed design stage.

9.0 Conclusions and Recommendations

9.1 The applicant has provided an assessment of stormwater and flood effects for the PPC 103, and the proposed SMP has provided the details of the required stormwater infrastructure and services. If further information is provided regarding the issues outlined in Section 5 of this memorandum, and subject to the recommended amendments to the Silverdale West Industrial Precinct in Section 8, the PPC 103 will adequately address the stormwater and flood management requirements of this area. This will ensure that stormwater is managed to protect the receiving environment and that flood hazard risk to people, property, infrastructure, and the environment is not increased.

MEMO

TO: DAVE PAUL – SENIOR POLICY PLANNER

FROM: JULY ZHOU – SENIOR DEVELOPMENT ENGINEER

DATE 29 NOVEMBER 2024

SUBJECT SILVERDALE WEST PLAN CHANGE 103 – REGULATORY ENGINEERING COMMENTS AGAINST APPLICANT'S INFORMATION AND WATERCARE'S SUBMISSION

This memo provides comments on Plan Change 103, focusing on the applicant's infrastructure report and Watercare's submission regarding wastewater and water servicing for the proposed Silverdale West plan change. The following documents have been reviewed:

- **Infrastructure Report** by Civix, dated 21 August 2023
 - **Wastewater Servicing Memo** by Water Acumen, ref: WA/012, dated 7 August 2023
 - **Watercare Submission Report**, dated 9 August 2024
 - **Email** from Amber Taylor, "RE: Watercare's growth projections for Army Bay Treatment Plant for PPCs," dated 14 June 2024
 - **Army Bay WWTP Daily Flows Data** provided by Watercare
 - **Media Release:** "Building for Auckland's growing water needs," Watercare, 14 November 2024
 - **Media Release:** "Watercare plans \$500m investment for growing Hibiscus Coast community," Watercare, 14 November 2024
-

1. Review of information

The proposed Plan Change seeks to rezone 107 hectares of land between State Highway 1 and Dairy Flat Highway from a Future Urban Zone to a Light Industry Zone. This involves the provision of public wastewater and water reticulation networks.

The applicant proposes:

- A wastewater pump station discharging into the existing gravity system at the intersection of Argent Lane and Maryvale Road.
- The plan change will result in an additional 9,100 Dwelling Unit Equivalents (DUE) with a peak flow of 114 L/s. The average daily flow increase is estimated to be approximately 5,000 m³/day.
- No proposals for private onsite servicing were provided.

I acknowledge that the capacity of Army Bay Wastewater Treatment Plant (WWTP) is currently 13,500 m³/day and is expected to increase to 22,500 m³/day by mid-2031. The mean dry weather flow at Army Bay WWTP has increased from ~10,000 m³/day in early 2022 to ~12,200 m³/day by mid-2024.

Over the past few years, Watercare has connected approximately 800 new homes annually within the Hibiscus Coast catchment. Due to ongoing wastewater capacity constraints, Watercare opposes Plan Change 103, considering it "out of sequence."

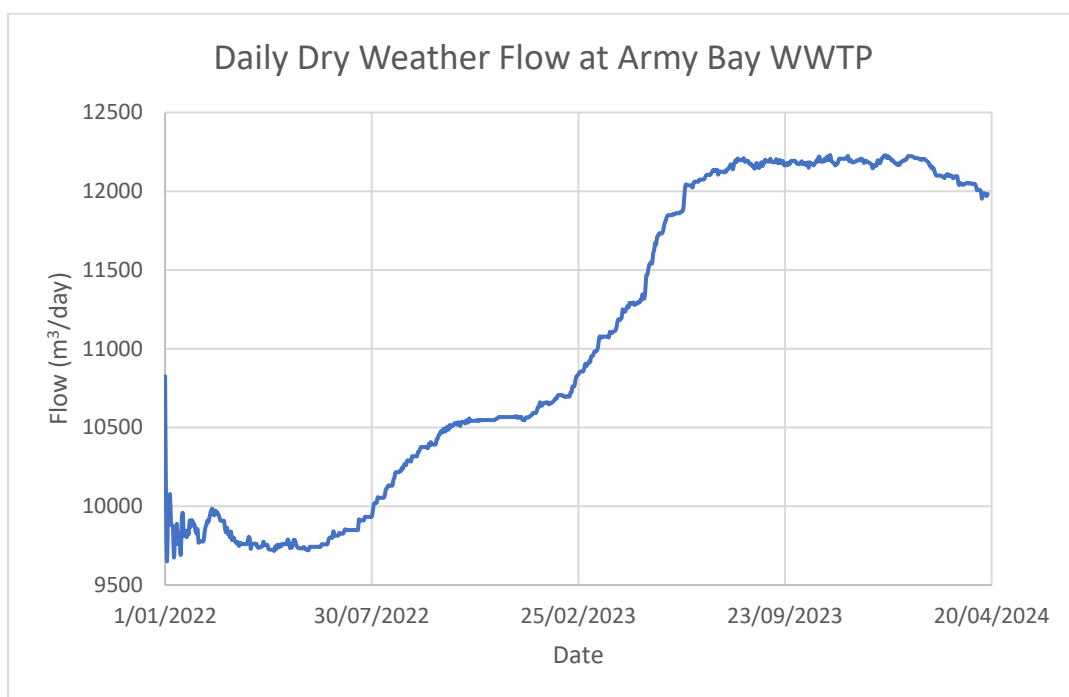
Watercare has stated:

- It is not opposed to interim private onsite servicing (excluding tankering).
- It does not support permanent private onsite servicing, as public wastewater servicing will be available by 2031.
- While there are no current constraints on water supply, Watercare prefers the plan change to commence only after the completion of long-term bulk water servicing, currently anticipated by 2038.

2. Discussions

Wastewater Servicing

I have further assessed the mean dry weather flow data for Army Bay WWTP provided by Watercare. As shown in the figure below, the dry weather flow increased rapidly from early 2022 to mid-2023 and then stabilised until mid-2024.



Watercare's records indicate that approximately 800 wastewater connections have been constructed annually since 2022, consistent with the media release dated 14 November 2024. However, many of these new homes in the Hibiscus Coast are not yet occupied, potentially due to market conditions. If these homes were occupied, Army Bay WWTP would likely already be at capacity.

Based on this, I agree with Watercare's position that Army Bay WWTP cannot service the Plan Change 103 area until its capacity is upgraded.

I also agree that tankering is not a sustainable solution, as it would place undue pressure on Rosedale WWTP, which serves a different catchment. However, I disagree with Watercare's opposition to permanent private onsite servicing. My reasoning includes:

- The Auckland Unitary Plan (AUP), Chapter E38, requires sites to be serviced by wastewater but does not mandate Watercare as the service provider.

- Delays in some of Watercare’s wastewater projects have led to unforeseen costs and uncertainties for developers reliant on interim private onsite systems.
- The ongoing rapid growth in the Hibiscus Coast suggests that even after the first stage of Army Bay WWTP upgrades, capacity may still fall short.

Water Servicing

I disagree with Watercare’s recommendation to delay Plan Change 103 until the completion of long-term bulk water servicing.

There are currently no constraints on water supply in the Hibiscus Coast, and Watercare can provide water servicing to the Plan Change 103 area. If water supply becomes constrained in the future, Watercare’s “first come, first serve” rule would apply, requiring the applicant to explore onsite solutions.

3. Conclusion and decision

Based on the provided information and analysis:

- Plan Change 103 cannot currently be serviced by public wastewater reticulation. However, I support both interim and permanent private onsite wastewater servicing for the area.
- Plan Change 103 can proceed with public water supply, as there are no current constraints. Delaying the plan change until long-term bulk water servicing is unnecessary.

Memo

23/11/2024

To: Dave Paul, Senior Policy Planner, Auckland Council
From: Nicole Li, Engineering, Assets and Technical Advisory (EATA), Auckland Council
Subject: Private Plan Change – Silverdale West, Dairy Flat Highway, Silverdale
Status: Issued for Information

Version: 0

1 Introduction

We have been requested by Dave Paul, Senior Policy Planner, Auckland Council to review geotechnical aspects of a proposed Industrial Private Plan Change requesting to rezone approximately 107.35ha of land in Silverdale West from Future Urban to Business-Light Industry. The properties and site location included in this proposed industrial private plan change are presented in Figure 1 below.

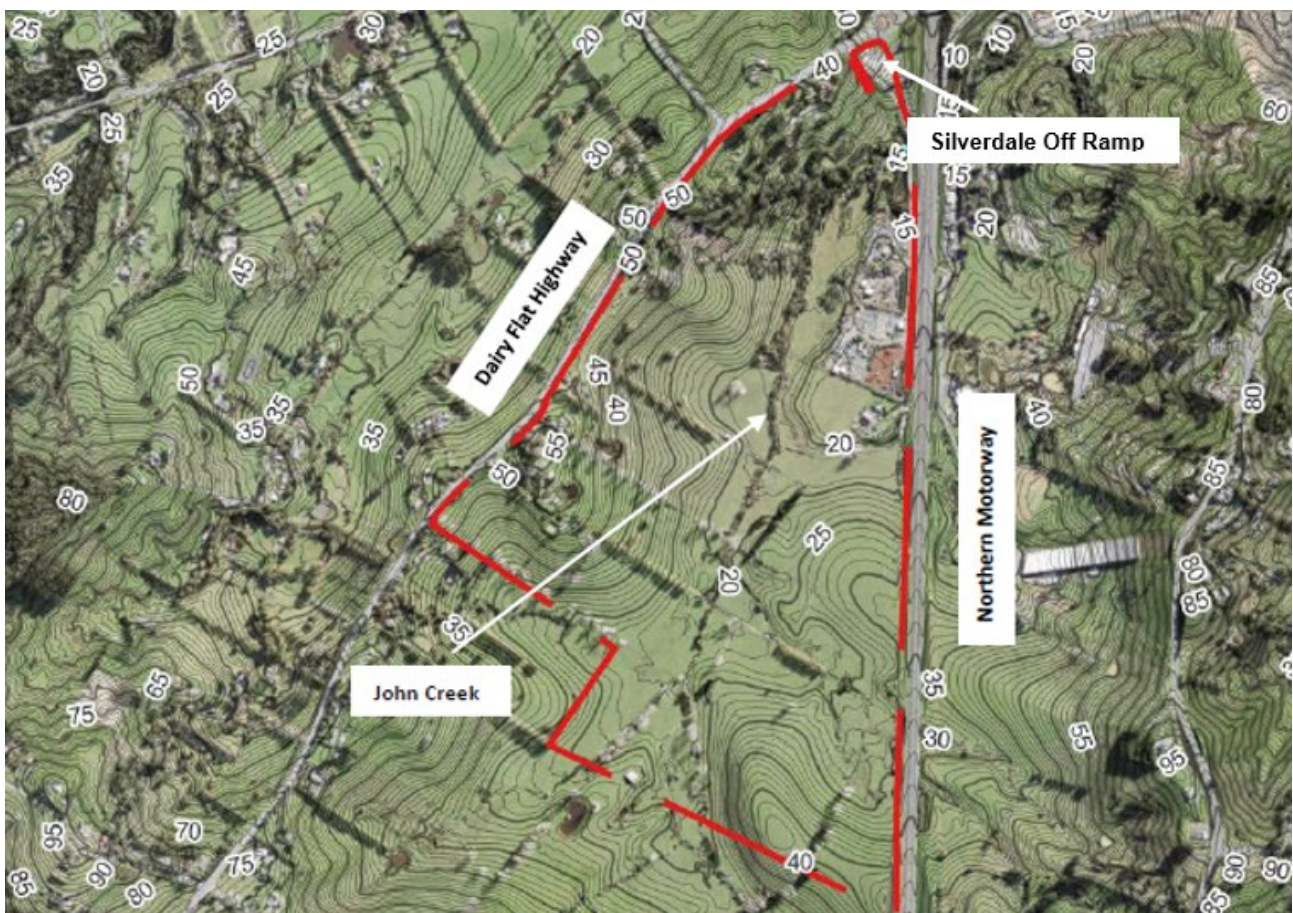


Figure 1: Properties that are included in this private plan change

The following report attached to the application was reviewed by us:

- CMW Geosciences Ltd (CMW) “GEOTECHNICAL ASSESSMENT REPORT, SILVERDALE WEST, DAIRY FLAT HIGHWAY, SILVERDALE”, reference AKL2022-0152 AB Rev3, and dated 25 March 2024.

2 Proposed Plan Change

Existing Site

The Geotechnical Assessment Report describes the subject area as follow:

“Topography of the site is dominated by an easterly to north-easterly trending ridge, along which lies Dairy Flat Highway. The ridgeline climbs from approximately 32mRL in the north-east, to approximately 70mRL in the south-west. The easterly flank of the ridgeline falls gently towards John Creek, meeting the alluvial terrace at approximately 25mRL, forming a gently sloping wide alluvial valley, with multiple east-west orientated tributaries extending below the Northern Motorway via culverts.”

“The geomorphology reflects the underlying geology and associated slope processes. There are three distinct landforms which likely reflect different geological units.

The Dairy Flat Highway ridgeline and elevated areas between John Creek and the Northern Motorway are characterised by gentle to moderate slopes with small scale slope instability in the form of creep. Mid-slope water seepages and swampy ground are common, indicating elevated (likely perched) groundwater conditions. These areas are expected to be underlain by Northland Allochthon units, predominantly Mangakahia Complex.

The western slopes between John Creek and Dairy Flat Highway are typically characterised by gentle slopes, expected to be underlain by Mahurangi Limestone. Localised areas of steeper gradients in the northern corner– are likely underlain by Mangakahia Complex.

The lower lying, gently sloping to flat areas contain drainage channels and tributary streams flowing to the John Creek. These gently sloping areas likely indicate the extent of the alluvium where it meets the underlying Northland Allochthon, often a line of seepages is observed along this boundary. Small rotational failures are common along the bank of watercourses and farm drains.

Minor earthworks and fills have been carried out in the past across the site to form farm ponds, farm races, drainage channels and to level building platforms”

Proposed Development

It is understood that the subject site shown in Figure 1 is proposed to be rezone to Business – Light Industry. The general layout of the proposed re-zoning is shown in Figure 2 below.

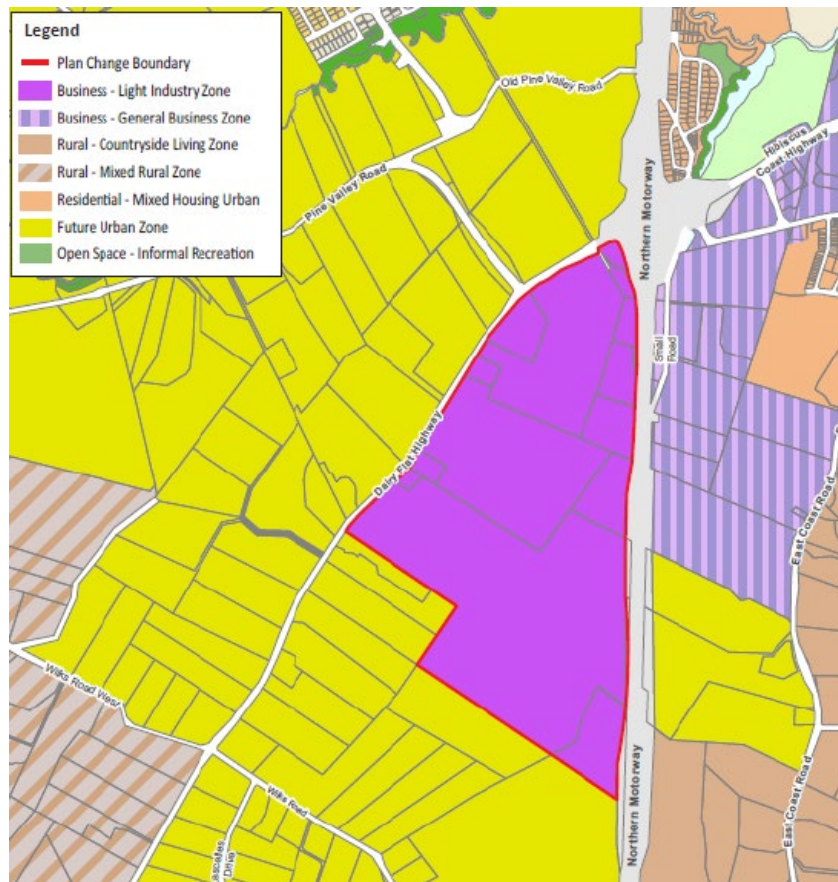


Figure 2: Proposed zoning

3 Assessment of Geotechnical Effects

Geology

It is understood that CMW has undertaken numerous field investigations, including machine boreholes, hand auger boreholes, test pits and Cone Penetration Tests on site. Based on published geological maps, topography, geomorphology and findings of the field investigations, the CMW report indicates the site is underlain by a combination of the following geological units:

- Mahurangi Limestone of the Northland Allochthon. Published maps indicate this is the prominent geologic unit underlying the site, predominately found on the eastern side of the Dairy Flat Highway Ridge.
- Mangakahia Complex of the Northland Allochthon. This material is mapped within the northern corner of the site, extending along the north-facing slopes underlying Dairy Flat Highway.
- Tauranga Group Alluvium/Colluvium. This material is mapped in low-lying areas around the John Creek.

The layout of the above geological units is shown in Figure 3 below.

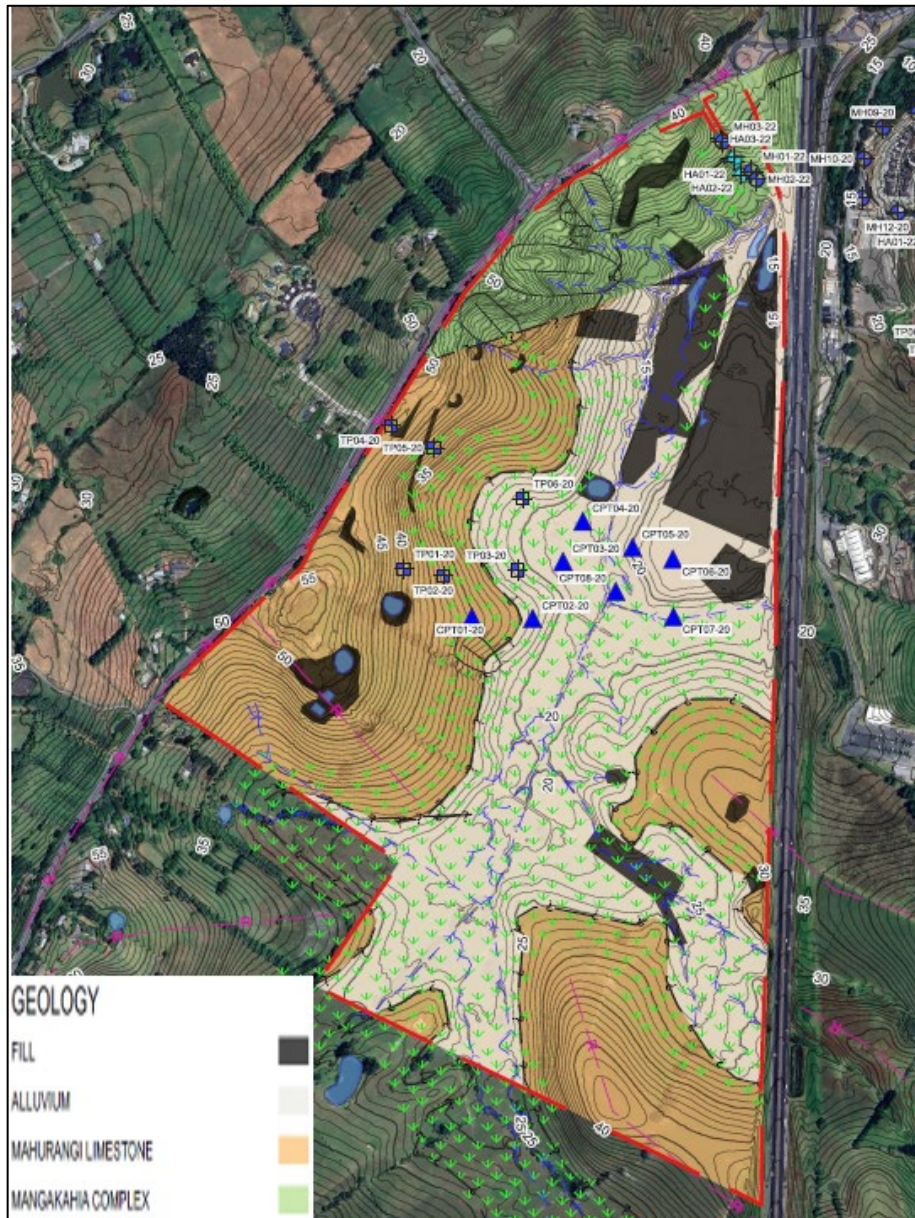


Figure 3: Layout of geology on site

Anticipated Geotechnical Constraints

Three Geohazard Zones have been identified by CMW within the site. They are:

- Zone 1 is defined by the approximate extents of the Northland Allochthon slope areas.
- Zone 2 is defined by the approximate extent of the Alluvial terrace areas.
- Zone 3 encompasses the stream-edge areas where instability may occur. This is defined by an indicative horizontal offset from the stream of four times the height from the alluvial terrace to the stream invert.

The extents of each of these Geohazard Zones are shown in Figure 4 below.

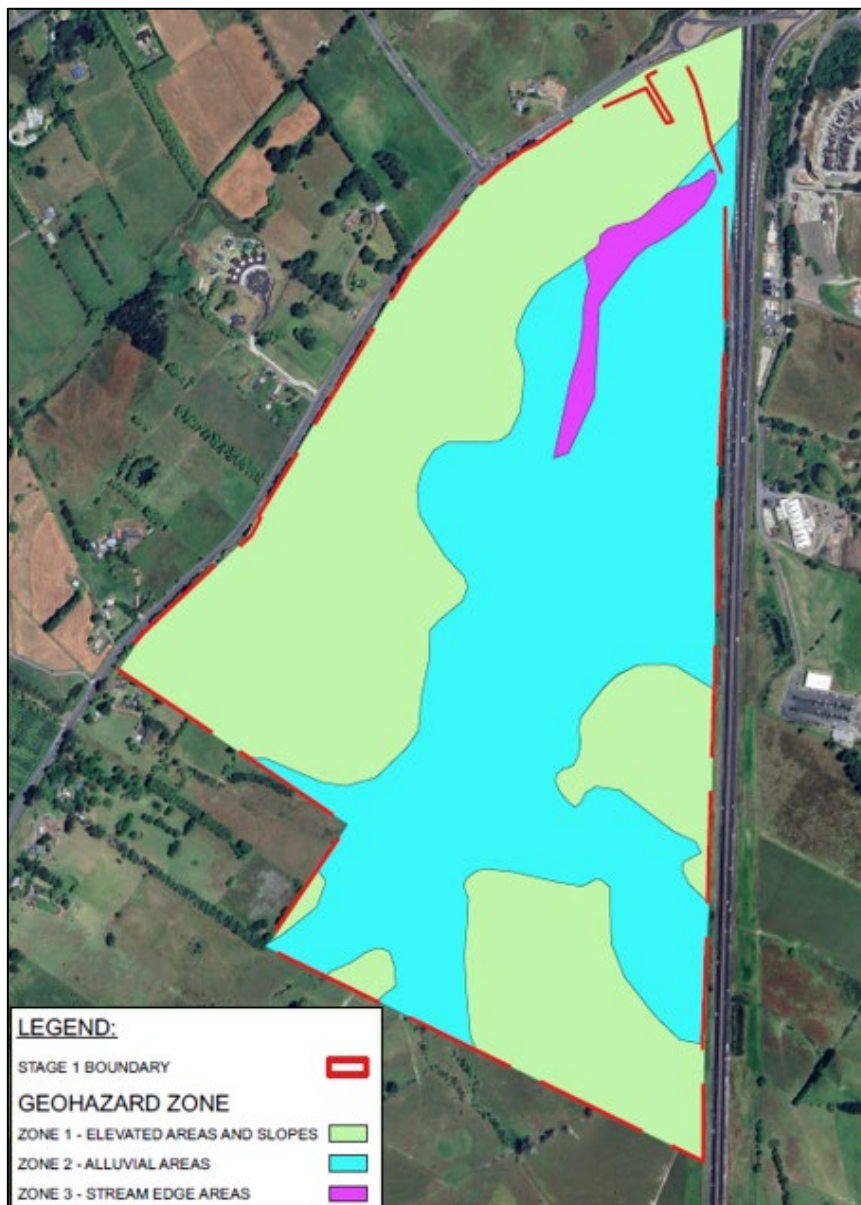


Figure 4: Extents of Geohazard Zones

CMW considers the key geotechnical hazards for each of the above zones should be incorporated into master planning. The key geotechnical hazards in each of the zones are:

- Zone 1 (Elevated Areas and Slopes underlain by Mahurangi Limestone and Mangakahia Complex of the Northland Allochthon) – The geotechnical report considers due to the unstable nature of the slopes within Zone 1 “*slope remediation will be required across these sections of the site, particularly beneath areas of large fills on the existing sloping areas. Shear keys and/or palisade walls will need to be considered following the confirmation of the proposed landform*”.
- Zone 2 (Alluvial Terraces) and Zone 3 (stream-edge areas) – The geotechnical report considers due to the presence of soft soils underlying these two zones “*these areas are considered highly likely to be subject to load induced settlements. Therefore, will require ground improvement beneath building platforms and/or specific foundation design*”.

Furthermore, the provided CMW report indicates additional geohazards presented below should also be considered for the development of the sites:

Surface Water - A significant number of watercourses, some ephemeral, some permanent, exist within the subject area. The CMW report suggests underfill drainage to prevent the groundwater pressure from building up beneath any filling.

Shallow Groundwater – The CMW report states that *“Experience from earthworks projects in the region are that groundwater drawdowns do not typically extend far beyond the excavation and effects on neighbouring properties from the effect of drawdown are minor. It is expected that this will be investigated with a groundwater monitoring regime carried out prior to any resource consent application along this boundary”*.

Erosion – The CMW report recommends erosion can be mitigated by designing for maximum slope gradient, stormwater control and/or surface stabilisation if needed.

Global Slope Instability (Geohazard Zones 1 and 3) - The slope stability appears to be the most significant geohazard within Geohazard Zones 1 and 3. As per the CMW report *“Slope stability remedial works in this geology typically include undercutting of transition zone deposits and/ or keying fills into the less weathered rock mass, the installation of extensive networks of subsoil drainage, including underfill drains in mucked-out gully alignments, and placement of engineered fills. In addition, excavations that daylight the transition between soil and rock or expose the rock mass will require careful engineering to prevent surface water ingress that can lead to slope instability. The highly fractured rock mass where it is exposed at finished levels is susceptible to rapid weathering and infiltration of surface water that will compromise stability conditions. Remedial works incorporating over-excavation and capping with engineered filling can be expected. No water should be added to these deposits from external sources such as raingarden soakage. It is likely that a series of shear keys or inground walls will be required throughout the development to produce suitably graded lot platforms. Where favourable materials allow earthwork solutions i.e. shear keys and undercuts can be a suitable remediation option”*.

Soil Creep (Geohazard Zones 1 and 3) – The CMW report states this geohazard can be mitigated by *“design of slope gradients, including use of retaining walls, subsoil drainage and by design of footings”*.

Bearing Capacity Failure (Geohazard Zones 2 and 3) – The CMW report considers specific design of foundations for highly loaded structures should be required if founded on alluvial soils.

Cut & Fill Batter Instability - The CMW report considers this hazard can be mitigated by stormwater control, surface stabilisation, appropriate construction staging, temporary support and permanent retaining.

Expansive Soils – The CMW report considers the site typically consists of highly expansive soil.

Load Induced Settlement (Geohazard Zones 2 and 3) – The settlement hazard is usually associated with soft and/or organic soils which are likely presented within the low-lying areas of the gullies. The CMW report is suggesting preloading in deep alluvium areas. Although not been discussed in the CMW report, either undercutting and removal of the unsuitable soft material could also be considered for shallower soft soil areas.

Uncertified Fill – The CMW report states that “*Localised zones of existing uncertified fill area have been identified across the site. Re-engineering of existing fill maybe required in some areas*”.

Liquefaction – The CMW report considers that “*The liquefaction potential for the Northland Allochthon slope (Geohazard Zone 1) has been assessed to be very low. The alluvial valley (Geohazard Zones 2 and 3) has been assessed to be unlikely*”. No liquefaction analysis has been undertaken.

4 Recommendations and Conclusions

At the plan change stage, it is appropriate to comment on the suitability of the land for rezoning. We consider that the site is likely to be suitable from the geotechnical perspective to support the proposed industrial private land change, provided that detailed geotechnical assessments, specific engineering designs of earthworks, associated remedial measures, structures, infrastructure and appropriate construction methodologies are submitted for proposed works once the scope is decided. We recommend that the resource consent stage is the most appropriate time to address the specific geotechnical issues on the site.

Inputs from the Council geotechnical specialists will be required at the future resource and building consent stages.

5 Quality assurance

Reviewed and approved for release by	
Reviewer	Frank Zhou, Senior Geotechnical Specialist, EATA
<i>This memo is satisfactorily completed to fulfil the objectives of the scope. I have reviewed, and quality checked all information included in this memo</i>	
Author	Nicole Li, Geotechnical Practice Lead, EATA
File location	https://aklcouncil.sharepoint.com/sites/EXT/ETS/Shared Documents/Memo template ETS.docx
Date printed	25/11/2024 5:17 pm

Auckland Council
35 Albert Street
Private Bag 92300
Auckland 1142

13 February 2025

Attention: Dave Paul

Dear Dave

Proposed Private Plan Change 103 – Silverdale West, S42A Specialist Report – Transport

1 Introduction

Beca Ltd (Beca) has been engaged by Auckland Council to provide transport planning and traffic engineering advice in regard to Private Plan Change 103 (**PPC 103**), Silverdale West Industrial Area.

PPC 103 was lodged by Fletcher Development Limited and Fulton Hogan Ltd and seeks to rezone 107.35 ha of land from Future Urban Zone to Business – Light Industry Zone.

The following documents have been considered in my review:

- Integrated Transportation Assessment (ITA) Silverdale West Proposed Plan Change, Stantec 01 November 2023
- Derivation of Triggers for the Plan Change Assessment Memo, Stantec 27 March 2024
- Submissions received from the public, Auckland Transport (AT), Auckland Council (AC) and the NZ Transport Agency Waka Kotahi (NZTA) that have regard to transport matters
- Silverdale West Industrial Precinct Provisions.

I have provided advice to Auckland Council in regard to PPC 103 in the past, most recently to inform the further information request under Clause 23 in regard to transport matters.

2 Executive Summary

From my review of the information provided and submissions received I consider the following matters will require further analysis and consideration to ensure that the transport effects of the development are appropriately mitigated.

Internal roading connection to Stage 2. The Stage 2 area in the north of the plan change site does not have a road connection to Dairy Flat Highway included in the Precinct Planning and Staging Map. I consider that the internal Collector Road should be extended into Stage 2 of the plan change site so that appropriate access is provided for this area of future development. Auckland Transport has raised a similar concern.

Wilks Road / Dairy Flat Highway intersection. The ITA recommends traffic signals rather than a roundabout at the Wilks Road / Dairy Flat Highway intersection. Roundabouts are typically a safer intersection form than traffic signals as the vehicles are travelling at slower speeds, there are fewer conflict points and impact angles less severe. Safety should be prioritised over consistency.

I recommend the wording of the Precinct Rules is amended to allow for roundabouts to be included by reflecting safety and efficiency outcomes instead.

Active Mode Connections. No active mode connection is proposed between the PPC area and the Hibiscus Coast Station and the surrounding residential areas on the eastern side of SH1 to support walking and cycling. The demand for walking and cycling has not been calculated and discussed in the ITA. Therefore, it is unknown whether an active mode connection over SH1 is required, or more appropriately when the active mode connection should be provided. Auckland Transport and NZTA have raised a similar concern.

I recommend that the applicant undertakes an assessment to then determine the demand, benefits and cost to ascertain the appropriate time to provide an active mode connection across SH1.

I also recommend that when the upgrades for the Silverdale Interchange are being designed this would be the appropriate time to consider safe connections for all modes and a road safety audit would also consider this. The precinct provisions should then be reflected to include this at the appropriate stage. NZTA has made a similar request.

I also support the following:

- Transport Modelling Peer Review: Given the reliance on transport modelling to define staging and mitigations a peer review to address Auckland Transport and Auckland Council's Councillors concerns be undertaken.
- Amending the threshold for subdivision and development tables to consider transport upgrades collectively in one separate table from other infrastructure upgrades would be beneficial and the applicant clarifies any inconsistencies between the ITA and precinct rules.

In conclusion, I consider the proposed staged approach aligning with necessary transport infrastructure upgrades will provide safe and appropriate access for the growth area and I support the private plan change subject to the matters raised herein being adequately addressed.

3 Applicant Integrated Transport Assessment

3.1 Transport Modelling

The ITA concludes that the results of traffic modelling show that with the proposed mitigation (transport upgrades) in place the operational performance of the surrounding arterial road network and motorway can be maintained at appropriate and acceptable levels.

There is a high reliance on the transport modelling to define the form of upgrades required and the timing / staging of upgrades necessary to enable the delivery of development within the plan change area.

Auckland Transport has requested a peer review of the modelling be undertaken and consider this would help to ensure the robustness of the analysis and recommendations. I note Auckland Council has also raised some questions in regard to the modelling and again a peer review may help to address these matters. It would be useful for the peer reviewer to review the specific concerns of Auckland Transport and Auckland Council.

3.2 Internal Rooding

The ITA includes a Proposed Development Concept Plan (Figure 3) which shows an internal roading network that connects all areas of development with the proposed access intersections on Dairy Flat Highway.

Local roads that are shown on the Proposed Development Concept Plan in the ITA are not shown on the Precinct Planning and Staging Map, which shows only Collector Roads. The result is that the Stage 2 area in

the north of the plan change site does not have a road connection to Dairy Flat Highway included in the Precinct Planning and Staging Map.

I understand from the Clause 23 further information supplied by the applicant, specifically response T12, that direct access between Dairy Flat Highway and the Stage 2 area is not feasible considering the findings of the applicants traffic modelling¹. I do not consider that access needs to be provided directly via Dairy Flat Highway. However, I do consider that the internal road network must be shown to / within Stage 2 of the plan change site so that appropriate access is provided for this area of future development.

ITA Figure 3:

Precinct Plan (dotted line is a ped/cycle connection only):

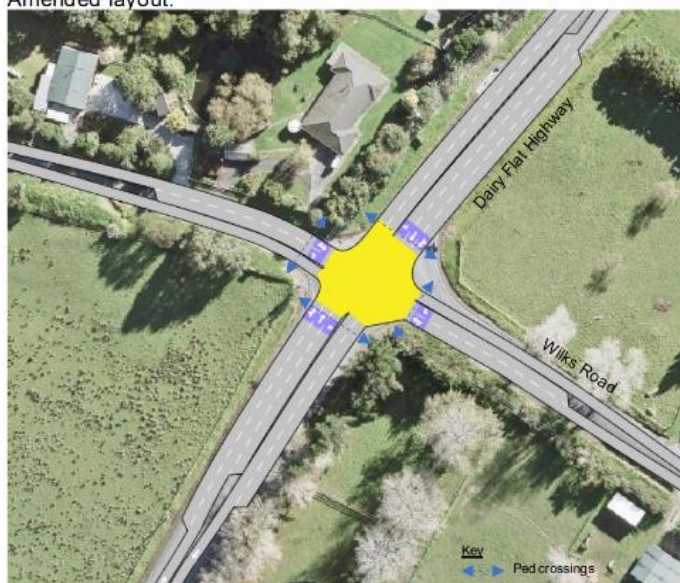


3.3 Wilks Road Intersection Upgrades

The ITA recommends traffic signals rather than a roundabout at the Wilks Road / Dairy Flat Highway intersection as depicted below.

¹ Clause 23 response to Issue T12, Fletcher Development Limited and Fulton Hogan Land Development, April 2024

Amended layout:



Appendix 9A “Derivation of Triggers for the Plan Change Assessment” produced by Stantec provides some justification for the signalisation of Wilks Road / Dairy Flat Highway intersection that it is “proposed to be consistent with the signalisation proposed for the site accesses and the signals at Dairy Flat Highway/Pine Valley Road”.

I note roundabouts are typically a safer intersection form than traffic signals as vehicles are travelling at slower speeds, there are fewer conflict points and impact angles less severe. Safety should be prioritised over consistency. An assessment should be undertaken for this intersection to determine the safe and appropriate intersection form in consultation with Auckland Transport.

It is noted that Te Tupu Ngātahi Supporting Growth Notice of Requirement General Arrangement Layout Plan proposes a roundabout at the Wilks Road / Dairy Flat Highway intersection.

The Note at the end of Table IX.6.8.2 allows for an alternative upgrade designs that perform to the same standard.

The wording is important as it allows alternative designs to be adopted. However, I suggest the wording is amended to allow for roundabouts to be included by reflecting safety and efficiency outcomes instead.

For example: *Note: The plans shows indicatively in IX.11 Appendix 3 Transport Infrastructure Upgrades shall be deemed to satisfy the Transport Infrastructure Column 2. An alternative upgrade design that **performs to the same standard may be adopted**, has similar or better safety and efficiency outcomes may also be adopted to be agreed with Auckland Transport.*

3.4 Active Mode Connections

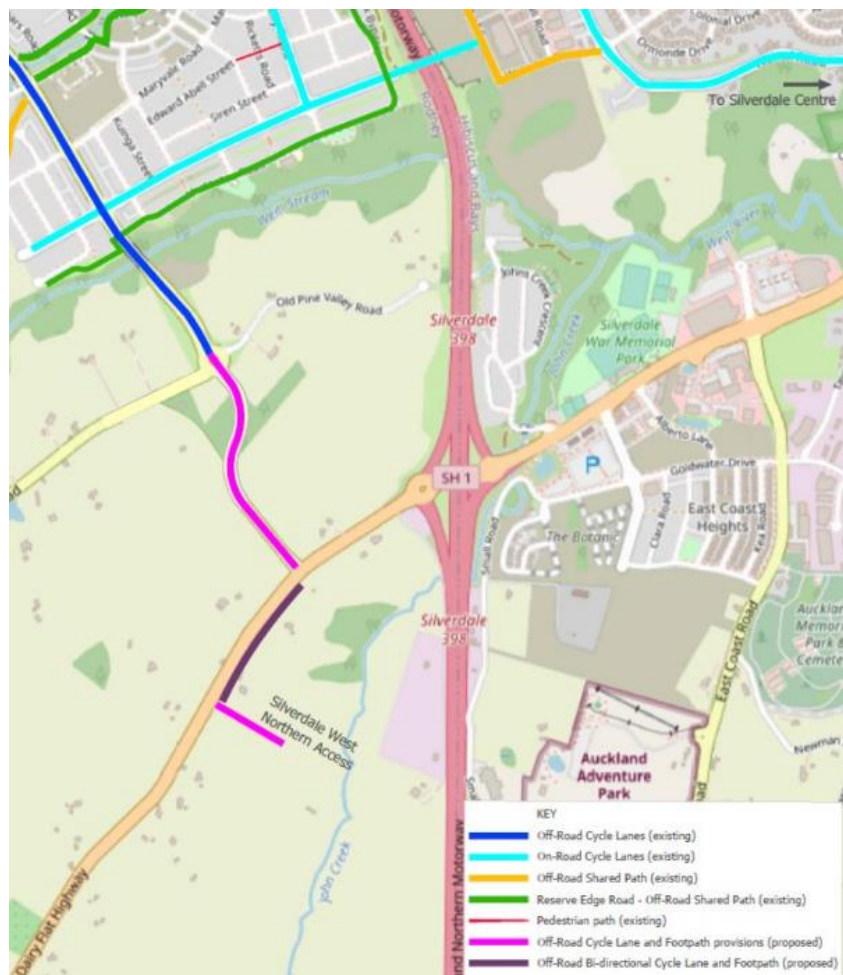
It is recognised that providing facilities that enable a range of travel choices helps to encourage a shift away from private vehicle travel and supports a more efficient transport system outcome. Sustainable travel choices include public transport and active modes such as walking and cycling.

The active mode facilities proposed by the applicant is a combination of existing and proposed paths connecting the surrounding residential areas with a link over SH1. These are:

- Highgate Overbridge
- Pine Valley Road upgrade (including provision of a cycle lane and footpath infrastructure from Argent Lane to Dairy Flat Highway).

- Bi-directional cycle lane and footpath along the southern edge of Dairy Flat Highway extending between Pine Valley Road and the first signalised intersection connecting the precinct to Dairy Flat Highway.

Figure 20 from the ITA shows the existing and proposed active mode paths, as copied below:



These paths are required to be put in place prior to any subdivision or development or development in the precinct.

No active mode connection is proposed directly between the PPC area and the Hibiscus Coast Station and the surrounding residential areas on the eastern side of SH1 to support walking and cycling.

The demand for walking and cycling has not been calculated and discussed in the ITA. Therefore, it is unknown whether an active mode connection over SH1 is required, or more appropriately when the active mode connection should be provided. I recommend that the applicant undertakes an assessment to determine the demand, benefits and cost to ascertain the appropriate time to provide the active mode connection across SH1. The precinct provisions should then be reflected to include this at the appropriate stage.

Te Tupu Ngātahi Supporting Growth is proposing an upgrade of the Silverdale Interchange which includes a separate walking and cycling connection, however there is no confirmed timing for this, and delivery is expected to longer term.

3.5 Alignment with Transport Policy Documents

The ITA identifies the relevant transport policy documents for the PPC, however I make two recommendations on the Emissions Reduction Plan and the regional policy statement chapter of the Auckland Unitary Plan (AUP)

3.5.1 Emissions Reduction Plan

The Government released a second emissions reduction plan (ERP) in December 2024 after the ITA was submitted in October 2024. This second ERP covers the emissions budget for the years 2026 to 2030. The applicant should review the PPC against this more recent policy document.

3.5.2 Auckland Unitary Plan

The applicant has reviewed the PPC against the relevant objectives of the regional policy statement (RPS).

I have reviewed the B3.3.1 Transport Objectives, reproduced below:

(1) Effective, efficient and safe transport that:

- (a) supports the movement of people, goods and services;*
- (b) integrates with and supports a quality compact urban form;*
- (c) enables growth;*
- (d) avoids, remedies or mitigates adverse effects on the quality of the environment and amenity values and the health and safety of people and communities; and*
- (e) facilitates transport choices, recognises different trip characteristics and enables accessibility and mobility for all sectors of the community.*

I consider that with a staged approach to development, the requirement for the transport infrastructure upgrades to be in place before development at certain thresholds and the recommendations set out in this memo, that any adverse effects from transport can be mitigated. Further, the proposed walking and cycling connections and facilities (i.e. separated and on both sides of the road, pedestrian crossings), the design of the roads facilitates bus travel and identified bus stops means it is aligned. The design of the roads will facilitate safe vehicular travel and supports the movement of people and goods. As such, I consider the PPC broadly aligns with objective B3.3.1 (a), (d) and (e).

I have reproduced the relevant policies below.

B3.3.2. Policies

Managing transport infrastructure

4. Ensure that transport infrastructure is designed, located and managed to:

- b. provide effective pedestrian and cycle connections.*

Integration of subdivision, use and development with transport

(5) Improve the integration of land use and transport by:

- (a) ensuring transport infrastructure is planned, funded and staged to integrate with urban growth;*

The PPC broadly aligns with these Policies and in particular B3.3.2.4(b) and 5(a). Pedestrian and cycle connections are provided and I recommend that the applicant undertakes an assessment to determine the demand, benefits and cost to ascertain the appropriate time to provide the active mode connection across SH1. Further, the transport infrastructure will be staged to integrate with urban growth.

With regard to B2: Urban Growth and Form, I have reproduced the following relevant objectives and policies below.

B2.2. Urban growth and form

B2.2.1 Objectives

(5) The development of land within the Rural Urban Boundary, towns, and rural and coastal towns and villages:

(a) is integrated with the provision of appropriate infrastructure;

B2.5. Commercial and industrial growth

B2.5.2. Policies

(8) Enable the supply of industrial land which is relatively flat, has efficient access to freight routes, rail or freight hubs, ports and airports, and can be efficiently served by infrastructure.

I consider that the PPC is aligned with Objective B2.2.1.(5)(a) as the transport infrastructure upgrades are required to be in place before development occurs at certain thresholds. Further, it is aligned with Policy B2.5.2.(8) as there is excellent access to freight routes (State Highway 1).

4 Submissions

4.1 Auckland Transport - Submission #14

Auckland Transport has provided a detailed submission which is included as Attachment 1 with my comments on relevant transport matters. Comments have only been provided on those submission elements where Auckland Transport either part supports or opposes matters and those relating to transport (rather than planning matters). Comments on the submission are attached in Attachment 1, and it is noted I largely agree with the Auckland Transport comments. The key matters are discussed briefly below.

4.1.1 Modelling Peer Review

Given the reliance on transport modelling to define staging and mitigations, I support AT's request for a formal peer review of the modelling is completed and to include addressing the use of trip generation rates, the gap on Argent Lane and the East-West pedestrian crossing across Pine Valley Road. If this information indicates alternative mitigation is required then amendments to infrastructure and triggers should be included.

4.1.2 Precinct Plan Stage 2 Roding Network

I support AT's request that the precinct plan is amended to show an indicative internal roading network for Stage 2 with collector roads adjoining the edge of the precinct into the surrounding environment.

4.1.3 Active Mode Connection

I agree with AT that a safe active mode connection is required between the PPC area and the Hibiscus Coast Station and the surrounding residential areas on the eastern side of SH1 to support walking and cycling. However, as discussed above I consider this should be delivered at the right time once a demand assessment has been undertaken and there is anticipated level of use. Noting, there is an active mode connection provided via John Fair Drive which must be put in place before any development.

4.1.4 Development Threshold Tables

I agree that amending the threshold for subdivision and development tables to consider transport upgrades collectively in one separate table from other infrastructure upgrades is beneficial and the applicant clarifies any inconsistencies between the ITA and precinct rules.

4.1.5 Bus stop at Pine Valley Road / Dairy Flat Highway intersection.

I support the addition of bus stops at the Dairy Flat Highway / Pine Valley Intersection. However, it is noted there is an existing bus stop on Dairy Flat Highway within 300m of the intersection. AT should confirm that if bus stops are shown in this location that this is the preferred and agreed location for buses to stop at.

4.1.6 Monitoring

AT has requested the Applicant provides an additional special information requirement to include monitoring of transport outcomes from development in accordance with the ITA. I agree it is beneficial to monitor outcomes against those anticipated at the Plan Change stage as this can inform subsequent design stages. I consider that future consent applications (subdivision / resource consent) will require ITAs to be completed at this time and that monitoring of changes over time can take place through these processes as each ITA will need to consider the transport environment at the time of the assessment. However it would need to be agreed with AT that this approach can satisfy their requirement.

4.2 New Zealand Transport Agency Waka Kotahi (NZTA) - Submission #17

The New Zealand Transport Agency Waka Kotahi (NZTA) submission acknowledges that there are no walking, cycling or dedicated public transport facilities within the Silverdale Interchange. The submission also acknowledges the NZTA Notice of Requirement 4 *State Highway 1 improvements from Albany to Orewa* (NOR 4) which protects land for, among other improvements, the upgrading of Silverdale Interchange including for active modes. These improvements are to accommodate growth anticipated when the northern Future Urban Zones develop, which includes the Silverdale West Structure Plan area.

The submission also notes that the Auckland Future Development Strategy 2023-2053 indicates a development period of 2030+ for Silverdale West Industrial Area. In addition, it includes SH1 Interchange upgrades including active modes to be an infrastructure pre-requisite for the full build, but notes 'some business can take advantage of existing capacity' and the projects are required for full build out.

NZTA supports the prerequisite for identified transport infrastructure upgrades to be operational prior to occupation at indicated thresholds.

NZTA is concerned that the recommended northbound slip lane on the western approach to the Silverdale Interchange (Upgrade 5) could further conflate hazards for pedestrians and cyclists. NZTA would like the ability of pedestrians and cyclists to safely cross the interchange to be considered in the design of the northbound slip lane. I agree with this and consider that safety for all modes should be considered in the design development and that a road safety audit be undertaken at the appropriate time.

NZTA has requested that

"A new provision requiring a safe connection for pedestrians and cyclists across SH1 as a stage 1 prerequisite infrastructure upgrade (IX.6.7.1(a)) and

"Add a new provision requiring a safe connection for pedestrians and cyclists across SH1 in any upgrades to Silverdale Interchange (Table IX.6.7.1(d))

As mentioned above, the demand for walking and cycling has not been calculated and discussed in the ITA so it is unknown when an active mode connection is warranted. I consider that this assessment needs to be

completed to ascertain the appropriate timing of the crossing in the same manner that has informed timing of road network upgrades.

4.3 Auckland Council – Submission #13

This submission is from Auckland Council Councillors who are concerned that the PPC has:

“Not adequately addressed the potential traffic and transport effects, with the ITA making a number of unreliable assumptions (e.g concerning mode share)”

Although it is not clear which mode share assumptions the submitter is referring to, AT has raised similar concerns and I support the request for a modelling peer review which will also address Auckland Council concerns.

Auckland Council also considers that the PPC is *“likely to necessitate a range of transport infrastructure, which are not planned or funded according to the timeline required for this plan change;”*

The relief sought includes requesting the applicant works with Council to determine a pathway for how the identified transport upgrades and bulk infrastructure networks will be funded and financed. AT also raised this issue and relief.

Similar to AT’s submission, Auckland Council has also requested the applicant provides an additional special information requirement to include a Transport and Bulk Infrastructure Network Development and Subdivision Monitoring Plan. I have provided my comments on this under the AT submission response.

4.4 Andrew Kay - Submission #07

This submission is concerned that the PPC will generate significant additional traffic on a roading network that is already heavily congested. The submitters topics and requests are discussed below:

4.4.1 Additional Bus Services on Dairy Flat Highway

The submitter requests a greatly enhanced public bus service on Dairy Flat Highway to Silverdale to service the future development and alleviate congestion. The ITA notes there is one bus service the 986 bus-route on Dairy Flat Highway which connects the Hibiscus Coast Bus Station with the Albany Bus Station via Dairy Flat Highway and only operates on weekdays with a 60min frequency. At this stage of the PPC process the details aren’t provided. All Collector Roads withing Stage 1 will be capable of accommodating buses.

AT is responsible for the planning and funding of bus services and developing and enhancing the public transport network. However, in order to encourage public transport trips to the PPC area the following is noted to enable bus services.

- Transport Upgrade 1 provides bus stops, and footpath connections, on either side of Dairy Flat Highway close to the intersection of the Dairy Flat Highway and the new Northern Access road.
- Transport Upgrade 7 provides bus stops, and footpath connections, on either side of Dairy Flat Highway close to the intersection of the Dairy Flat Highway and the new Southern Access road.

It is noted that IX.11.2: Appendix 2: Road function and design elements table – External roads to the Precinct identified the different sectors of Dairy Flat Highway will have bus provision.

AT has suggested the inclusion of a note to the design elements table for the bus column to ensure that the carriageway of Dairy Flat Highway and intersection geometry is capable of accommodating buses. I support the inclusion of this note on buses at IX.11.2: Appendix 2 Road Function and design elements table.

4.4.2 Timing of Proposed Road and Motorway Interchange

The submitter requires the proposed road and motorway interchange is implemented at the outset of the development of the PPC area. It is unclear which motorway interchange the submitter is referring to. However, the upgrades to the Silverdale Interchange (Upgrades 5&6) is required to be implemented prior to any subdivision and/or development above 45.4ha Land Available for Development and then up to 53.9ha. The applicant traffic modelling indicates that this is when the upgrades are required rather than before any development occurs.

4.4.3 Rapid Transit Corridor

The submitter does not agree with the proposed New Rapid Transit Corridor (RTC) location proposed by Te Tupu Ngātahi Supporting Growth. This is outside of the scope of this PPC. The hearings for the Notice of Requirement have concluded for the RTC (NOR1).

4.5 Tim Van Ameringen - Submission # 09

The submitter supports a roundabout instead of a signalised intersection at the Wilks Road / Wilks Road West / Dairy Flat Highway. The submitter considers it is safer and faster flowing for traffic, less inconvenient for the Dairy Flat Highway users and more in keeping with the rural environment. Upgrade 3 shows traffic signals at this intersection.

The submitter has lived on Wilks Road West for 25 years and considers it to be particularly unsafe having seen high speed and or careless near misses. The submitter recommends the same type of roundabout as the Dairy Flat Highway/Coatesville Road roundabout with a concrete block in the centre of it.

As mentioned previously, I suggest the wording is amended in the Precinct note to allow for roundabouts and other designs to be included and agreed with AT.

4.6 Hobson Development Ltd - Submission # 02

This submission supports the current New Rapid Transit Corridor (RTC) location proposed by Te Tupu Ngātahi Supporting Growth. However, notes that diverting it away from the Silverdale West area affects accessibility for people working in Silverdale West and reduces the potential benefit. The submissions recommends that bus stations along the RTC are strategically located to allow easy access for Silverdale West employees. This is outside of the scope of this PPC.

4.7 Mark Weingarth - Submission #11

Mr Weingarth seeks to reinstate the "original proposed connection to Dairy Flat Highway". It is assumed that Mr Weingarth is referring to the Indicative New Collector Road shown in the Silverdale West Industrial Area Structure Plan Map which intersected with Dairy Flat Highway immediately to the north and adjacent to his site. The location sought by Mr Weingarth is outside of the PC103 area. The proposed collector road in the PC103 Precinct is located approximately 140m to the north. I consider that the provision of two collector roads as shown in the Precinct Plan is adequate to provide appropriate access to the PPC area from Dairy Flat Highway.

4.8 Robert and Linda Brown - Submission #12

This submitter considers there will be substantial traffic volumes through the three Wilks Road intersections as PPC vehicles transit through the area.

The submitter considers the 2021 modelling numbers to be redundant with current volumes using Wilks Road as an alternative to the Silverdale Interchange. They also consider that the applicant may not have considered that when Penlink opens additional traffic will travel through Wilks Road to Kahikatea Flats Road. I note that Penlink is included in the applicants traffic modelling.

The submitter also considers that the PPC should not go ahead before the Te Tupu Ngātahi Supporting Growth proposal of onramps at Wilks Road/ Kahikatea Flat Road is operative. The applicants transport modelling has shown the network can operate adequately with the development thresholds and mitigation considered.

4.9 YJS Holdings - Submission #15

This submitter is the property owner of 1732 Dairy Flat Highway, a large land holding of 16.38ha with 340m frontage on Dairy Flat Highway in Stage 2 of the PPC area.

The submitter's main concern is the lack of direct roading connections to Dairy Flat Highway for the property. No road connections are shown on the Precinct Plan for Stage 2 and this creates uncertainty over outcomes, as it could potentially isolate the property and hinder its development potential.

The submitter would approve the PPC subject to the following transport relief:

- Direct connection of a collector road from property to Dairy Flat Highway, which further connects to the overall plan change area.
- Proposed roading layout and services connections are coordinated across the whole PC area and that all roads must be built up to property boundaries at levels which provide for compatible and continuous development

As mentioned above, it is considered that the precinct plan should be amended to show an internal roading network for Stage 2 with collector roads adjoining the edge of the precinct into the surrounding environment.

5 Conclusion

In conclusion, I consider the proposed staged approach aligning with necessary transport infrastructure upgrades will provide safe and appropriate access for the growth area and I support the private plan change subject to the matters raised herein being adequately addressed.

Please feel free to get in contact if you have any questions or require additional information.

Yours sincerely



Craig Richards

Technical Director - Transportation

on behalf of

Beca Limited

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Email: Craig.Richards@beca.com

29 November 2024

To: Dave Paul, Senior Policy Planner, Auckland Council

From: Rebecca Ramsay, Senior Specialist: Heritage, Heritage Unit, Auckland Council

Subject: Private Plan Change – PC103 Silverdale West Industrial Area, Historic Heritage (Archaeological) Assessment

1.0 Introduction

- 1.1 I have undertaken a review of the private plan change, on behalf of Auckland Council in relation to historic heritage (archaeological) effects.
- 1.2 My review has not addressed effects on mana whenua cultural values. The cultural and other values that mana whenua place on the area may differ from its historic heritage values and are to be determined by mana whenua.
- 1.3 My review does not include an assessment of built heritage matters and I defer to the specialist memo prepared by Cara Francesco (Senior Specialist Heritage).
- 1.4 I have a Master of Arts degree with first class honours in anthropology (archaeology) specialising in New Zealand archaeology. I have worked in the field of historic heritage management for nine years. My experience spans archaeology (including landscape archaeology) and heritage policy.
- 1.5 I have read and agree to abide by the Environment Court's Code of Conduct for Expert Witnesses as specified in the Environment Court's Practice Note 2023.
- 1.6 In writing this memo, I have reviewed the following documents:
 - Section 32 Assessment Report Silverdale West Precinct. Private Plan Change Request. RMA Schedule 1 Clause 24 Update - 17 May 2024
 - Appendix 1: Plan Change Maps
 - Appendix 2: List of Properties included in Plan Change Area
 - Appendix 3: Proposed Plan Change documents and Precinct
 - Appendix 4: Silverdale West Structure Plan
 - Appendix 5: AUP Objectives and Policies Assessment
 - Appendix 14: Heritage Assessment
 - Appendix 15: Archaeological Assessment
Phear, S., Shakles, R. and Cameron, E. October 2023. *Proposed Plan Change – Silverdale West, Auckland: Archaeological Assessment*. Prepared for Fletcher Development Ltd.
 - Appendix 16: s56 Exploratory Investigation
Phear, S. and Shakles, R. April 2023. *Maurice Kelly's Homestead and Inn (R10/737): S56 Exploratory Investigation. Completed in accordance with Authority 2023/392*. Prepared for Fulton Hogan Ltd
 - Clause 23 Further information request and response 15 April 2024 and 17 May 2024.
- 1.7 A site visit to the plan change area was undertaken on 19 February 2024.

2 Key Historic Heritage (Archaeological) Issues

- 2.1 Whether the application has sufficiently assessed and addressed actual or potential effects on historic heritage and if the application is consistent with the AUP Regional Policy Statement (RPS) B5. *Ngā rawa tuku iho me te āhua – Historic heritage and special character*. Including the identification of significant historic heritage place/s in Schedule 14.1 Schedule of Historic Heritage.

3 Applicant's assessment of Historic Heritage (Archaeology)

- 3.1 Clough and Associates Limited have undertaken an archaeological assessment on behalf of the applicant (Appendix 15). Further, the results of an exploratory archaeological excavation of Maurice Kelly's Homestead and Inn (R10/737) are provided in Appendix 16 and incorporated into the overarching assessment (Appendix 15).
- 3.2 The historic heritage assessment provides a description of those places of heritage value within the plan change area, and the wider heritage context through desktop research, field survey and exploratory archaeological investigations. It then assesses the significance of the sites in the plan change area against both the Auckland Unitary Plan (AUP) Historic heritage Regional Policy Statement (RPS) and Heritage New Zealand Pouhere Taonga Act (HNZPTA) criteria. Finally, it provides a preliminary summary of actual and potential adverse effects and recommendations to avoid, remedy or mitigate the identified effects.
- 3.3 In my opinion, the archaeological assessment provides a sufficient level of detail in relation to historic heritage (archaeological matters) for the purposes of the proposed plan change.

Recorded Historic Heritage (Archaeological) Places

- 3.4 The archaeological assessment states that there is one previously recorded archaeological site within the proposed plan change area; Maurice Kelly's Homestead and Inn (R10/737) located at 1636 Dairy Flat Highway, Dairy Flat.
- 3.5 Two built heritage structures have also been identified within the Plan Change Area. These have been addressed in the heritage assessment provided in Appendix 14, reviewed by Cara Francesco (see section 1.3).
- 3.6 Areas of archaeological potential have also been identified adjacent John's Creek (particularly within 1732 Dairy Flat Highway - Pt Lot 2 DP 68886). The remainder of the plan change area is considered to have low potential for unrecorded archaeological sites.

Maurice Kelly's Homestead and Inn (R10/737)

- 3.7 Maurice Kelly's Homestead and Inn (R10/737) is the location of former buildings consisting of Kelly's house, a public house (inn), stables and a stockyard. The NZAA site record form provides the following description of the site:

Maurice Kelly and his family comprising, his wife Mary, and eight children (four from Mary's earlier marriage), and a tutor who resided with them, lived on Allotment 8. Crawford (1880:209) described Maurice Kelly as having a remarkable collection of houses, including a Roman Catholic chapel [see NZAA R10/1472]. These included the Kelly homestead, Sawyers Arms Inn, stables and associated building including around four or five other houses... Kelly's association with the property ended in 1884, but his house survived until c.1982 (see Cameron et al 2015:37). It was sited immediately northeast of the existing house that replaced it. Archival plans drawn at various times show a large building and three or four smaller buildings in a group, with a stable further away beside the road. The small buildings are annotated as houses on one plan. It is assumed that the larger building is the inn and that one of the smaller buildings was Kelly's homestead.

- 3.8 There are no visible surface features or structures relating to the site within 1636 Dairy Flat Highway. An exploratory authority was applied for and granted in 2023 (authority no. 2023/392) by Heritage New Zealand Pouhere Taonga. The aim of the investigation was to determine the condition and nature of any archaeological deposits and features, and to establish the extent of the site. Results were also used to make an assessment of the places historic heritage values, any actual or potential adverse effects through the proposed plan change, and appropriate measures to avoid, remedy or mitigate any adverse effects (see Appendix 16).
- 3.9 The exploratory work comprised of eight test trenches and one test pit, concentrated along the western boundary, and immediately adjacent the current residential dwelling of 1636 Dairy Flat Highway. The investigations located the archaeological remains of a structure, most likely one of the Kelly houses, shown located closest to the road on the 1873 plan; demolition debris possibly related to the second house back from the road (the homestead); and a possible pit and artefact layer related to the fourth house from the road. Clough and Associates Ltd. also concluded that

further remains associated to the Kelly family are likely to remain in variable condition across the property. These include possible rubbish pits, cesspits/long-drops, or features associated to former structures.

3.10 The exploratory authority investigation also concluded that the paddock closest to the road where a house was located has surviving subsurface archaeology in good condition, and that it is likely further features survive in this immediate area. This area is identified in Figure 1.



Figure 1: Area within 1636 Dairy Flat Highway where archaeological remains in good condition are located (outlined in yellow). Extent derived from archaeological assessment and exploratory investigation reports provided as Appendix 15 and 16 of the PC material.

Evaluation of Heritage Significance against the RPS – Chapter B5

3.11 The archaeological assessment (Appendix 15) provides an evaluation of historic heritage values against the criteria and thresholds set out in the AUP Regional Policy Statement Chapter B5 - Historic heritage and special character (see Table 1). The assessment concludes that the Maurice Kelly Homestead and Inn has “considerable local significance as a historical site associated with Maurice Kelly and it has the potential to provide information through archaeological investigation on the 19th century social and economic history of ‘The Wade’ District in general and the Kelly homestead/public house in particular”.¹

¹ Appendix 15: page 92-95.

Table 1: From Clough and Associates. October 2023. Table 10: Assessment of the historic heritage significance of site R10/737 based on the criteria in the Auckland Unitary Plan (Chapter B4.1) and RPS (Chapter B5.2.2).

Criterion	Comment	Significance Evaluation
a) historical: The place reflects important or representative aspects of national, regional or local history, or is associated with an important event, person, group of people or idea or early period of settlement within New Zealand, the region or locality	The site is associated with Maurice Kelly and the Kelly family, a well known public figure in the 19th century in 'The Wade' (Silverdale area).	Considerable (local level)
b) social: The place has a strong or special association with, or is held in high esteem by, a community or cultural group for its symbolic, spiritual, commemorative, traditional or other cultural value	There are no original structures or above ground structures surviving, and the association of the site with past events is not generally known within the current community.	Little
c) Mana Whenua: The place has a strong or special association with, or is held in high esteem by, Mana Whenua for its symbolic, spiritual, commemorative, traditional or other cultural value	To be determined by mana whenua	Not assessed
d) knowledge: The place has potential to provide knowledge through scientific or scholarly study or to contribute to an understanding of the cultural or natural history of New Zealand, the region, or locality	The site contained the Kelly homestead and public house during the 19th century and has potential to provide knowledge on the local area through archaeological investigation. The s56 authority established that there are archaeological remains of a structure, most likely one of the Kelly houses, shown located closest to the road; demolition debris possibly related to the second house back from the road (the homestead); and a possible pit and artefact layer related to the fourth house from the road.	Moderate to Considerable (local level)
e) technology: The place demonstrates technical accomplishment, innovation or achievement in its structure, construction, components or use of materials	The site has no above ground structural remains to demonstrate any technical accomplishment	None
f) physical attributes: The place is a notable or representative example of a type, design or style, method of construction, craftsmanship or use of materials or the work of a notable architect, designer, engineer or builder;	The site has no above ground structural remains demonstrating any physical attributes	None
g) aesthetic: The place is notable or distinctive for its aesthetic, visual, or landmark qualities	The site has no visual, aesthetic or landmark qualities, and is the site of a modern house and gardens	None
h) context: The place contributes to or is associated with a wider historical or cultural context, streetscape, townscape, landscape or setting	The site has an association with the broader settlement of the area (The Wade) in the 19th century as the Kelly homestead and a popular public house. The site has group value as one of a number of early European archaeological sites in the area.	Moderate

Actual and Potential Effects

3.12 The archaeological assessment provides a summary of actual or potential effects on historic heritage values, specifically the Maurice Kelly Homestead and Inn, which are of at least considerable historic heritage significance.² These include:

- Future industrial and/or light industrial development enabled by the proposed Plan Change has the potential to adversely affect subsurface archaeological remains relating to archaeological site R10/737.
- Precinct provision IX 6.5 – Landscape buffer (Dairy Flat Highway Interface) recommends a 5m buffer relating to the property at 1636 Dairy Flat Highway where site R10/737 is located, and this will avoid impacting the site (if measured from the current parcel boundary).
- The location of R10/737 should be considered during future road widening permitted under precinct provision IX 6.6 – Road widening setback along Dairy Flat Highway. The anticipated width of the future road is 30m for most of the PPC frontage; however, consideration should be given outside 1636 Dairy Flat Highway in future design in order to avoid any adverse effects on the surviving site components located closest to the road.
- Future development works enabled by the PC also have potential to affect subsurface archaeological remains. Appropriate management and mitigation measures will be required under the provisions of the HNZPTA.

3.13 Overall, the archaeological assessment considered that the any actual or potential adverse effects to be minor/moderate, subject to implementation of recommendations for the identification, avoidance, protection and enhancement of R10/737, Maurice Kelly Homestead and Inn. These recommendations include:³

- That the precinct provisions provide for the:
 - Protection of the subsurface archaeological remains of site R10/737 within the area indicated on Figure 1 where the probable house structure closest to the road is located.
 - A mitigation approach that avoids and protects the best surviving subsurface remains of R10/737 and investigates subsurface archaeology of lower value within the development area would have the following outcomes –
 - a) Surviving archaeology in good condition which is representative of the site is avoided and preserved in situ.
 - b) The local community would benefit with interpretive elements providing awareness of the site and the opportunity for knowledge transfer.
 - c) Any surviving archaeological remains relating to the Kelly settlement would be investigated and recorded under authority from HNZPT, which would provide detailed information on this early settler family who played a notable part in the development of the Wade area from the 1860s onwards.
 - Installation of interpretive elements such as surface demarcations of the house and an information panel should be considered.
- That if protection of the site is not provided through precinct provisions, then the future detailed resource consent applications ensure that the two recommendations (above) are considered and implemented.
- Consideration should also be given to reflecting the history of site R10/737 in the naming of streets, and to providing information signage at the location of the site as part of a mitigation strategy to offset any adverse effects on the site.
- Further archaeological assessment should be undertaken at the resource consent stage to establish the effects on archaeology (within 1636 Dairy Flat Highway associated to the Maurice Kelly Homestead and Inn R10/737 and areas of archaeological potential adjacent John Creek) and to identify any requirements under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA).
- Where the potential for unrecorded archaeological sites has been determined as low by an archaeologist, the Accidental Discovery Rule (section E.12.6.1 of the AUP OP) can be relied.

² Appendix 15: page 95-99.

³ Appendix 15: page 100-101.

- If modification of a site does become necessary during future development, an Authority must be applied for under Section 44(a) of the HNZPTA and granted prior to any further work being carried out that will affect the site. (Note that this is a legal requirement).

Section 32 Assessment Report and Clause 23 Response

3.14 The Section 32 Analysis Report relies on the assessment provided by Clough and Associates (Appendix 15 and 16) and concludes:

“The recommendations and mitigation outlined by Clough and Associates will be considered as part of any future development works in proximity to the former Kelly Homestead and Inn. On the basis of works being undertaken in accordance with the recommendations of the Archaeological Assessment and the s56 Report, any adverse archaeological effects associated with the PPC request are able to be suitably mitigated.”⁴

3.15 The clause 23 response (April 2024) to cultural (historic) heritage matters (A1) also states that:

“The feature [R10/737] is not suitable for heritage scheduling within the Unitary Plan”. and “That through future resource consent processes, interpretive elements such as surface demarcations of the house and an information panel should be considered. No protection of the site is proposed through the Precinct, with any interpretation or protection to be left to future consenting processes.”

Proposed Precinct Provisions

3.16 There is no summary of the historic heritage values within the precinct description or corresponding historic heritage provisions within the proposed Silverdale West Industrial Precinct.

4 Assessment of Historic Heritage effects and management methods

Evaluation of Historic Heritage Values

- 4.1 Clough and Associates have undertaken an assessment of the historic heritage values of Maurice Kelly’s Homestead and Inn (R10/737) against the RPS Chapter B5. The assessment of values is related to a confined area within 1636 Dairy Flat Highway (Figure 1) where there are subsurface remains of the Kelly Inn and Homestead remain in good condition, as identified through exploratory archaeological investigations. This place has been assessed as having at least considerable historical and knowledge value against the RPS criteria, and worthy of protection in-situ with supporting interpretation and surface demarcation.
- 4.2 They have determined the place has considerable historical value, and moderate to considerable knowledge value to the locality. While I agree with the conclusion that Maurice Kelly’s Homestead and Inn (R10/737) has overall considerable local significance, the assessment against criterion D knowledge requires further evaluation. The outcome of this significance evaluation is not consistent with the Auckland Council ‘Methodology and guidance for evaluating Auckland’s historic heritage’.⁵
- 4.3 When considering the available information, I consider the place to have at least considerable knowledge value to the locality. The remains of Maurice Kelly’s Homestead and Inn (R10/737) have potential to provide new information on past human activity through archaeological investigation or scholarly study. The place also demonstrates a way of life associated to the establishment and development of the rural settlement of ‘Wade’ and formation of community connections. The place is described as a community hub, associated with a range of activities from residential occupation and use, to public amenity and events. These included the main residential dwelling, ancillary buildings, public house/inn, stable, stockyard, annual Wade Races and polling station. The place also has potential to be used for public education through on-site interpretation.
- 4.4 It has been determined that Maurice Kelly’s Homestead and Inn (R10/737) meets the threshold for scheduling as a historic heritage place under the RPS and requires protection of the place from inappropriate subdivision, use and development. However, in this instance, it considered that

⁴ Section 32 Analysis. May 2024. Page 61.

⁵ Access online via: <https://www.aucklandcouncil.govt.nz/arts-culture-heritage/heritage/protecting-our-heritage/Documents/methodology-guidance-evaluating-aucklands-historic-heritage.pdf>

precinct provisions are a more appropriate mechanism to identify and protect the places heritage values.

Adequacy of Methods to Manage Adverse Effects and Proposed Adjustments

- 4.5 The proposed precinct provides an opportunity to recognise values of the Maurice Kelly's Homestead and Inn (R10/737), wider Kelly associations to the local area and to guide future development in an appropriate way.
- 4.6 As stated in section 3.16 the proposed Silverdale West Industrial Precinct does not identify historic heritage values in the precinct description nor are there corresponding historic heritage provisions. This approach also does not give effect to the recommendations from Clough and Associates to avoid, remedy or mitigate adverse effects and therefore the proposed plan change may have more than minor adverse effects on historic heritage values (see also section 3.13).
- 4.7 The section 32 assessment report and corresponding clause 23 responses from Unio, state that any interpretation or protection of Maurice Kelly's Homestead and Inn (R10/737) to be left to future consenting processes. However, as an unscheduled historic heritage place there will be a lack of consenting triggers to consider site protection and interpretation under the proposed Business – Light Industry zoning or current AUP provisions.
- 4.8 I recommend the precinct provisions are updated to include provisions for the protection and interpretation of the Maurice Kelly's Homestead and Inn (R10/737). Recommended amendments to the proposed Silverdale West Industrial Precinct are provided in Appendix 1. These relate to the management of land disturbance activities (including planting) which may impact Maurice Kelly's Homestead and Inn (R10/737) and provides for site interpretation as a mechanism for public education and appreciation.
- 4.9 This will also give effect to the Clough and Associates recommendations provided in the archaeological assessment⁶ and appropriate methods to avoid or mitigate adverse effects on historic heritage values.

Consistency with any other relevant non-RMA strategies/plans - Silverdale West Dairy Flat Industrial Area Structure Plan

- 4.10 This approach aligns with the Silverdale West Dairy Flat Industrial Area Structure Plan and Historic Heritage Topic Report prepared by Auckland Council. The topic report provides the following recommendations to provide for identification and protection of the wider Kelly Complex (note this covers places outside of 1636 Dairy Flat Highway, and the plan change area more generally). These recommendations include:⁷
- Formal evaluation of the site against the criteria and thresholds in section B5.2.2 of the Auckland Unitary Plan (AUPOP) for potential inclusion in the AUPOP schedule of historic heritage places. A planning assessment would then be undertaken to determine if the place should be recommended for scheduling through a plan change;
 - Zoning and/or acquisition of all or part of the site as public open space and;
 - Non-intervention by Auckland Council, with future development of the place managed by Heritage New Zealand under the archaeological provisions of the HNZPTA
 - Recognition of the past history of the place through the adoption of appropriate place names and/or interpretation (on or off site).
- 4.11 Due to the outcome of the significance evaluation, provisions for the avoidance and mitigation of effects on the Maurice Kelly's Homestead and Inn (R10/737) are to be provided. Therefore, in this instance it is not appropriate to solely rely on the archaeological provisions of the HNZPTA. As a legal requirement these provisions still apply to the modification or destruction of any archaeological site whether or not it is recorded or scheduled. However, these provisions are largely focused on the recovery of archaeological information and preservation by record, rather than in situ preservation and interpretation, as recommended.

⁶ Provided in Appendix 15 and 16 and summarised in section 3.13.

⁷ Silverdale Structure Plan: *Historic Heritage Topic Report Silverdale West Dairy Flat Business Area Structure Plan*. 2017 (updated 2023). Page 33-34

5 Submissions

5.1 One submission (submission #13) was received in relation to historic heritage (archaeological) matters, from Auckland Council in its capacity as a submitter (ACS).

5.2 Coded submission point 13.20 provides the following reasoning:

The New Zealand Archaeological Association records an archaeological site (R10/37)⁸ within the plan change area. This is likely the remains of a house from the Kelly family who were notable early settlers in the area. The extent of subsurface remains relating to the Kelly family site is in good condition and was evaluated as likely being restricted to a small area close to Dairy Flat Highway (site R10/737 is within 1636 Dairy Flat Highway).

Standard IX.6.5 Landscape buffer (Dairy Flat Highway Interface) requires a 5m landscape buffer for properties along Dairy Flat Highway, including for 1636 Dairy Flat Highway. This standard indirectly provides some level of protection to part of site R10/73 by requiring landscaping rather than buildings.

5.3 To address the above concerns, ACS request the following relief sought:

Apply Standard IX.6.5 Landscape buffer (Dairy Flat Highway interface) to provide protection to site R10/73.⁹

5.4 The provisions of Standard IX.6.5 Landscape buffer (Dairy Flat Highway interface) are as follows:¹⁰

Purpose:

- To provide a visual buffer between industrial activities within the precinct and Dairy Flat Highway.
- (1) A building or parts of a building within the Dairy Flat Landscape Buffer area shown on IX.10.1 Silverdale West: Industrial Precinct Plan 1 must be set back from the boundary with Dairy Flat Highway by a minimum depth of 5m from the edge of the road widening boundary requirement under Standard IX.6.6, or from the legal road boundary once the road widening designation is in place.
- (2) The setback must be planted in accordance with any Landscape Buffer Planting Plan provided in accordance with Special Information Requirement IX 9(4).

Response to Submissions

5.5 I support submission 13, specifically point 13.20 in part.

5.6 I agree with the ACS submission point (#13.20) regarding the requirement of the proposed precinct to offer in situ protection of the Maurice Kelly's Homestead and Inn (R10/737). The landscape buffer is one option to give effect to this recommendation. However, as it currently drafted, a wider buffer (approximately 30m from the property boundary) would need to be set to fully encompass the area of 'remains worthy of preservation' as shown in Figure 1. In addition, vegetation management needs to be carefully considered to avoid adverse effects from inappropriate plantings. This may include deep rooting species which will impact the subsurface archaeological remains and the context, and vegetation cover which may limit access and interpretation opportunities of the site.

5.7 While I can support submission pt. 13.20. further measures of protection are required. As stated above, recommended amendments to the proposed precinct provision are provided in Appendix 1.

⁸ Note: Correct reference number is NZAA R10/737.

⁹ Note: Correct reference number is NZAA R10/737.

¹⁰ PC 103: Appendix 3: Proposed Plan Change Documents and Precinct Provisions.

6 Conclusions and recommendations

- 6.1 Overall, I support the determination of effects, conclusions and recommendations provided by the applicants' archaeologists (Clough and Associates Ltd.). While there may be professional points of difference regarding the evaluation of historic heritage values, the recommendations provided are sufficient to appropriately avoid, remedy to mitigate adverse effects on historic heritage values associated to the Maurice Kelly Homestead and Inn (R10/737).
- 6.2 However, in the current form I do not support the proposed precinct provisions. There is no identification of historic heritage values in the precinct description nor are there corresponding historic heritage provisions. This approach also does not give effect to the recommendations from Clough and Associates to avoid, remedy or mitigate adverse effects and therefore the proposed plan change may have more than minor adverse effects on historic heritage values
- 6.3 Therefore, I support the plan change with amendments. I recommend the precinct provisions are updated to include provisions for the protection and interpretation of the Maurice Kelly Complex. Recommended amendments to the proposed Silverdale West Industrial Precinct is provided in Appendix 1. These relate to the management of land disturbance activities (including planting) which may impact Maurice Kelly's Homestead and Inn (R10/737) and provides for site interpretation as a mechanism for public education and appreciation.
- 6.4 This approach will also appropriately respond to the relief sought in submission point 13.20 by Auckland Council in its capacity as a submitter.

Appendix 1: Proposed Amendments to Silverdale West Industrial Precinct

Note: text to be deleted shown as strikethrough and new text underlined.

PART B – INSERT NEW SILVERDALE WEST INDUSTRIAL PRECINCT INTO CHAPTER I

IX Silverdale West Industrial Precinct

IX.1. Precinct description

Historic Heritage

The precinct contains significant historic heritage values associated to the notable historic figure Maurice Kelly, and his homestead, public house, stables and stockyard (R10/737). The precinct provisions provide for the management of a portion of the subsurface archaeological remains associated to the 'Maurice Kelly Homestead and Inn (R10/737)', which are in a good state of preservation; the 'Maurice Kelly Heritage Management Area'.

IX.2. Objectives

(X) Historic heritage values and archaeological remains of the Maurice Kelly Heritage Management Area, are recognised, managed and enhanced within the precinct.

IX.3. Policies

Historic Heritage

(X) Recognise, manage and enhance the historic heritage values of the Maurice Kelly Heritage Management Area identified in Appendix IX11.6.

(X) Enable the use, development and adaptation of the Maurice Kelly Heritage Management Area where:

- (a) it will not result in adverse effects on the significance of the place;
- (b) it will contribute to the ongoing maintenance and enhancement of the historic heritage values of the place; and
- (c) it is in accordance with good practice conservation principles and methods;
- (d) it will not result in cumulative adverse effects on the historic heritage values of the place;
- (e) it will recover or reveal heritage values of the place;
- (f) it will secure the retention of the place.

Table IX.4.1 Activity table

Activity		Activity Status
(AX)	<u>Land disturbance within the Maurice Kelly Heritage Management Area</u>	<u>RD</u>

IX.6. Standards

IX.8. Assessment – restricted discretionary activities

IX.8.1. Matters of discretion

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

- (1) New buildings prior to subdivision; and subdivision, including subdivision establishing private roads:
 - (X) Historic heritage values of the Maurice Kelly Heritage Management Area
- (6) Development that does not comply with IX6.5 Landscape buffer (Dairy Flat Highway Interface)
 - (X) Effects on the Maurice Kelly Heritage Management Area.

IX.8.2. Assessment criteria

Historic Heritage Values

- (a) whether the proposed works will result in adverse effects (including cumulative adverse effects) on the historic heritage values of the Maurice Kelly Heritage Management Area (Appendix IX11.6) and the extent to which adverse effects are avoided, remedied or mitigated;
- (b) whether the proposed works will maintain or enhance the heritage values of the Maurice Kelly Heritage Management Area, including by:
 - a. avoiding or minimising the loss of fabric that contributes to the significance of the place;
 - b. recovering or revealing the heritage values of the place.
- (c) whether the proposed works will be undertaken in accordance with good practice conservation principles and methods appropriate to the heritage values of the Maurice Kelly Heritage Management Area;
- (d) whether the proposal contributes to, or encourages, the retention of the Maurice Kelly Heritage Management Area;

IX.9 Special information requirements

- (4) Landscape Buffer Plan
 - (X) landscaping buffer planting should consider and avoid adverse effects on the Maurice Kelly Heritage Management Area

IX.10. Precinct plans

IX11.X Appendix X Maurice Kelly Heritage Management Area



To: Dave Paul, Senior Planner, Plans & Places, Auckland Council

From: Gerard McCarten, Sentinel Planning Ltd
on behalf of Parks Planning, Parks & Community Facilities

Subject: **Private Plan Change 103 (Silverdale West Industrial Area)**
Parks Planning Assessment

1.0 Introduction

- 1.1 My name is Gerard McCarten. I hold a Bachelor of Planning (hons) from the University of Auckland. I am a full member of the New Zealand Planning Institute and have held a Making Good Decisions certification with charring endorsement since 2013. I have 23 years' professional planning experience from both public and private sectors of New Zealand and the United Kingdom. I am currently Planning Manager at Sentinel Planning Limited. I have been providing consultant planning services to the council's Parks Planning team since September 2022.
- 1.2 I have undertaken a review of this private plan change (**PC103**) by Fletcher Development Limited and Fulton Hogan Land Development (the **Requestor**) on behalf of Auckland Council's Parks Planning team in relation to open space matters pertinent to the Parks and Community Facilities Department (**PCF**).
- 1.3 For the avoidance of doubt, I confirm that I have read I confirm that I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023 and that I agree to comply with it. I confirm that I have considered all material facts that I am aware of that might alter or detract from the opinions that I express, and that this report is within my area of expertise, except where I state that I am relying on the evidence of another person.
- 1.4 I attended a site visit over parts of the plan change area by council staff and consultants in February 2024, prior to preparing my report. I have also relied on aerial photography, my general knowledge of the area and application material to understand the environment at present.
- 1.5 In writing this report, I have reviewed the following documents provided by the Requestor:
- Section 32 Assessment Report, May 2024 (**S32 Report**)
 - Proposed plan change and precinct provisions, April 2024
 - Plan Change Zoning Maps
 - Urban Design Statement, August 2023 (**UDS**)
 - Clause 23 response, April 2024
 - Clause 24 response, May 2024

1.6 Auckland Council documents I have referred to include:

- Auckland Regional Policy Statement, 2016 (**ARPS**)
- Auckland Unitary Plan – Operative in Part, 2016 (**Unitary Plan**)
- Silverdale West Structure Plan, 2020 (**SWSP**)
- Rodney West Local Paths (Greenways) Plan, June 2019 (**Local Paths Plan**)
- Parks and Open Spaces Strategic Action Plan, 2013 (**POSSAP**)
- Open Space Provision Policy, 2016 (**OSPP**)
- Parks and Open Space Acquisition Policy, 2013
- The Auckland Plan 2050, 2018 (**Auckland Plan**)
- Future Development Strategy, 2023

1.7 I have consulted with the Community Facilities' Senior Property Provision Specialist and the Parks and Places Specialist.

2.0 Assessment against public open space strategies and plans

The Auckland Plan 2050

2.1 The Auckland Plan is prepared under the Local Government (Auckland Council) Act 2009 and establishes the council's strategic direction for the next 30-50 years. It identifies six key outcomes for the region and sets out directions and focus areas for each of them. The ARPS is prepared having regard to the strategic direction of the Auckland Plan. The parts of the Auckland Plan most relevant to open space matters in PC103 are:

- Key outcome: Home and places
 - Direction 4: Provide sufficient public places and spaces that are inclusive, accessible and contribute to urban living
 - Focus area 5: Create urban places for the future
- Key outcome: Environment and cultural heritage
 - Direction 3: Use Auckland's growth and development to protect and enhance the natural environment
 - Direction 4: Ensure Auckland's infrastructure is future-proofed
 - Focus area 2: Focus on restoring environments as Auckland grows
 - Focus area 3: Account fully for the past and future growth impacts of growth
 - Focus area 5: Adapt to a changing water future
 - Focus area 6: Use green infrastructure to deliver greater resilience, long-term cost savings and quality environmental outcomes

2.2 The open space provisions in PC103 generally align with these strategic provisions, in particular providing for integration with green infrastructure and adapting to a changing water future.

Open Space Policies

- 2.3 The POSSAP is a core strategy of the council in the delivery of parks and open spaces. Appendix 1 of the Unitary Plan (Structure Plan Guidelines) refers to the POSSAP as a document to be considered in preparation of structure plans.
- 2.4 The OSPP is an implementation plan, which sets out provision targets for different types of recreational and social open space across the region. It is intended to give effect to the POSSAP.
- 2.5 Together, the POSSAP and OSPP set out four areas of focus (Treasure, Connect, Utilise and Enjoy our parks and open spaces), under which are 13 network principles that identify important qualitative factors with making decisions across the region about where open space should be located and how it is configured.
- 2.6 The focus areas and associated network principles most relevant to PC103 are:

Connect our Parks and Open Spaces:

Creating a green network across Auckland by physically and visually connecting our parks, open spaces and streets that delivers a variety of recreation, ecological, transport, stormwater, landscape and health benefits.

- Create a green network
- Link open spaces together
- Create esplanade reserves

Utilise our Parks and Open Spaces:

Recognise and maximise the diverse benefits of parks and open spaces to create a green, resilient and prosperous city with thriving communities.

- Integrate with green infrastructure
- Consider resilience

Enjoy our Parks and Open Spaces:

Create flexible, vibrant and safe spaces that meet the needs of the community, now and in the future.

- Make safe and welcoming places
- Provide the right size and shape

- 2.7 Part 2 of the OSPP sets out open space typologies and provision metrics for each. Relevant to PC103 is the 'Connection and Linkage Open Space' typology. It describes this type of open space as providing:

..contiguous networks of open space that establish recreational, walking cycling and ecological connections, integrated with on-street connections.

- 2.8 The types of amenities these spaces contain includes trails, walkways and cycleways alongside seating, bush and landscaping. The location, function, size and connectivity of parks combine to deliver a successful public open space network.
- 2.9 Neither the S32 Report nor UDS refer to the OSPP, but the OSPP does inform the SWSP, which has been considered as part of those reports and is considered in paragraph 2.18 of this report.

Rodney West Local Paths (Greenways) Plan

- 2.10 The RWLPP identifies a 'Local Path – Open Space' running south to north through the plan change providing a connection between Dairy Flat Highway and Wilks Road. The route is indicative only. These types of paths are described in the Local Paths Plan as:

Off-road Local Paths run through parks and open spaces and accommodate both cyclists and pedestrians. Together with on-street Paths, they are designed to create linkages to local centres, parks, schools and transport links including Express Paths.

- 2.11 These paths differ to Express Paths through open space, which are off-road paths intended to form the base structure of the cycleway network. Local paths are not part of the main cycle network. The path shown in this location by the RWLPP fits with the network focus area of Connecting, and the principle of Linking open spaces together.

Silverdale West Structure Plan

- 2.12 The SWSP was prepared in accordance with Appendix 1 of the Unitary Plan and after the RPLP. It incorporates the local path connection identified in that document and brings into focus the principles of the POSSAP and OSPP. Its expected outcomes are illustrated in the structure plan map in Figure i.
- 2.13 The SWSP notes that future open space needs will be considered having particular regard to the OSPP and comments that:

With respect to business zones and as a general statement, green infrastructure, conservation or connecting open space may offer some recreational opportunities. These may include esplanade reserves, stormwater related open space assets, and walking and cycling pathways. However, the provision of suburb and neighbourhood parks normally provided for within residential areas that serve a sport and recreational function is not anticipated¹.

- 2.14 There has been no change to the council's approach or expectations with regard to open space provision within industrial zones.
- 2.15 The SWSP recognises the benefits of open space and riparian corridors at 6.14.2 and 6.14.4 in that they will provide high-amenity connectivity², and contribute to a pleasant working environment and places to relax, walk or cycle in breaks³. It also notes roads fronting open space enhances safety.

¹ SWSP, section 6.8, p. 86

² WSP, section 6.14.2, p. 97

³ WSP, section 6.14.4, p. 98

Summary of expectations

- 2.16 Informed by the POSSAP, OSPP, RLPP and expressed in the SWSP, the expectation of the council for open space provision in the plan change area can be summarised as being a green network running south to north, aligned with the stream network and delivering esplanade and riparian areas with off-road connections within and through the area, integrated with green infrastructure, and connected to wider movement networks. There is no expectation for the delivery of public recreational parks given the planned business industrial use.
- 2.17 These spaces would fall into the OSPP typology of connection and linkage open space. Decisions on whether connection spaces are vested with the council cannot be made at plan change stage, but their proper function and provision should be clearly indicated in the precinct plan provisions to ensure they are appropriately designed and delivered in future stages of the land development process. In terms of mechanisms, this could involve public right of way easements over private land if it is not acquired.

Plan Change 103

- 2.18 My assessment of PC103 is that it will provide for open space by:
- relying on existing Untary Plan provisions, supported by the RMA, for open space (primarily within chapter E38 Subdivision – Urban);
 - illustrating an indicative open space network in Precinct Plan 1 that aligns with the SWSP in terms of location and extent, identifying sufficient space for esplanades and off-road connections, while also accommodating space for green infrastructure and stormwater functions;
 - containing provisions that require open space to be created in general accordance with the precinct plan;
 - containing provision that requiring future subdivision and development to be assessed against whether it delivers that; and
 - contain provisions related to ensuring appropriate building setbacks and landscaping adjoining open space.
- 2.19 The S32 Report states the proposal is largely consistent with Stage 1 of the SWSP⁴. In my opinion, PC103's indicative open space network broadly aligns with the council's strategy and policy expectations for open space provision in this area. As will be discussed later in this report, it also appropriately avoids predetermining open space zoning and ownership decisions, which are better made at later stages of urbanisation.

⁴ S32 Report, section 7.1, p. 17

3.0 Assessment of PC103 against key statutory planning documents relevant to open space

3.1 The regulatory framework for parks and open space assessment is set out below. The strategic documents described in section 2.0 of this report inform an assessment of PC103 against these higher-order statutory planning documents and provisions.

National Policy Statement on Urban Development 2020

3.2 Objective 1 of the National Policy Statement Urban Development 2020 (**NPS:UD**) is that New Zealand has well-functioning urban environments.

3.3 Policy 1 of the NPS:UD establishes that well-functioning urban environments, as a minimum (and among other things):

- (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.

3.4 Part 3 of the NPS:UD sets out a non-exhaustive list of things that local authorities must do to give effect to the objectives and policies of the NPS:UD. At section 3.5 it requires local authorities to be satisfied that additional infrastructure (which includes public open space) to service the proposed development capacity will likely be available.

3.5 The Requestor has demonstrated in its S32 Report and the UDS that a connected open space network can be provided within the plan change area. This will contribute to achieving objective 1 of the NPS:UD in a manner that aligns with policy 1(c).

3.6 With respect to section 3.5, the open space requirements for this industrial area have been established by the SWSP and OSPP as being a stormwater, esplanade and riparian network with off-road connections through the area (i.e. a green network). In my opinion, PC103 delivers on this (subject to further specific comments later in this report).

Auckland Regional Policy Statement

3.7 The relevant objectives and policies of the ARPS for open space provision are contained in section B2.7 Policies Open spaces and recreation facilities. The S32 Report provides an assessment against these specific provisions in its objective and policies assessment in Appendix 5⁵. The appended assessment is out-of-date because it is based on the plan change area including open space zoning and relies on existing provisions of the Unitary Plan Auckland that refer to open space zones. Proposed open space zoning in PC103 was removed through the clauses 23 process.

3.8 The Council has made operative on Plan Change 80, which update the ARPS to align with the NPS:UD. Relevant to open space, section B2.7 is updated to include references to well-functioning urban environments, and improved resiliency to the effects of climate change. These are addressed in the preceding section.

⁵ S32 Report, Appendix 5, page 6, August 2023.

- 3.9 In my opinion, the PC103 is still likely to give effect to the objectives and policies of the RPS contained in section B2.7. This is because, although there is no proposed open space zoning, there is still indicative open space shown in Precinct Plan 1 and proposed policy IX.3.(16) require open space to be created that is in general accordance with that plan. The location and extent of that space aligns with expectations for the open space network in this area, and therefore delivers on these RPS objectives and policies, in particular objectives B2.7.1.(1), (2) and (3) and policies B2.7.2.(1), (2), (7) and (9).

Auckland Unitary Plan

- 3.10 The S32 Report confirms future subdivision of the land after the plan change would be subject to the Auckland-wide and zone provisions of the Unitary Plan in addition to specific provisions in the plan change related to open space. I support this approach, in particular because Chapter E38 contains important provisions for open space provision that are generally applied to all subdivision across the region.

Chapter E38 Subdivision - Urban

- 3.11 The provisions relevant to open space and subdivision are found in Chapter E38 Subdivision – Urban:

E38.2. Objectives

- (2) Land is subdivided in a manner that provides for the long-term needs of the community and minimises adverse effects of future development on the environment.
- (3) Land is vested to provide for esplanades reserves, roads, stormwater, infrastructure and other purposes.

E38.3. Policies

- (10) Require subdivision to provide street and block patterns that support the concepts of a liveable, walkable and connected neighbourhood including:
 - (a) a road network that achieves all of the following:
 - (i) is easy and safe to use for pedestrians and cyclists;
 - (ii) is connected with a variety of routes within the immediate neighbourhood and between adjacent land areas; and
 - (iii) is connected to public transport, shops, schools, employment, open spaces and other amenities; and
 - ...
- (18) Require subdivision to provide for the recreation and amenity needs of residents by:
 - (a) providing open spaces which are prominent and accessible by pedestrians;
 - (b) providing for the number and size of open spaces in proportion to the future density of the neighbourhood; and
 - (c) providing for pedestrian and/or cycle linkages.
- (22) Require subdivision to be designed to manage stormwater:
 - ...
 - (f) to integrate drainage reserves and infrastructure with surrounding development and open space networks; and

- 3.12 The S32 Report states in comments about urban form, landscape and amenity effects⁶ that PC103's block layout and road structure, which follows a green spine through its centre is and shown as indicative open space in the precinct plan, would achieve a suitable green network. I agree this approach provides an appropriate layout of the structural elements to guide future subdivision.
- 3.13 Applied to future subdivision in the plan change area, Policy 10 would be relevant in delivering open space insofar as consideration of the general block patterns (which would also involve consideration of open space).
- 3.14 Policy 18 could be seen to be less relevant to this plan change for business land because it expressly relates to the needs of residents, but I consider that part (c) of that policy will remain relevant for future subdivision because the term residents can be interpreted to include residents of the wider area and the green network shown in the plan change will provide connections for residents outside the area, travelling both to businesses and through the area as a broader connection. For the avoidance of doubt, a cross reference in the precinct provisions could confirm this.
- 3.15 Policy 22 will be relevant to future subdivision under the plan change and supports the OSPP network principle of integrating with green infrastructure, which is illustrated by the indicative open space shown in Precinct Plan 1.

Chapter H17 Business – Light Industry Zone

- 3.16 Chapter H17 will continue to apply to development within the Business – Light Industry zone as it relevant to and may affect public open space. I support this approach as it is consistent with the rest of the region.

Esplanade reserves

- 3.17 Sections 229 and 230 of the Resource Management Act 1991 (**RMA**) require the provision of esplanade reserves or strips by qualifying subdivisions for the purposes of:
- contributing to the protection of conservation values;
 - enabling public access to or along any sea, river, or lake; or
 - enabling public recreational use of esplanade reserves and strips and the adjacent sea, river or lake where it is compatible with conservation values.
- 3.18 Work undertaken by the council as part of its preparation of the SWSP⁷ indicates that a 992 m length of John Creek running from the northern end of the plan change area to about 550 m from the southern end has potential to qualify as esplanade.
- 3.19 PC103 anticipates esplanade provision in accordance with the RMA during the resource consent process. I support this approach because it is consistent with esplanade provision across the rest of the region.

⁶ S32 Report, p. 42

⁷ *Silverdale Stream Classification and Esplanade Scoping*, Morhum Environmental Ltd, December 2017

- 3.20 However, I do note in section 5.0 of this report, in response to submission point 15, that PC103 should not predetermine whether esplanades are provided as reserves or strips.
- 3.21 I also note in paragraph 4.33 of this report that a standard concerned with riparian buffer planting contains a provision that appears to relate to esplanade reserves.

4.0 Assessment of PC103 content relevant to open space

Zoning and Precinct Plan

- 4.1 The Unitary Plan confirms that not all land zoned as open space is vested in the council or owned by the Crown and that it can also be held in privately ownership. Similarly, public access is not a necessary requirement.⁸
- 4.2 The precise location and extent of open space zone cannot be determined at the plan change stage. Open space acquisition is not delegated to staff and is subject to political decision-making. Open spaces are also invariably refined in location, extent and shape as development proceeds through land development and subdivision consenting processes. Parks Planning's preference is for open space zoning to occur after its location has been confirmed and established, as part of the council's regular administrative plan changes for new open space land.
- 4.3 Following discussion with the Requestor through the clause 23 process, PC103's approach to zoning for open space is not to propose any land with an open space zone. Instead, it shows a broad indicative open space zone in Precinct Plan 1.
- 4.4 I support no open space zoning in the plan change area, and the use of indicative areas of open space on the precinct plan. This clearly indicates the intended extent of the green network through the precinct, without predetermining land acquisition or precise zone boundaries ahead of detailed subdivision design and lot creation. In my opinion, the area shown on the precinct plan provides an appropriate indication of the potential area within the precinct that may be required to be set aside as open space (whether for esplanade, riparian, green network, or stormwater management purposes).
- 4.5 However, I do not support the use of the word 'zone' in the legend. Open space for the green network may be achieved on privately held land or through other measures such as riparian setbacks. I recommend that only the term 'indicative open space' is used.

Precinct description

- 4.6 Under the heading of 'Open Space' section IX.1 of PC103 describes the intentions for open space in the precinct in two paragraphs. Some suggestions were made to the first paragraph through the clause 23 process, which have been accepted by the Requestor.

⁸ Unitary Plan, H7.1 Background

4.7 A further paragraph has been added that states:

Open spaces in the Silverdale West Industrial Precinct other than esplanade reserves may be privately owned, although it is anticipated that open spaces that form part of the active mode transport network through the precinct will be vested in Council.

4.8 Requests for changes to that paragraph to clarify the scope of open spaces that the council may look to vest were declined by the Requestor in the clause 24 response. The reasons being that there is a lack of statutory basis for widening the scope of the intended open space network, and that relevant outcomes are intended to be achieved through the esplanade reserve and riparian area framework with an associated function of supporting active mode movements consistent with the intent of the structure plan⁹.

4.9 Although not directive in the way objectives and policies function, in my opinion the precinct description is important to establishing context and expectations.

4.10 The S32 Report explains the purpose of the plan change is to provide additional light industrial land in Silverdale West¹⁰ and that it is consistent with the council's planning documents – including being prepared in accordance with a structure plan as required by RPS policy B2.2.2(3) and Appendix 1 of the Unitary Plan. The SWSP brings into focus open space expectations. This include those set out in the POSSAP, which is referenced in Appendix 1 of the Unitary Plan. The requested changes were intended to provide clarity over ownership and vesting expectations, rather than widening the scope of the open space network. I consider there is a statutory route through which the intent of the open space can be set out more fully. Changes are recommended in section 7.0.

4.11 Furthermore, as discussed in paragraph 4.8 above, council ownership of open spaces cannot be predetermined at the plan-making stage. I recommend that the wording of this paragraph is amended from “*will be vested*” to “*may be vested*” to avoid false expectations.

4.12 The open space description concludes with:

Indicative open space areas are identified within the precinct; however, the exact extent and location will be determined at subdivision stage.

4.13 I support the reference to indicative open spaces but note the word ‘plan’ is missing after ‘precinct’ and recommend this be inserted.

4.14 I also support the clarity that the subdivision stage is best placed to determine exact extent and location. However, I consider the precinct provisions create an element of uncertainty as a result of the proposed activity classification (A7) which I discuss further in paragraph 4.29 below.

4.15 The final sentence of the whole precinct description, states:

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

⁹ Clause 24 response, p. 2

¹⁰ S32 Report, section 6.2, p.16

4.16 I support this provision as it confirms that the usual process for open space consideration (provided for in Chapter E38 Subdivision - Urban) will be followed in this precinct (in addition to the precinct-specific considerations). I have noted in paragraph 3.14 that the use of the word 'residents' may cause uncertainty whether it applies to this business-zoned land so I recommend that a clarifying sentence be added to remove that uncertainty.

Objectives and policies

4.17 The region-wide objectives and policies relevant to open space provision (noted in paragraph 4.17 above), would be supplemented and reinforced by the proposed policies of PC103, in particular objective IX.2.(9) and policies IX.3.(10), (12), and (16).

Objective

4.18 Objective (9) says:

- (9) Development and subdivision demonstrate the integration of green networks focused on freshwater systems with publicly accessible open space and active mode networks.

4.19 This objective more or less repeats the wording of the Unitary Plan Appendix 1: Structure Plan Guidelines, where it is a matter to be identified, investigated and addressed¹¹ (in a structure plan) under the heading of natural resources:

- (3) The integration of green networks (such as freshwater and coastal water systems, and ecological corridors) with open space and pedestrian and cycle networks, showing how they reflect the underlying natural character values and provide opportunities for environmental restoration and biodiversity.

4.20 I consider objective (9) to be insufficient. It simply takes the expectations for structure plan development and requires development and subdivision to demonstrate it instead without any further refinement or specificity to reflect how this matter has already been addressed in the SWSP.

4.21 I note also there is a discrepancy between how the Unitary Plan and the SWSP use the term 'green network' compared to the POSSAP and OSPP. It is not a defined term. The former documents use it in the context of natural networks such as rivers and ecological corridors. The latter documents use it in the context of being a singular, highly-connected network of open spaces and habitat that provide for movement of people and fauna, connected by greenways, regional trails network, seeing streets as places, connecting natural areas, and linking with the public transport network. This is carried through to the OSPP as the network principle 'create a green network', which sits alongside the principles such as 'link open spaces together' and 'integrate with green infrastructure'.

¹¹ AUP Appendix 1, section 1.4.1.(3), p. 2

- 4.22 The term is only used once in the UDS¹² and the S32 Report¹³. The contexts both appear to consider it a singular network that combine natural, open space and movement networks. The S32 Report confirms that objective (9) works with indicative open space shown in the Precinct Plan to achieve that outcome.
- 4.23 As a result, I consider the wording of objective (9) could be better aligned, because as worded its focus is on *demonstrating integration* of green networks with open space and movement networks. I consider that amending the wording to focus on *delivery* of a green network (which is an integration of natural, open space and movement networks) would better give effect to the purpose of the RMA and the NPS:UD's objective of a well-functioning urban environment (which includes being satisfied that public open space to service the development capacity will likely be available). Recommended alternative phrasing of the objective is provided in section 7.0.

Policies

- 4.24 Policy (10) is focussed primarily on the delivery of a local road network through development, but refers to how its design can support safety and amenity of the open space network. This is supported as proximity to and visibility from public roadways is an important factor in ensuring a safe open space network.
- 4.25 Policy (12) sets out the qualitative aspiration for publicly accessible open spaces by requiring their design and location contribute to:
- a network of green pathways and cycle paths;
 - a sense of place; and
 - a quality network of open spaces.
- 4.26 The term 'contribute' may not fully capture what is expected and may be too weak. The expectation of the higher-level strategies and plans are that the open space would be the green network and not just contribute to it. I recommend further refinement to the wording in section 7.0 below, that would better achieve objective (9), and align with the WSP (which brings into focus the POSSAP and OSPP).
- 4.27 Alongside policy (12), policy (16) which directs open space to:
- be in general accordance with the precinct plan;
 - function as an appropriate buffer (among other things); and
 - support active transport modes primarily in the form of esplanade reserves and riparian margins.
- 4.28 I support this policy, especially the express connection to the precinct plan and its indicative open space. But similar to policy (12), I consider some refinements are necessary that would better achieve the objective (9) and avoid creating additional purposes for esplanades that are beyond those set out in the RMA. Recommended changes are set out in section 7.0.

¹² UDS, section 1.5, p. 12

¹³ S32 Report, section 10.1, p. 42

Rules

Activity classification

- 4.29 Activity table IX.4.1 contains the activity classification (A7) Development of publicly accessible open spaces greater than 1,000 m². This activity was included in the Requestor's second clause 23 response, along with three matters of discretion under IX.8.1.(9) and corresponding assessment criteria at IX.8.2.(2). Although it's provenance and purpose was questioned at the clause 24 stage, no further explanation has been provided. It is not addressed in the S32 Report or supporting documentation.
- 4.30 The rationale for why the activity is described so specifically, applying only to development (not subdivision) and areas larger than 1,000 m² (not smaller). In my opinion, and in the absence of any support explanation in the plan change request documentation, this activity should be more broadly described and apply to subdivision and remove the area limit. This would better align with the precinct description (which says subdivision stage is when the exact extent and location of open space will be determined). And it would remove an arbitrary size trigger that could result in important connecting areas of open space that form the green network being overlooked.

Standards

Standard IX6.2 Streams and natural inland wetlands

- 4.31 Part (1)(b) of the standard restricts walkways and cycleways within the first 10 m of streams. This is supported and is consistent with Parks Planning's approach to strengthen the conservation outcome of the immediate streambank area of riparian margins. It would benefit from a clearer policy foundation and so an amendment to policy (12) is recommended to address this.
- 4.32 However, I recommend that the words "up to 2 m" are replaced with a "at least 2 m" to avoid suggesting that narrower pathways (such as 0.5 m) would be acceptable.
- 4.33 Part (1)(d) of this standard relates to preventing buildings being places within 20 m of streams that would qualify for esplanade provision. I accept such a provision is prudent and would help to prevent potential scenarios where buildings are constructed before subdivision and within future esplanade reserves. But in my opinion the setback should be 25 m to account for the 20 m esplanade plus align with the 5 m setback of the side/rear yard standard.

Standard IX6.3 Yards

- 4.34 Standard IX6.3 provides replacement yard standard for the precinct in place of the regular standard in Chapter H17. Changes have been made as part of the clause 24 response to ensure that the minimum depth descriptions applies to a greater range of open spaces, recognising that there will be a delay in the live zoning of land as open space. I support these changes.
- 4.35 I consider that the purpose of the description could be changed to include reference to *future* open space to better align with the changes that have been made to the table.

- 4.36 Part (4) of the standard matches the regular zone standard in requiring the first 3 m of side and rear yards adjoining open space to be densely planted. I consider this should make provision for Crime Prevention Through Environmental Design (CPTED) principles to ensure the outcome of development does not restrict passive surveillance of public pathways. This has been a problem for the council recently.
- 4.37 This proposed standard also allows for this landscaping requirement to be reduced in depth in situations where it adjoins a riparian yard that is between 10 and 13m in depth. It is not clear when such a circumstance would ever occur because the standard provides for a riparian yard of 10 m only. It may be conflating the terms riparian yard and riparian margin, which are defined separately in the Unitary Plan. I do not support this part of the standard, because it appears unnecessary in terms of the riparian yard and could encourage or invite inappropriate applications for reductions citing the express provision to do so. I recommend this part of the standard is clarified by the Requestor at the hearing and the wording improved or otherwise removed.

Matters of discretion and assessment criteria

- 4.38 I generally support the proposed matters of discretion and assessment criteria at IX.8.1.(9) and IX.8.2.(2). They are appropriate matters to consider. But, as with my comment in paragraph 4.29 activity classification (A7) it is unclear why they should only apply to a specific scenario. In my opinion these matters should apply to any creation (development or subdivision) of any size publicly accessible open space. I recommend they are amended to align with my recommended amendments to (A7).

5.0 Submissions relevant to open space

- 5.1 Responses to submission points that raised parks and open space matters are tabled below.

Sub Point	Submitter	Precis taken from Summary of Decisions Requested	My response
6.3	Loudene Marais	If approved require more green areas (parks).	Do not support. Both the SWSP and OSPP confirm that recreational park provision (suburb and neighbourhood parks) is not anticipated within industrial zones but that green infrastructure, conservation and connection space is. PC103 includes appropriate spaces as discussed in my assessment.
13.19	Auckland Council	a. Retain the indicative open space network as shown in Precinct Plan 1 b. Amend Precinct Plan 1 legend as follows: Indicative Open Space zone	Support. This change aligns with PCF's preference that zoning of open space occurs as part of a separate subsequent plan change after subdivision occurs. It also reflects the fact that the open space may include areas as riparian setbacks over private land (which would be zoned business).
14.43	Auckland Transport	Amend IX.8.2. Assessment criteria (1) as follows or similar: (a) ...	Support. The changes to (c) align with outcomes sought generally for open spaces that they are visible from and connect with

		<p>(i) <u>Landowner patterns and</u> the presence of natural features, natural hazards or <u>contours other constraints</u> and how <u>these this</u> impacts the placement of roads;...</p> <p>(iii) The constructability of roads and the ability for it to be <u>connected beyond any property boundary delivered</u>.</p> <p>(c) Whether roads <u>and pedestrian and cycle paths</u> are aligned to provide visual and physical connections to open spaces, including along the stream network, where the site conditions allow.</p>	<p>movement routes, and also with network principles of creating a green network, linking open spaces, and making safe and welcoming spaces.</p>
15	YJS Holding Limited	<p>Reduce the proposed open space area indicated on the property to a 20m wide esplanade "strip".</p>	<p>Do not support.</p> <p>The area of land to be provided as open space, and form the green network through the site, will most appropriately be determined at subdivision stage, informed by the provisions of the precinct provisions and precinct plan. It would be premature to reduce its indicative size at this stage.</p> <p>It is also not appropriate at this stage to determine whether a qualifying esplanade should be a strip or reserve. Chapter E38 of the Unitary Plan establishes a preference for reserves over strips and a process for determining circumstances when a strip might be acceptable. Identifying it as esplanade strip now would circumvent that process and would be without evidence to support it.</p>

6.0 Conclusion

1. Open space strategies and policies indicate that for the plan change area, which are brought into focus through the SWSP.
2. The general expectations for open space provision are around providing connection and linkage space as part of a green network running south to north, aligned with the stream network and delivering esplanade and riparian areas with off-road connections within and through the area, integrated with green infrastructure, and connected to wider movement networks. There is no expectation for the delivery of public recreational parks given the planned business industrial use.
3. PC103 provides for open space by:
 - a. relying on existing Unitary Plan provisions for open space;
 - b. illustrating an indicative open space network in Precinct Plan 1;
 - c. requiring open space to be created in general accordance with the precinct plan; and
 - d. requiring future subdivision and development to be assessed against whether it delivers.

4. PC103's indicative open space network broadly aligns with the council's strategy and policy expectations for open space provision in this area.
5. PC103 avoids pre-determining the precise extent of open space zoning and vesting decisions - which are more appropriately dealt with a later stage of urbanisation such as subdivision.
6. I have identified specific amendments that I consider appropriate to better achieve the purpose of the act, achieve the objectives and policies of the RPS and Unitary Plan, and aid implementation of the precinct provisions (once operative).

7.0 Recommended changes to PC103 text

7.1 Based on the above assessment I recommend the following amendments to the open space provisions of PC103:

- a. Amend part of IX.1 Precinct description, to establish clear parameters for open space vesting and ownership:

Open Space

The precinct will provide for high amenity walking and cycling connections through the precinct along the network of existing streams. The precinct seeks to maintain and enhance these waterways and integrate them with the public open space network as a key feature and as part of a broader green network through the wider area.

Open spaces in the Silverdale West Industrial Precinct other than esplanade reserves may be privately owned, although it is anticipated that open spaces that form part of the active mode transport network through the precinct, or form part of an integrated green network, may will be vested in Council. Indicative open space areas are identified within the precinct; however, the exact extent, and location, and ownership will be determined at subdivision stage.

- b. Reword objective IX.2.(9), to strengthen alignment with strategic outcomes:

(9) Development and subdivision delivers a demonstrate the integration of green networks within the precinct that integrates focused on freshwater systems with publicly accessible open space, and active mode networks, freshwater systems, and green infrastructure, and that connects with existing and future green networks adjoining the precinct.

- c. Amend policy IX.3.(12) to clarify requirements for publicly accessible open space:

(12) Ensure that the location and design of publicly accessible open spaces, including but not limited to riparian margins and esplanade reserves, ~~contribute to~~ achieves: a green network through the precinct including of green pathways and cycle paths, a sense of place, and a quality network of open spaces for the precinct, including by incorporating:

- (a) distinctive site features;
- (b) wetlands and streams.

d. Amend policy IX.3.(16) to provide clear direction on open space creation:

(16) Create open space (including through esplanade reserves and riparian margins) that that is in general accordance with the indicative open space Silverdale West Industrial Precinct Plan 1 ~~and while:~~

- (a) ~~functioning~~, among other things, as an appropriate buffer between streams and wetlands and adjacent industrial activity; and
- (b) ~~supporting~~ active transport modes through the precinct.
- (c) ~~avoids locating pathways too close to streams primarily in the form of esplanade reserves and riparian margins.~~

e. Amend activity classification (A7) in Table IX.4.1 to encompass all relevant development scenarios:

(A7)	Subdivision and/or d Development of publicly accessible open spaces greater than 1,000 m²	RD
------	--	----

f. Amend parts (1)(b) and (1)(d) of standard IX.6.2 to avoid suggesting narrow footpaths are acceptable, and to align the setback to an esplanade plus yard:

...

- (b) Walkways and cycleways must not be located within 10m of the top of the bank of a stream, except walkways necessary to connect to stream crossings or to avoid trees more than 10m from the top of the stream bank. Where wider riparian margins are proposed, pedestrian and cycle paths of ~~up to~~ at least 2m in width individually, or 3m where combined, are able to be provided within the area outside the margin 10m from the top of the stream bank.
- (d) A building, or parts of a building, must be setback at least ~~20~~5m from the bank of a river or stream measuring 3m or more in width, consistent with the requirements of E38.7.3.2 (Subdivision establishing an esplanade reserve).

g. Amend standard IX.6.3 to reflect changes made to the table made at clause 23 stage, to add CPTED consideration to part (4), and to remove part of (4) if it cannot be clarified by the Requestor at the hearing:

Purpose:

- Provide appropriate buffering and screening between industrial activities and open space ~~while: having regard to Crime Prevention Through Environmental Design Principles;~~ recognising the timing of open space zoning, future esplanade requirements, and the 10m riparian yard setback required by IX6.2(1)(d) which achieves an amenity and buffer function.
- (1) A building or parts of a building must be set back from the relevant boundary by the minimum depth listed in Table IX6.3.1

...

...

- (4) Side and rear yards must include a landscape area planted with a mixture of trees, shrubs or ground cover plants (including grass) within and along the full extent of the yard to provide a densely planted visual buffer (while also providing for Crime Prevention Through Environmental Design principles) for a depth of at least 3m (~~except as detailed below~~) and must be appropriately maintained thereafter. The landscaping requirement can be reduced where:

(a) side and rear yards adjoin a riparian yard that is 13m or more in width, no landscaping within the side or rear yard is required.

(b) side and rear yards adjoin a riparian yard of between 10m and 13m in width, the landscaping requirement shall be limited to a 'top-up' function, being the difference between the width of the riparian yard and 13m.

- h. Amend matter of discretion IX.8.1.(9) to align with the amendment to activity classification (A7):

- (9) Subdivision and/or dDevelopment of publicly accessible open space ~~greater than 1,000m²:~~

- (a) Location and design of the indicative open spaces shown in IX.10.2 Precinct Plan 1;
(b) Location and design of any other publicly accessible open spaces; ~~and greater than 1,000m²~~
(c) Ownership and maintenance arrangements.

- i. Amend assessment criteria IX.8.2.(2) to ensure consistency with the amendments to activity classification (A7) and matter of discretion IX.8.1.(9):

- (2) Subdivision and/or dDevelopment of publicly accessible open space ~~greater than 1,000m²:~~

- (a) Whether open spaces are provided in locations generally consistent with the indicative locations shown on IX.10.1 Precinct Plan 1
(b) Whether the location and design of open spaces integrates with surrounding natural features include the network of permanent and intermittent streams.
(c) If private ownership of publicly accessible open space is proposed, whether appropriate arrangements are proposed to provide for ongoing private maintenance.

- j. Amend the legend of IX.10.1 Silverdale West Industrial Precinct: Precinct plan:

Legend

Silverdale West Precinct Boundary
Existing permanent and intermittent streams
Collector Road
Landscape Buffer
Indicative Open Space ~~Zone~~
Key Pedestrian and Cycle Connections
Stage 1
Stage 2

Gerard McCarten
30 January 2025

Memo

17 February 2025

To: Dave Paul
cc: Peter Vari
From: Ian Kloppers

Subject: **PC103 – Silverdale West Industrial Private Plan Change**

Context

The private plan change aims to rezone approximately 107ha of land at Silverdale West from Future Urban Zone to Business - Light Industry Zone and to introduce a new precinct. The site is located south of the Silverdale motorway interchange between State Highway 1 to the east and Dairy Flat Highway to the west and extends to the south to approximately halfway to Wilks Road.

It also includes a proposed new precinct to align future subdivision and development with the provision of the necessary transport, wastewater and other infrastructure, as well as achieving specified landscape, stormwater management and ecological outcomes. As part of the proposed precinct, the applicant has proposed staging provisions and triggers to align development with the provision of infrastructure.

Auckland Council's Future Development Strategy (FDS) signals the Silverdale West stage 1 and stage 2 areas to be development ready not before 2030+. Specific transport infrastructure requirements listed in the FDS are

- Pine Valley road upgrades,
- SH1 interchange upgrades,
- New interchanges including active modes at Wilks Road, Redvale and Silverdale

1. Auckland Council's position regarding the certainty of transport infrastructure financing and funding

Supporting Growth Alliance (SGA) Notices of Requirements (NOR's)

SGA, a partnership between Auckland Transport (AT) and Waka Kotahi NZ Transport Agency (NZTA) has lodged applications for 13 NOR's, referred to as the North Projects. The North Projects are thirteen individual transport projects in Auckland's North, located between Albany and Ōrewa, in the growth areas of Dairy Flat, Redvale, Stillwater, Silverdale and Wainui East.

Some of the NOR's potentially impacting PC103 are;

- NOR 3 – New rapid transit station at Pine Valley Road, including transport interchange facilities, active mode facilities and park and ride facilities.
- NOR 7 – Upgrade to Pine Valley Road between Argent Lane and the rural-urban boundary. Upgrade to an urban arterial corridor with active mode facilities.
- NOR 8 – Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat. Upgrade Dairy Flat Highway to an urban arterial corridor with active mode facilities between Silverdale Interchange and Durey Road in Dairy Flat.

Funding and financing

There is currently no allocated funding for the three SGA NOR's related to the private plan change area. In addition, Auckland Council are not collecting any development contributions against these projects as they are not listed in the current LTP. Auckland Transport have been in ongoing discussions with the developer regarding the extent of the works required and the funding of these projects.

The Infrastructure Funding & Development Strategy (IF&DS) team have had oversight of the negotiations between Auckland Transport (AT) and the applicants since September 2024 to ensure there is no potential impact on Councils funding and financing situation.

It is noted that the developer proposed to fund and deliver a number of transport upgrades to enable their development. However, one critical transport infrastructure project upgrade intended to be included in an agreement, is subject to negotiations seeking to increase the extent of this upgrade. Negotiation on the following project therefore remains ongoing:

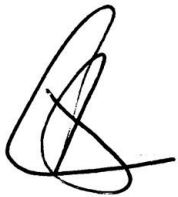
Upgrade Dairy Flat Highway along the full length of the PPC103 frontage. Upgrades to include:

- Kerb, footpaths berm, separate bi-directional cycle facility, bus stops and pedestrian connections the full length of the precinct frontage from the Silverdale interchange to the southern boundary of the precinct.
- Active mode linkages to the northern side of Dairy Flat Highway between Pine Valley Road to the existing/upgraded northern Silverdale Interchange pedestrian path.
- New/upgraded bus stops (pairs) with shelters on both sides of Dairy Flat Highway and an additional bus stop along Pine Valley Road for bus routes from Hibiscus Station that turn right into Pine Valley Road.

Auckland Transport does not have any funding allocated to these upgrades.

IF&DS also understand that NZTA are discussing the possibility of charging a Financial Contribution for this development. The intention behind the Financial Contribution would be to ensure developers “going early” will pay their fair and equitable share towards cumulative infrastructure requirements. However, it is IF&DS understanding that a funding gap will remain on the SGA NOR projects, the timeframe of this funding becoming available is not known.

The above is the view of the Infrastructure Funding & Development Strategy team, applying a funding and finance lens only. Nothing in this memo should be read as a transport technical expert opinion.

A handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke at the bottom.

Ian Kloppers
Head of Infrastructure Funding & Development Strategy

Memo (technical specialist report to contribute towards Council's section 42A hearing report)

29 November 2024

To: Dave Paul, Senior Policy Planner, Auckland Council

From: Cara Francesco, Senior Specialist Heritage, Auckland Council

Subject: Private Plan Change – PC103: Silverdale West Industrial Area, Built Heritage Assessment

1.0 Introduction

- 1.1 I have undertaken a review of the private plan change (PC103) on behalf of Auckland Council relating to effects on historic heritage.
- 1.2 The scope of my review is specifically on built heritage of potential historic heritage significance. This advice does not address effects on archaeology, which is the subject of a separate review (memo prepared by Rebecca Ramsay, Senior Specialist Heritage). My review also does not address effects on mana whenua cultural values.
- 1.3 I have a Bachelor of Planning (First Class Honours) from the University of Auckland. I have worked for the Auckland Council in historic heritage policy for approximately fourteen years. In this time, I have undertaken historic heritage evaluations, inputted into plan changes, and worked extensively with the Methodology and guidance for evaluating Auckland's historic heritage.¹ I provided built heritage input into the Auckland Council, Silverdale West Dairy Flat Business Area Structure Plan.
- 1.4 In writing this memo I have reviewed the following documents:
- Appendix 1: Plan Change Maps
 - Appendix 2: List of Properties included in Plan Change Area
 - Appendix 3: Proposed Plan Change documents and Precinct
 - Appendix 4: Silverdale West Structure Plan
 - Appendix 5: AUP Objectives and Policies Assessment
 - **Appendix 14: Heritage assessment: Archifact Limited, Silverdale West 1732 and 1744 Dairy Flat Highway Silverdale, Auckland, for Fletcher Development Limited, final, August 2023.**²

¹ Auckland Council. *Methodology and guidance for evaluating Auckland's historic heritage*. Version 2. August 2020. Accessed from: <https://www.aucklandcouncil.govt.nz/arts-culture-heritage/heritage/protecting-our-heritage/Documents/methodology-guidance-evaluating-aucklands-historic-heritage.pdf>

² Set out in bold as this is the key document addressed in this memo

- Appendix 15: Archaeological Assessment: Phear, S., Shakles, R. and Cameron, E. October 2023. *Proposed Plan Change – Silverdale West, Auckland: Archaeological Assessment*. Prepared for Fletcher Development Ltd.
- Section 32 Assessment Report: Silverdale West Precinct, Private Plan Change Request, RMA Schedule 1 Clause 24 Update – 17 May 2024, section 10.11.2.

1.5 In the context of the plan change, the two sites that are the subject of this memo have not been inspected from within the site, only from the public realm. A site visit to the plan change area more generally was undertaken on 19 February 2024, including onsite at 1636 Dairy Flat Highway.

2.0 Key issues

2.1 The key issue is whether the residences at 1732 and 744 Dairy Flat Highway Silverdale demonstrate historic heritage values that warrant statutory management in the Auckland Unitary Plan Operative in Part 2016 (AUP).

3.0 Applicants' assessment

3.1 The applicant's assessment (Appendix 14) is sufficiently detailed and provides an historical overview of both property's land and building histories. The assessment does not fully align with the assessment criteria headings in B5.2.2., however, the relevant technical content considered necessary to assess the values in my opinion is sufficiently contained within the report.

3.2 The applicant's assessment notes that "The CHI [Cultural Heritage Inventory] assessment of 1732 and 1744 Dairy Flat Highway place some emphasis on the early ownership of the land of the respective subject sites. Further research into these early landowners, R. P. Small and A. G. Sainsbury, has been unable to establish their significance within the locality and their associations with the dwellings on site".³

3.3 In section 12 (conclusions), the assessment notes "The dwellings at 1732 and 1744 Dairy Flat Highway demonstrate minor physical attribute values, both maintaining moderate levels of integrity despite later modifications. The value of restoration and relocation should be considered for these two dwelling. A large degree of the original form, layout, and features of the original dwelling at 1732 Dairy Flat Highway remains legible and provided with the opportunity to remove later additions and restore the earlier fabric, would enhance its recognised values".⁴

3.4 The assessment finds that "The villa at 1744 Dairy Flat Highway is representative of the practice of relocating good architecture having been relocated twice since its construction. The industrial development of the land surrounding the villa has negatively impacted its relationship with its site and surrounding context. It would not be inappropriate or adversely effecting to consider the sale and relocation of the villa to a new site. It provides the potential

³ Appendix 14, Archifact heritage assessment, p 38

⁴ Ibid

for the villa to establish a better, more appropriate relationship with its new site, and would encourage its repair and maintenance, possibly restoration, enhancing its recognised values”.⁵

3.1 In relation to 1732 Dairy Flat Highway, the assessment concludes that “the dwelling at 1732 Dairy Flat Highway demonstrates minor physical attribute values. The original square footprint dwelling from the around the 1920s remains largely legible despite the significant 1980s addition to the east. The dwelling has minor context value for its association with its original site for over 90 years”.⁶

3.2 In relation to 1744 Dairy Flat Highway, the assessment notes that “the villa was relocated to its current position in 1984, after having been relocated once before [in the area]. Notwithstanding later modifications, the dwelling at 1744 Dairy Flat Highway has minor physical attributes being representative of a late Victorian villa”.⁷

3.3 The assessment concludes that the dwellings are of no historic heritage significance to the locality or region and “there is nothing we can see from an historic heritage position that would in any way constrain removal or demolition” of the dwellings.

4.0 Assessment of built heritage effects

4.1 I agree with the findings of the Archifact Limited heritage assessment that neither building/place at 1732 Dairy Flat Highway and 1744 Dairy Flat Highway, Silverdale meets the AUP historic heritage criteria and thresholds to be eligible for scheduling in the AUP.⁸ This test being that:

“the place has considerable or outstanding value in relation to one or more of the evaluation criteria in Policy B5.2.2 (1);
and (b) the place has considerable or outstanding overall significance to the locality or greater geographic area”.⁹

4.2 I do not consider that additional or alternative management methods (such as precinct provisions) in this instance needs to be considered given the limited historic heritage values which have been identified.

4.3 Both residences are recorded in Tūtangi Ora (formerly the Cultural Heritage Inventory (CHI). I consider it most appropriate that the details from the Archifact Limited heritage assessment inform updates to the Tūtangi Ora database records for these two places, and that the report is saved to the database (pending the permission of Archifact, who hold copyright on the report).

⁵ Ibid

⁶ Appendix 14, Archifact heritage assessment, p 4

⁷ Ibid

⁸ AUP chapter B5 5 Ngā rawa tuku iho me te āhua - Historic heritage and special character, B5.2.2

⁹ AUP, B5.2.2 (3)

4.4 There are no matters of contention that warrant being explored in relation to the built heritage assessment undertaken by the applicant.

3.0 Submissions

3.1 There are no primary submissions addressing or seeking relief relating to built heritage to be considered. Accordingly, there are no relevant further submissions identified to be considered as part of this memo.

4.0 Conclusions and recommendations

4.1 In my opinion, the applicant has adequately assessed the private plan change effects on the environment related to built heritage effects.

4.2 I recommend updates to the Tūtangi Ora heritage database to reflect the findings of the Appendix 14 Archifact Limited heritage assessment.

4.3 In my opinion, there are no outstanding matters to be addressed or considered further for built heritage in relation to Proposed Plan Change 103.

4.4 I am able to support the plan change in relation to built heritage matters without modifications.

Attachment 4A Silverdale West Industrial Area Structure Plan Business Land Assessment

Silverdale Business Land Assessment

17 May 2018 –draft final

m.e
consulting



Silverdale Business Land Assessment

Prepared for

Auckland Council

Document reference: ACL129.17

Incorporating feedback from AC Planning and Chief Economist Office

Date of this version: 17 May 2018

Report author(s): Derek Foy, Nadine Cronjé

Director approval: Douglas Fairgray

Disclaimer: Although every effort has been made to ensure accuracy and reliability of the information contained in this report, neither Market Economics Limited nor any of its employees shall be held liable for the information, opinions and forecasts expressed in this report.



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1 Introduction

Market Economics (M.E) was commissioned by Auckland Council to provide an assessment of the business land requirements in the Silverdale Wainui Dairy Flat Future Urban Zone.

1.1 Background

Silverdale is a long-established community located at the entrance to the Whangaparaoa Peninsula, some 30 km north of the Auckland CBD. The area is now one of high growth, and recently a large retail centre has developed adjacent to an existing small local centre, to provide for the needs of the growing population in the area. To date that growth has been predominantly east of State Highway 1, but very significant future growth will also occur to the west of the Highway, requiring a large amount of new infrastructure, including retail and services space, and new local employment opportunities.

This assessment has been commissioned by Auckland Council to contribute to planning for that growth. Just over 3,200ha of land in Silverdale Wainui Dairy Flat was zoned Future Urban Zone (FUZ), and just over 300ha with live urban zonings, in the operative in part Auckland Unitary Plan (AUP) to accommodate future growth in northern Auckland. That FUZ zoning indicates an intention that the land will in the future change from the current rural use to some alternative (urban and business) use, and is therefore a transitional zone. Conversion to use for urban activities can only occur following due process, which involves preparation of a structure plan and subsequently a plan change to rezone the land for urban purposes. That process requires consideration of the type and extent of the proposed urban activities, including in the context of the surrounding urban environment.

Auckland Council (Council), Auckland Transport, and the NZ Transport Agency have undertaken a high-level assessment of preferred land uses for the Silverdale Wainui Dairy Flat (SWDF) FUZ (the “Supporting Growth” study), including residential, business land and centres, along with transport infrastructure.

1.2 Objective

The purpose of this report is to make independent recommendations as to the appropriate area required in Silverdale Wainui Dairy Flat for and the location of current and future business land (defined for the purposes of this assessment as land with a Light Industry or Heavy Industry zoning), with reference to Council’s work. The recommendations are to take into account the Future Urban Zone in the area, the neighbouring rural areas, the existing Hibiscus Coast and North Shore, along with the characteristics and capacity of the area to accommodate growth.



2 Methodology

This section describes the methodology applied to project future demand for business land in SWDF.

2.1 Background

Demand for business (Light and Heavy Industry) land followed an approach applied for the AUP hearings in 2016. For that work M.E was commissioned by Council to undertake an assessment of region-wide business land demand. Subsequently M.E was asked by the Hearings Panel to undertake a detailed assessment (the 'IHP work') to address several key matters of interest.

The approach applied for that assessment was to:

- Define six sub-regional catchments, four urban catchments (North, South, Central and West) and two rural catchments (North and South).
- Quantify current employment, and project future employment in each catchment, and in each of 48 economic sectors.
- Establish a relationship between employment in each of the 48 sectors and the zone in which it locates.
- Apply an estimate of the workspace ratio (WSR) required to accommodate each employee. This is a measure of floorspace per employee.
- Convert floorspace estimates to land area estimates, using floor area ratios (FAR¹).


The assessment was undertaken for all business zones (Light and Heavy Industry, Mixed Use, General Business etc.) separately, using detailed land use survey data relating to employment density and built form. For this project the same approach was applied, although with some specific consideration of employment distributions in southern Rodney, as described below, and limited to the LIZ and HIZ.

The IHP work has now been updated as part of the Council's National Policy Statement on Urban Development Capacity (the "NPS"). The results changed relatively little from the IHP work, given that the large mass of commercial supply that has not changed since the IHP work. Background to the NPS work is provided in section 3.4.

2.2 Current employment distribution

The first stage in the assessment of business land demand is quantifying current employment by location within south Rodney, which was done as follows:

¹ A measure of development intensity which is a ratio of a building's total floor area to the land area the building occupies. If the building is single level, a FAR of 0.4 indicates the building footprint takes up 40% of the site. A two-level building which occupies 40% of the site would have a FAR of 0.8.

- 
- Define catchments relevant to assessing demand for Silverdale’s business land, using as a base the Urban North catchment used in the IHP/NPS work, and then including smaller subcatchments for Method 2 of this project, as described in section 4.2.1.
 - Source Statistics NZ Business Directory data (2016) for total employment in each meshblock by ANZSIC industry sector.
 - Source GIS zoning files from Council, and quantify meshblocks’ zoned area by zone type.
 - Allocate each employment sector (ANZSIC) to the type of zone it is most likely to occupy. For example, in a meshblock where there is an area zoned residential, some rural land and land zoned Light Industry, assume that manufacturing employment is located in the Light Industry zone. In practice many meshblocks have only one or two zones, and so the allocation of employment to zone is straight forward, and all instances of very large employment meshblocks were checked manually to accurately allocate large employers to the correct zone, using aerial photography. The output of this is total employment in the catchment by meshblock and by zone. Of most relevance to this assessment, this output yields total 2016 employment on Light Industry land in the study area, which is the basis of the land demand projections.

This process was applied to calculate the distribution of employment in the Light Industry zone (LIZ), and Heavy Industry zone (HIZ)

2.3 Vacant Business land assessment

An assessment of vacant land is in some cases subjective. Sometimes referred to as ‘vacant potential’, land can be partly occupied but significantly underutilised for its zoned purpose. For example, several buses parked on a large LIZ parcel next to a small shed indicates some degree of use, however with potential for redevelopment. This type of land has been assessed as vacant for this study.

Subjectivity arises because not all low intensity uses indicate redevelopment potential. Many industrial uses such as yards, depots and storage areas are required to support the function of industrial zones, but are low intensity, and do not necessarily require buildings. These type of activities have been assessed as not vacant for this study, because even though they might be low intensity, and therefore able to be replaced by a more intensive use of land, they would then likely have to relocate to other business land elsewhere. For this study every site in North Shore City and southern Rodney was reviewed individually, using aerial photography from two sources and using Google Streetview and online searches to cross check activity types and development changes. In some cases this resulted in changes to the vacant capacity that was applied in the NPS.

2.4 Employment projections

The key output from the current employment distribution (2016 employment on business land in the study area) is then used as the starting point for projections of future employment on SWDF’s business zoned land. Three different scenarios were employed to project demand for future industrial land (labelled as several employees per household):

- Method 1 (Urban North): the IHP work divided the Auckland Region into six parts², and projected industrial land demand for each. The study area is within the Urban North area, and so the employment and land projections for the Urban North are used to assess potential demand for land in each business zone (LIZ and HIZ) in SWDF.
- Method 2 (Catchment): this method drives future demand for business land in the study area by household growth in the area, so that the future employee per household ratio is the same as current, and employment grows at the same rate as household growth.

Land demand projections present the range assessed under those scenarios.

2.5 Land demand projections

For each of the employment projections methods described above, the next step is to calculate the floorspace and land area required to accommodate that employment. That process is the same as the modelling undertaken for the AUP hearings, as follows:

- Apply an estimate of the workspace ratio (WSR) required to accommodate each employee. This is a measure of floorspace per employee.
- Convert floorspace estimates to land area estimates, using floor area ratios (FAR).

For this assessment a key assumption is what density to assume for future employment. The AUP assessment was undertaken for sub regional catchments (as described in section 2.6). As described above, the IHP work was undertaken for six sub regional catchments, and the Urban North's WSR and FAR were applied for this assessment's demand projections for land zoned LIZ and HIZ.

2.6 Growth projections

Household projections used in the assessment were derived from information supplied from Council's ART (Auckland Regional Transport) Model. The ART model produces a preferred set of projections, which were adopted for this study, and the ART output used was "Scenario I Modified, Version 11". In the FUZ, the ART model understates the likely quantum of growth, and so the Future Urban Land Supply Strategy (2017) (FULSS) was used to inform the ultimate number of households in the FUZ, and when they might form. There is a high degree of uncertainty about that formation profile, given the relatively long time until the area becomes development ready, however the important point is the ultimate capacity of the area, as that is what will be the key driver of ultimate centre size.

Council's ART Model growth projections have a 2046 horizon, and so to the 2048 estimates presented in this report are extrapolated from the times series of ART projections. Some ART zones are projected to have reached capacity by 2046, in which case nil additional growth is applied for them to 2048.

² Four urban areas (Central, North, West and South) and two rural area (North and South)

3 Silverdale Business land

This section summarises the current distribution and amount of business land in the study area, and provides a summary of the FULSS.

3.1 Business land zoning

This study has assessed existing live zoned areas in and around Silverdale to provide an indication of current business land supply. Data from Auckland Council was sourced to quantify total vacant and vacant potential land within each area, and that data was then checked using aerial photography to take into account recent developments. Relevant to this study are four main areas of Business land at:

- North Shore (469ha LIZ, across all areas).
- the existing industrial area around Forge and Foundry Roads in Silverdale (57ha LIZ, and 29ha HIZ).
- a small area of 11.3ha LIZ at Dairy Flat.
- a larger 30.3ha area of LIZ at the Highgate Business Park near Millwater, where most sites have been sold and many are currently being built on, although all are recorded as vacant for this assessment (Figure 3.1).

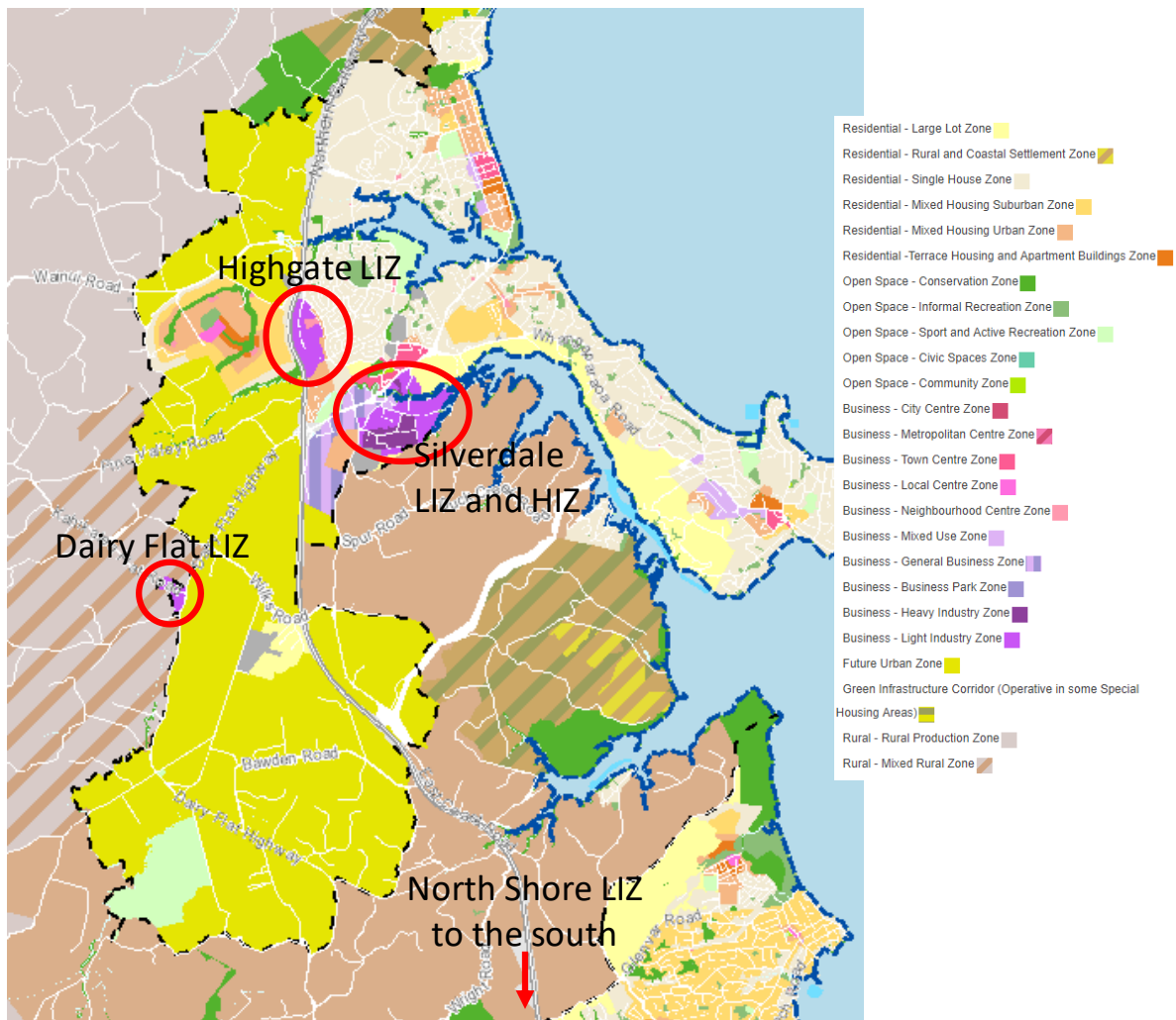
Figure 3.1: North Shore and Southern Rodney Business Land stocks (ha, 2017)

	Total Zoned Area		Vacant		Vacant %	
	Light Industry Zone	Heavy Industry Zone	Light Industry Zone	Heavy Industry Zone	Light Industry Zone	Heavy Industry Zone
North Shore City	469.1	-	8.8	-	2%	0%
Silverdale	57.3	28.6	18.1	2.5	32%	9%
Dairy Flat	11.3	-	6.6	-	58%	0%
Highgate	30.3	-	30.3	-	100%	0%
Total	568.0	28.6	63.8	2.5	11%	9%

In total across the four areas there is 568ha zoned for LIZ, and 29ha for HIZ, of which 64ha LIZ (11%) and 2.5ha HIZ (9%) are vacant land. In total 79% of the Business land across North Shore and Southern Rodney is within North Shore, but only 13% of the vacant land (9ha) is there. This indicates that there is already some pressure on Business land on the North Shore, and given the more mature nature of the urban environment there, this implies that SWDF will accommodate most of the future growth in Business land north of the Harbour Bridge.

The spatial distribution of that Business land is shown in Figure 3.2.

Figure 3.2: Silverdale Wainui Dairy Flat Business land (operative AUP zoning, as at July 2017)



3.2 FULSS

The Future Urban Land Supply Strategy (2017) sets out the order in which FUZ land in Auckland is expected to be made available for development over the next 30 years. Six areas within SWDF are delineated in the FULSS, and are identified as to when they will be development ready:

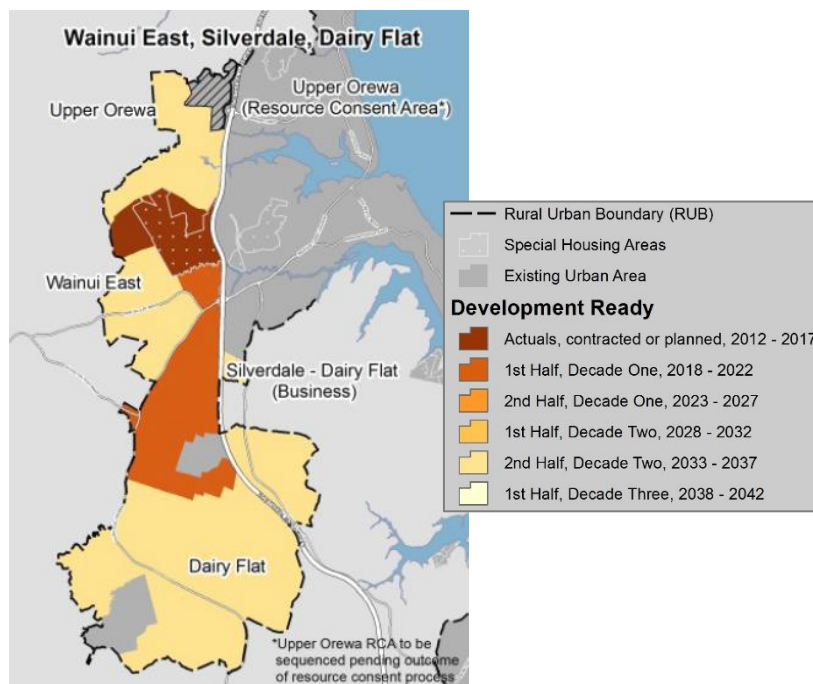
- Upper Orewa resource consent area - ready for development now
- Wainui East – 2017, live zoned
- Silverdale Wainui Dairy Flat FUZ (Business) (2018-2022)
- Silverdale Wainui Dairy Flat FUZ (remainder) (2033-2037)
- Wainui East FUZ (remainder) (2033-2037)
- Upper Orewa FUZ (2033-2037).



Note that these timings are from the 2017 refresh of the FULSS, in which timings differ slightly from the initial 2015 version. The residential capacity of these areas is also identified, with capacity for 4,500 dwellings in Wainui East (live zoned part), 575 dwellings in Upper Orewa (consented), 20,400 dwellings in Silverdale Wainui Dairy Flat (remainder) and 7,400 in Wainui East (remainder). Upper Orewa’s capacity is included in the Wainui East capacity. The total dwelling capacity across all these areas identified in the FULSS is 32,875 dwellings.

Note that this ‘development ready’ timing does not imply that development will actually start at that time, and certainly not that development will be complete at that time. Instead the dates indicate when development in the area could begin. In practice it will be many years before each of the areas is fully developed, with the development rate being influenced by market attractiveness, the owners/developers’ willingness to develop and underlying, regional growth trends.

Figure 3.3: FULSS future urban area sequencing



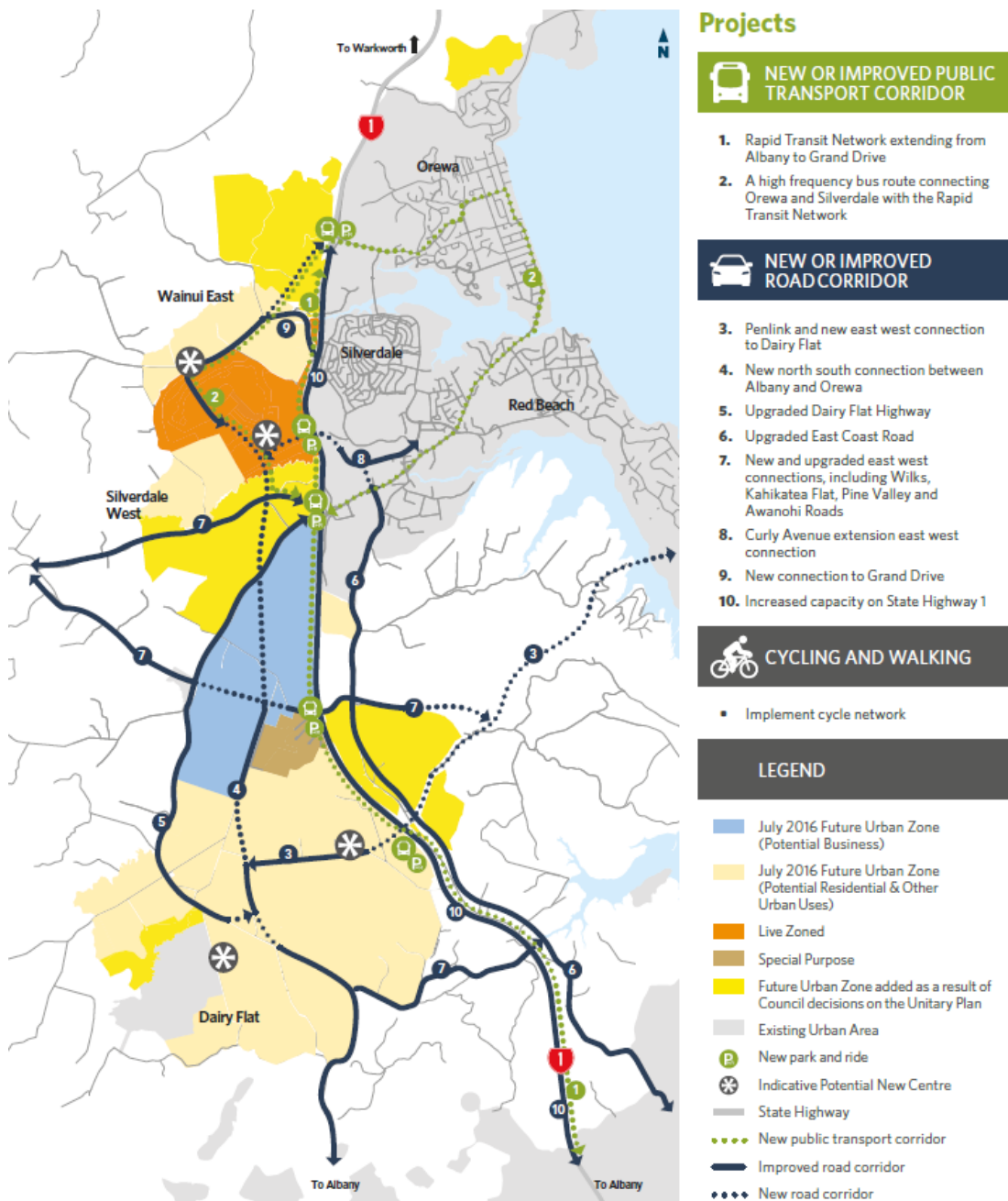
3.3 Supporting Growth project

As discussed above, the FUZ has not yet been split into different zones, other than the few small parts which were live zoned as a result of the AUP hearings, and some indications provided by the Supporting Growth project (Figure 3.4). The Supporting Growth indication is that over 600ha of the FUZ could potentially become future business land (the blue areas in Figure 3.4), although that is only an indication, and any zoning process will occur gradually and for different pieces of land, subject to the findings of reports such as this one, structure plans and finally plan changes. The Supporting Growth business land area provides some initial baseline for this assessment to report back against.

The Supporting Growth work takes into consideration high level constraints about where Business land can establish. These will need to be considered in more detail when advancing plan changes to live zone

the land, given the need for particular characteristics for Business land which usually include large, flat sites that are located close to transport links, but not located too close to sensitive receiving zones (especially residential). Those constraints will limit where Business land can be zoned, and the yield of usable Business land from the initial gross area.

Figure 3.4: Supporting Growth FUZ potential land uses³



³ <https://at.govt.nz/media/1973819/supporting-growth-full-brochure.pdf>



3.4 NPS Urban Development Capacity

The NZ Government has produced a National Policy Statement on Urban Development Capacity (the “NPS”). That document set out certain requirements for councils, particularly in high growth areas such as Auckland, to provide evidence that they are providing adequate capacity for growth⁴. To meet its obligations under the NPS, Auckland Council commissioned Market Economics to undertake an assessment of demand and supply of business land across the region, including all centre zone types, industrial zones and other businesses zones such as the Mixed Use and General Business zones.

Market Economics completed that assessment in late 2017, and the work is now being reviewed by the Ministry of Business, Innovation and Employment, the government department with jurisdiction over NPS matters. The work completed by Market Economics assessed that in the Urban North catchment there would be demand for an additional 493,904m² of floorspace in industrial zones by 2048⁵. That floorspace translates into an additional 164.6ha of industrial land needed by 2048 (assuming FAR of 0.3, as described in the report).

That projection represents a single possible outcome of future land demand, and is based on a medium growth economic outlook, as required by the NPS as a minimum threshold. The projection forms part of a larger regional analysis that quantifies total regional economic growth, and distributes that growth around the region. That sub-regional allocation is driven by an assessment of suitability for development for each type of land use, using a Machine Learning Model (MLM) algorithm that takes into account vacant land capacity, existing land uses, transport network accessibility, and proximity to other similar activities.

A key characteristic of this modelling is that growth can only be allocated to a location in the NPS assessment if there is adequate zoned vacant capacity available now, and so the model does not attempt to allocate business activity to greenfields (e.g. FUZ) areas. Areas that are intended to be developed for some business activity in the future, in line with regional planning strategies, are effectively excluded from the NPS assessment. That means that the only growth in industrial activity anticipated in Silverdale and elsewhere in the Urban North is on existing zoned land. The creation of more zoned industrial land, such as might be expected in the Silverdale FUZ, would be significant as it would likely result in more regional growth being allocated to Silverdale, and less to other locations (as shown in the NPS modelling).

The Method 2 (Catchment) approach applied in this study represents an alternative land demand future, unconstrained by a lack of existing zoned land, and attempts to describe how much industrial land might be required given the perpetuation of recent historic employment and labour force trends in the Urban North.

⁴ Sufficient supply to match demand in the short (0-3 years), medium (3-10 years) and long (10-30 years) term.

⁵ <http://www.knowledgeauckland.org.nz/publication/?mid=1781>, p235 (Figure 3-8)



4 Business land demand

This section provides an assessment of the demand for business land in SWDF, and is intended to provide a high-end estimate of future land requirements which then gives greater confidence that the future land supply will meet demand. Demand assessed in this section covers the Light Industry zone (LIZ) and Heavy Industry zone (HIZ). Not included are the General Business zone, Mixed-Use zone and centres, which fall outside the scope of this work and may be addressed as the subject of a future study.

Those other zone types are more permissive to a wider range of business activity, including retail and offices. While those zones could accommodate many of the same activities as the LIZ (given the activity status of industrial activities in them) providing broad new areas of those zones would result in challenges in the way of centres planning, and maintaining the centres hierarchy and focussing particular types of activity in centres. Such zones will be provided for in other parts of the Future Urban zone and be subject to structure planning for those areas. For those reasons it will appropriate to have a much smaller area of those zones⁶, and for those to be the subject of a separate study.

To recap, two scenarios are presented here:

- Method 1 (Urban North): employment and land projections are driven by projected growth in the Urban North part of Auckland (North Shore and Hibiscus Coast) from work completed for the IHP.
- Method 2 (Catchment): employment and land projections are driven by household growth in the area, and in a manner that is consistent with recent historical employment and labour force trends, unconstrained by any predetermined land availability limits. The merits of this approach are that a new industrial growth area can be created to fit with regional and sub-regional planning objectives and policies, unlike Method 1 which reflects the constraint that is created by current land zoning.

4.1 Method 1 (Urban North)

4.1.1 Business land demand

The IHP work (discussed in section 3) indicates that there will be demand for an additional 146ha of business land by 2038, and 213ha by 2048, in the Urban North area⁷. That 2048 total will be dominated by demand for LIZ land (207ha), with demand for only 6ha of HIZ. Those demands are driven by regional economic growth outlooks and projected population growth and are influenced by the current distribution of economic activity and zoned business land.

⁶ Or else to include precinct overlays with restrictions as to certain types of activities, so as to, for example, limit the total quantum of retail activity that might locate in them.

⁷ North Shore and the southern part of Rodney, including Orewa, Whangaparaoa and Silverdale



Figure 4.1: Urban North Business land growth over 2016 (ha)

Zone	2016	2018	2028	2038	2048
Heavy Industry	-	0.4	2.3	4.3	6.2
Light Industry	-	12.9	77.6	142.2	206.9
Total	-	13.3	79.9	146.5	213.1

4.1.2 Vacant land

Some of that projected growth will be able to establish on land that is currently vacant, or significantly under-utilised (referred to as ‘vacant potential’), as described in sections 2.3 and 3.1. There is some 66ha of vacant business land in the Urban North area now that would be available for development, including 64ha of LIZ, and nearly 3ha of HIZ (Figure 4.2).

Figure 4.2: Urban North catchment vacant Business land 2018 (ha)

Zone	Vacant
Heavy Industry	2.5
Light Industry	63.8
Total	66.3

4.1.3 Silverdale Wainui Dairy Flat Additional Business land required

Given current vacant land in the Urban North, and projected demand growth, it will be some time before additional zoned land is required in the area. At a projected average annual growth rate of 6.5ha per year in the Urban North out to 2048, and current vacant business land of 66ha, further supply of LIZ land is not expected to be needed until about 2025, and over 140ha of additional LIZ land (i.e. more than what is currently zoned) would be needed by 2048, along with around 4ha of HIZ land (Figure 4.3).

Figure 4.3: Method 1: Urban North catchment demand shortfall at each time (ha, net of roads etc, includes UDS 15% buffer)

Zone	2016	2018	2028	2038	2048
Heavy Industry	-	-	-	1.8	3.7
Light Industry	-	-	13.8	78.4	143.1
Total	-	-	13.8	80.2	146.8

However, these projections are based on the assumption that existing demand patterns continue. If a large quantum of new land were to be zoned in the Urban North, such as in the SWDF, that zoning would potentially result in a redistribution of regional economic growth, making the Urban North a more attractive LIZ location. That is essentially a case of “build it and they will come” (to some extent), and would mean that the existing preferences which the IHP work is based on would change. That potential change is taken account of in the Method 2 assessment below.



The projections in Figure 4.3 are net of roads etc, and can be converted to gross numbers by applying an assumed proportion that would be occupied by roads etc. The actual net to gross yield will be influenced by topographic factors, the layout of the roading network etc., and could only accurately be determined once appropriate land is chosen, and design work is completed. The important output from this assessment is therefore the net figure, however we also present a gross estimate (Figure 4.4) by assuming that business land will occupy 72.5% of the gross area, with the balance used for road reserves etc. That 72.5% is only an approximate gross to net conversion factor, and is calculated as the mid-point of 70% and 75%, both of which numbers are often applied as an indicative gross to net conversion factor.

Figure 4.4: Method 1: Urban North catchment demand shortfall at each time (ha, approximate gross)

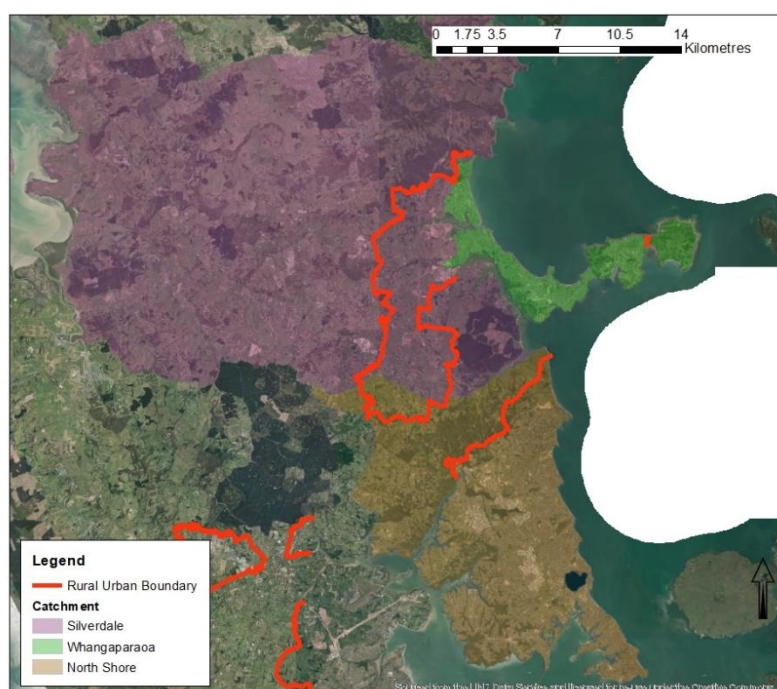
Zone	2016	2018	2028	2038	2048
Heavy Industry	-	-	-	2.4	5.1
Light Industry	-	-	19.0	108.2	197.4
Total	-	-	19.0	110.6	202.5

4.2 Method 2 (Catchment)

4.2.1 Catchment

The catchment used for Method 2 is defined with reference to how Silverdale will function as an industrial area within Auckland. The catchment was defined to include all areas between the Harbour Bridge and half way to Warkworth, and constrained by the presence of large future industrial areas in the north-west (such as Whenuapai). The catchment applied is shown in Figure 4.5.

Figure 4.5: Method 2 catchments





The North Shore subcatchment does not correspond exactly with the boundary of the former North Shore City Council, rather the boundary was defined to be roughly half way between the existing Silverdale industrial area and Albany.

4.2.2 Approach

This method differs to Method 1, as it assumes that future workforce growth will be driven by underlying population growth, whereas Method 1 assumes a particular share of total regional economic growth. The process used for Method 2 uses the following base data:

- Historic and current household counts in each subcatchment.
- Historic and current employment counts in each subcatchment, both in total across all zones and on industrial zoned (LIZ and HIZ) land specifically.
- Household projections (per section 2.6).

That data is used to:

- Assess historic employment trends, including in per household terms, and the share of all employment that has been based in industrial zones.
- Assess past trends to project forward potential future trends of employment per household and industrial share of employment.
- Project forward total future employment (by applying assumed per household employment ratios).
- Project forward future employment likely to be based in industrial zones.
- Allocate future industrial zone employment capacity across the catchment, with reference to capacity constraints.

4.2.3 Input data

Historic employment per household

Silverdale has experienced more rapid growth than Whangaparaoa and North Shore since 2000, albeit off a smaller base, and now comprises 6.3% of catchment households, up from 4.4% in 2000 (Figure 4.6).

Figure 4.6: Catchment household counts (2000-2016)

Year	Silverdale	Whangaparaoa	North Shore	Total
2000	3,750	11,640	70,690	86,080
2004	4,200	13,160	74,990	92,350
2008	4,790	14,580	78,880	98,250
2012	5,560	15,830	82,290	103,680
2016	7,110	17,360	88,480	112,950



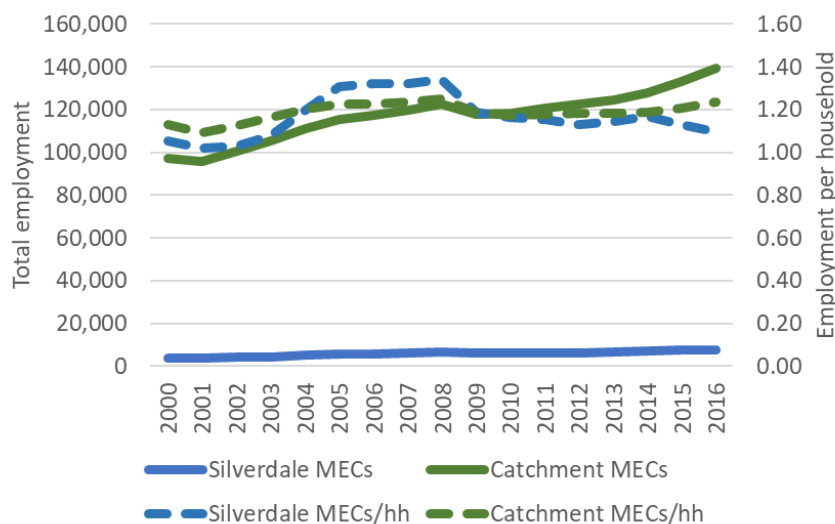
North Shore is by far the dominant subcatchment in terms of both household numbers and employment, both industrial and other. However, capacity constraints will result in Silverdale continuing to grow in relative importance. Currently Silverdale accommodates 9.3% of the catchment’s employment located in industrial areas (3,040 workers, or MECs⁸), and 4.5% of other employment (4,760) (Figure 4.7). North Shore accommodates nearly 91% of industrial zone employment, and 85% of total catchment employment.

Figure 4.7: Catchment employment counts (2000-2016)

Year	Industrial Zone MECs				Non-Industrial Zone MECs				Total MECs			
	Silverdale	Whangaparaoa	North Shore	Total	Silverdale	Whangaparaoa	North Shore	Total	Silverdale	Whangaparaoa	North Shore	Total
2000	1,720	-	23,500	25,220	2,230	9,660	60,270	72,150	3,950	9,660	83,760	97,370
2004	2,040	-	29,630	31,670	2,990	10,600	65,610	79,210	5,030	10,600	95,240	110,880
2008	2,910	-	30,120	33,030	3,520	12,420	73,680	89,620	6,430	12,420	103,800	122,650
2012	2,640	-	26,530	29,170	3,630	11,540	78,100	93,270	6,270	11,540	104,640	122,450
2016	3,040	-	29,640	32,680	4,760	13,680	88,200	106,640	7,800	13,680	117,840	139,320

Combining the two datasets (households and employment) yields a description of trends in per household employment. There are now 1.23 MECs per household across the whole catchment (both industrial and non-industrial), and that figure has stayed within a range of 1.17-1.25 since 2004 (Figure 4.8). The Silverdale subcatchment has shown similar trends, although with slightly more variation, as a result of the smaller employment base there.

Figure 4.8: Historic total employment and employment per household (2000-2016)



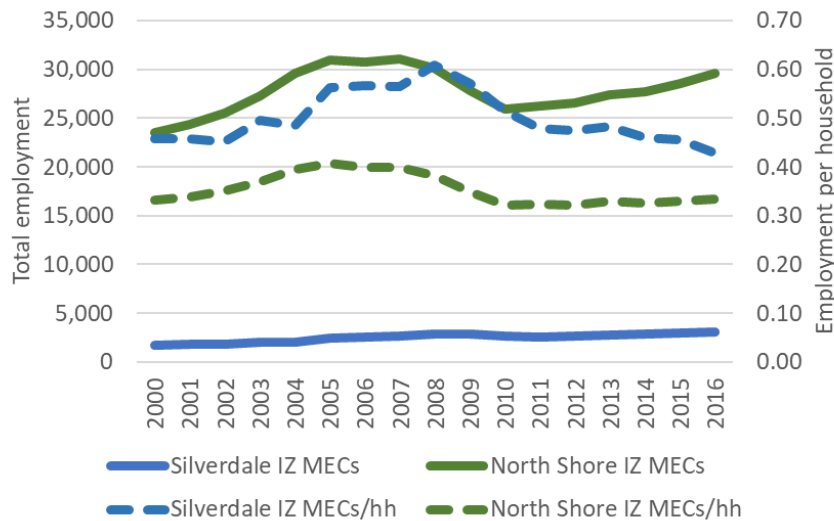
Employment in the catchment’s industrial zones has also been relatively stable, although the period of stability is limited to more recent times. Although industrial zone employment per household is currently at about the same level as in 2000, in the intervening period employment per capita was somewhat higher, particularly immediately before the Global Financial Crisis (2004-2008) (Figure 4.9). The large

⁸ Modified employment count, a measure of employment incorporating paid employees and working proprietors



North Shore employment base showed less volatility, and has remained at between 0.32 and 0.33 MECs employed on industrial land per household in every year between 2010 and 2016.

Figure 4.9: Historic Industrial zone employment and employment per household (2000-2016)



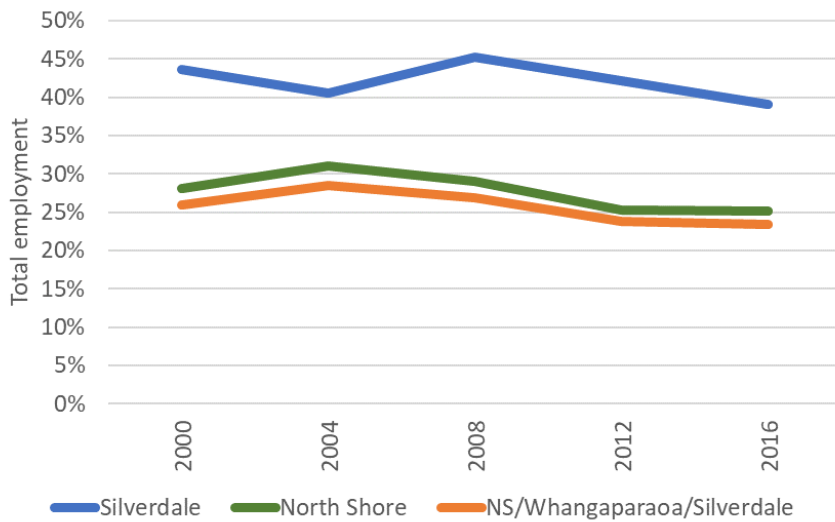
The conclusion from this assessment is that the current total employment per household (1.23) appears to be a reasonable base from which to project forward future employment numbers using household growth as the driver. Of that 1.23 MECs per household, 0.94 MECs were non-industrial MECs, and 0.29 were industrial MECs.

Industrial zone employment trends

The share of employment that is located in the catchment's industrial zones has also remained relatively stable since 2000, with a slight decline in that share in both Silverdale (from 44% in 2000 to 39% in 2016) and North Shore (28% to 25%), although overall the share across the entire catchment has remained at either 23% or 24% every year since 2010, indicating a measure of stability in recent years (Figure 4.10).

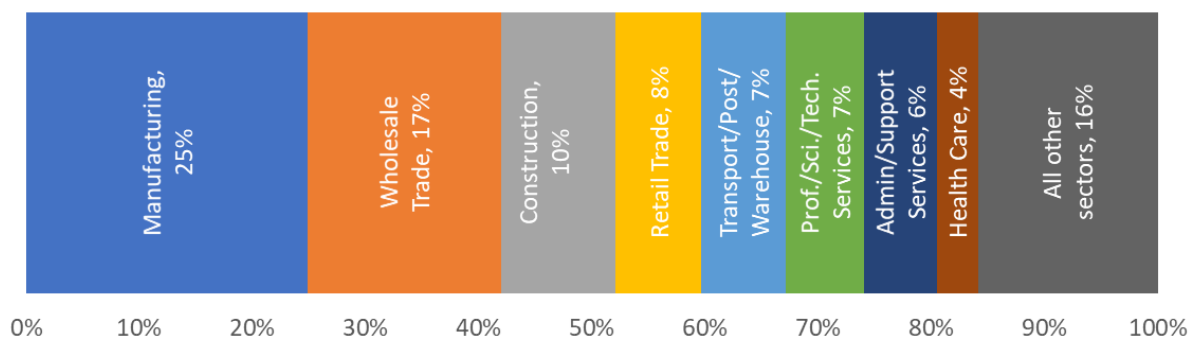


Figure 4.10: Catchment Industrial Zones share of total employment



An important observation about the industrial zones, and the LIZ in particular, is that they accommodate a very wide range of activities, either because those activities are permitted, have been consented or have existing use rights. Activities in industrial zones include those commonly thought of as industrial, such as manufacturing (25% of LIZ employment in 2016) and transport businesses (7% of LIZ employment), but also other activities such as wholesaling, retail trade (particularly trade retailers and large hardware stores such as Bunnings and Mitre 10 Mega) and a wide range of service activities (Figure 4.11). Projecting forward future demand for industrial land needs to consider trends in all of these sectors (many of which have been experiencing strong growth), and not only manufacturing (where employment across all locations is declining).

Figure 4.11: Auckland LIZ employment (2016, share of MECs)



Household projections

There are currently 114,900 households resident in the three sub-catchments, with North Shore being by far the largest (90,800). Silverdale is projected to accommodate 54% of the increase in households out to 2048, on the back of 600% growth (+42,500 households). North Shore households will increase by slightly less (+33,400) in the same time (Figure 4.1).



Figure 4.12: Catchment household projections

Catchment	2016	2018	2028	2038	2048	Growth 2016-48	
						n	%
Silverdale	7,110	8,100	13,900	28,100	49,600	42,490	598%
Whangaparaoa	17,360	16,000	17,600	18,700	19,700	2,340	13%
North Shore	88,480	90,800	102,400	111,500	121,900	33,420	38%
Total	112,950	114,900	133,900	158,300	191,200	78,250	69%

4.2.4 Employment projections

From this input data the assessment then extrapolates past trends to project potential future employment. This is a reasonable approach given stability in employment per household and the share of all employment that is in industrial zones. To take into account the slight decrease in the share of all employment that is in the Silverdale industrial zone, the assessment makes allowance for that share to decrease in the future across the entire catchment, and to decrease from 23.5% now to 22.5% in 2028, and a further 1% in each of the next two decades.

Applying constant employment per household (1.23 MECs per household) forward, the current catchment workforce of 139,000 MECs would increase to 236,000 by 2048, growth of 69%, or the same rate of growth as is projected for catchment households (Figure 4.13).

Figure 4.13: Catchment employment projections (MECs, all sectors)

Catchment	2016	2018	2028	2038	2048	Growth 2016-48	
						n	%
Total	139,300	141,700	165,200	195,300	235,900	96,600	69%

That is significantly more growth than indicated by Method 1, and would result in greater growth in demand for business land. Even accounting for an assumed slight decrease in the share of that employment that is based in industrial zones, there would then be expected to be, across all three subcatchments in total, 37,200 MECs in industrial zones in 2028, 42,000 in 2038, and 48,400 in 2048 (numbers calculated in rows P, Q and R of Figure 4.14). That equates to growth of 15,700 MECs since 2016 (48%).

Our assessment of Council vacant land capacity indicates that there is a constraint to accommodating that growth in North Shore. Our detailed 2018 assessment of that data, on a parcel by parcel basis, indicates that there is only some 8.8ha of vacant land, even accounting for vacant potential land (land that is underutilised and could be more efficiently used in the future). That land might accommodate only around 320 MECs, assuming an average employment density of 36 MECs/ha. That constraint indicates that the majority of the industrial zone employment in the catchment would have to be accommodated elsewhere in the catchment, and Silverdale, as the greenfields growth area, is the natural location.



Figure 4.14: Method 2 Industrial Zone employment projections

		Silverdale	Whangaparaoa	North Shore	Total
Households					
2016	a	7,110	17,360	88,480	112,950
2028	b	13,850	17,640	102,430	133,910
2038	c	28,130	18,660	111,550	158,340
2048	d	49,640	19,730	121,910	191,280
MECs/household					
2016	e=f/a	1.10	0.79	1.33	1.23
MECs					
2016	f	7,800	13,680	117,840	139,320
2028	g=e*b	15,190	13,900	136,420	165,180
2038	h=e*c	30,860	14,700	148,570	195,310
2048	i=e*d	54,450	15,550	162,370	235,940
Share of employment in industrial zone					
2016	j				23.5%
2028	k				22.5%
2038	l				21.5%
2048	m				20.5%
Vacant employment capacity in industrial zone					
2018	n	n/a	-	320	
Employment in industrial zone					
2016	o	3,040	-	29,640	32,680
2028	p=g*k	7,210	-	29,960	37,170
2038	q=h*l	12,030	-	29,960	41,990
2048	r=i*m	18,410	-	29,960	48,370

That would mean that 15,390 (18,410-3,040 from Figure 4.14) of the 15,690 MECs growth in industrial zone employment could occur in the Silverdale subcatchment, with industrial employment in that subcatchment then reaching 18,400 MECs by 2048 (Figure 4.14). The Silverdale subcatchment is an area broader than the Silverdale Structure Plan area, however any increase in industrial employment in the subcatchment would likely need to be accommodated inside the Structure Plan area, given most of the subcatchment is outside the RUB.

Figure 4.15 provides a broad indication of how the additional employment projected for the future SWDF LIZ/HIZ land might be comprised, by sector, assuming that the future distribution of LIZ and HIZ mirrors the current distribution within all of Auckland (30.5% HIZ, 69.5% LIZ) and sectoral distribution of each industrial zone mirror the current distribution across all of Auckland. This employment distribution is very generalised, and is intended for input into Auckland Transport's Integrated Transport Assessment for the area.



Figure 4.15: Additional industrial land employment by sector

Catchment	2016	2028	2038	2048
Manufacturing	-	1,349	2,901	4,956
Wholesale Trade	-	689	1,482	2,531
Construction	-	483	1,040	1,776
Retail Trade	-	221	476	812
Transport/Post/Warehouse	-	339	730	1,247
Prof./Sci./Tech. Services	-	251	540	923
Admin/Support Services	-	209	450	769
Health Care	-	102	220	376
All other sectors	-	545	1,171	2,001
Total	-	4,190	9,010	15,390

4.2.5 Vacant land

Some of that projected growth will be able to establish on land that is currently vacant. There is currently some 66ha of vacant business land available for development in the three subcatchments together, including 64ha of LIZ and 3ha of HIZ (Figure 4.16).

Figure 4.16: Silverdale, Whangaparaoa and North Shore vacant Business land 2018 (ha)

Zone	Vacant
Heavy Industry	2.5
Light Industry	63.8
Total	66.3

4.2.6 Silverdale Wainui Dairy Flat Additional Business land required

That net growth in industrial employment in Silverdale (15,390 MECs, from the first row in Figure 4.17⁹) would then require land to operate from. Applying the same workspace and floor area ratios as for Method 1, that employment would require 115ha by 2028, 248ha by 2038, and 423ha by 2048 (Figure 4.17). Taking into account vacant land, that growth would require an additional 56ha of industrial zoned land by 2028, 209ha by 2028, and 410ha by 2048, including an allowance of 15% to adequately provide for future needs per UDS requirements. This growth is influenced by ongoing residential growth in North Shore and Whangaparaoa driving industrial growth, which is only able to be accommodated in Silverdale, so Silverdale will play a sub-regional role in accommodating growth.

Because demand under this method is linked to catchment household counts, the rate of increase of demand for business land would increase once the large areas of FUZ become development ready

⁹ That number is calculated as the growth from 3,040 MECs to 18,410 MECs in rows O and R of **Error! Reference source not found.**, although differs slightly due to rounding



between 2033 and 2038. From that time, demand for additional business land (i.e. over and above current zoned supply) would increase very quickly. Those demands are net of roads etc, and can be converted to gross numbers by applying an assumed proportion that would be occupied by roads etc. A 72.5% net to gross conversion is applied here (as explained in section 4.1.3), although the rate achieved will depend on the characteristics of the land zoned.

Figure 4.17: Catchment Business land growth over 2016 (ha)

	2016	2028	2038	2048
Industrial zone employment	-	4,190	9,010	15,390
Workspace ratio (sqm/MEC)		89		
Industrial floorspace (sqm)		372,900	801,900	1,369,700
Floor area ratio (FAR)		0.32		
Land area required (ha)		115	248	423
Additional land required (net, ha)		56	209	410
Additional land required (gross, ha)		77	288	566

This additional land required might be provided as either LIZ or HIZ, as both zones accommodate a similar range of industrial activities. A main difference between the two zone types is that the range of non-industrial activities (such as retail, childcare, offices) provided for in the HIZ is more limited than it is in the LIZ. LIZ would likely be the largest component of that, although there is flexibility to accommodate that growth using either zone type. If the future distribution of LIZ and HIZ mirrors the current distribution within all of Auckland (30.5% HIZ, 69.5% LIZ), then by 2048 there would be a demand shortfall of 125ha of HIZ, and 285ha of LIZ, for a total of 410ha, Figure 4.18 (and as shown in Figure 4.17).

Figure 4.18: Method 2: Urban North catchment demand shortfall at each time (ha, net of roads etc, includes UDS 15% buffer)

Zone	2016	2018	2028	2038	2048
Heavy Industry			17.1	63.6	124.8
Light Industry			39.0	145.4	285.4
Total			56.0	209.0	410.2

Some of that demand may also be accommodated in other zones, such as the General Business Zone, although the wider range of activities provided for in those zones (the GBZ in particular) would likely result in many industrial activities finding it difficult securing space in those zones. Also, because a wide range of retail and other activities are provided for as either permitted or discretionary activities, a more widespread distribution of those zones could give rise to retail distribution effects on centres, absent any precinct overlay controls on retail floorspace limits.

The projections in Figure 4.18 are net of roads etc, and can be converted to gross numbers by applying an assumed proportion that would be occupied by roads etc. The actual net to gross yield will be influenced by topographic factors, the layout of the roading network etc., and could only accurately be determined once appropriate land is chosen, and design work is completed. The important output from this



assessment is therefore the net figure, however we also present a gross estimate (Figure 4.19) by assuming that business land will occupy 72.5% of the gross area, with the balance used for road reserves etc. That 72.5% is only an approximate gross to net conversion factor, and is calculated as the mid-point of 70% and 75%, both of which numbers are often applied as an indicative gross to net conversion factor.

Figure 4.19: Method 2: Urban North catchment demand shortfall at each time (ha, approximate gross)

Zone	2016	2018	2028	2038	2048
Heavy Industry			23.5	87.7	172.2
Light Industry			53.8	200.5	393.6
Total			77.3	288.3	565.8

4.3 Business land requirements summary

The ranges indicated by Methods 1 and 2 above are summarised in Figure 4.20. These projections show considerable variation, driven by the underlying assumptions about the drivers of growth, and the supply of land which will impact the share of regional growth that will be attracted to this northern part of Auckland. The strong effect of rapid household growth is evident in the upper end of the ranges given, and it is likely, given the imminent exhaustion of LIZ supply in the North Shore, that the focus for future LIZ growth in the Urban North will become the SWDF area, because it is the next nearest LIZ location to urban Auckland. A similar pattern is expected to be repeated in other parts of Auckland, as the FUZ in Whenuapai attracts industrial activity in the north-west, and Drury attracts same in the south. The broad range for HIZ is because Method 2 (the higher HIZ figure) assumes the current total Auckland LIZ/HIZ split will apply to future SWDF industrial land. Method 1 is driven by regional economic growth outlooks and are strongly influenced by the current distribution of economic activity and zoned business land. In essence then, Method 2 assesses the LIZ/HIZ split in a way that is unconstrained by current zoned business land, and assumes the Council have the flexibility to zone FUZ land in any split without being constrained by the mix of current zoned land in the area, which should not constrain how the LIZ/HIZ split is applied.

Figure 4.20: SWDF business land requirements (ha), net of roads etc, and including 15% NPS buffer

Zone	2028	2038	2048
Heavy Industry	0 - 17	2 - 64	4 - 125
Light Industry	14 - 39	78 - 145	143 - 285
Total	14 -56	80 - 209	147 - 410

4.4 Net additional land including non-industrial activities

Total business land required in SWDF will be comprised of land to provide for light and heavy industry, including some allowance for non-industrial activities to support the retail and other business needs of



the local workforce. Those supporting activities might be expected to occupy some 13ha of the LIZ in SWDF, made up predominantly of automotive-based¹⁰ businesses (11ha), with some small allowance for takeaway food outlets and some limited types of retail, such as are permitted activities in the zone (e.g. trade retailers) (Figure 4.21). Together with the 147-410ha of land required for core business land activities, up to 424ha of industrial zoned land would be required in SWDF by 2048. That is likely to be dominated by LIZ, although there is the potential for a significant proportion of HIZ as well.

Figure 4.21: SWDF total net additional Business land required to 2048 (net ha, excludes roads etc.)

Zone	Retail and services	Business land	Range indicated	Upper end
Heavy Industry	0	4 - 125	4 - 125	125
Light Industry	13	143 - 285	156 - 299	299
Total	13	147 - 410	160 - 424	424

¹⁰ Classified as a quasi-retail activity in the underlying model, and so not included in the LIZ total otherwise



5 Conclusion

Silverdale Wainui Dairy Flat will become one of Auckland's key growth nodes in the next three decades, and that growth will require significant new provision of retail and services space and business land to accommodate employment and meet the future needs of the community.

There are currently 7,100 households resident in the Silverdale subcatchment, and this is projected to increase to nearly 50,000 households by 2048. That equates to average annual growth of between 1,330 households out to 2048. Of that catchment growth, between 74% is expected to be in the FUZ area, and most of that (45% of total growth) will be in the southern part of FUZ. That large southern part of the FUZ will require a significant new retail and business land presence to accommodate the needs of the residential population. There will also be additional growth in neighbouring subcatchments at Whangaparaoa and North Shore, which will also support additional economic growth.

Demand for Business Land (LIZ and HIZ)

There will be demand for a significant amount of new business land given both projected population growth and SWDF's proximity to North Shore, where vacant land is very limited. By 2048 this demand will amount to between 160 and 427ha of LIZ and HIZ (net of roads). That range shows considerable variation, due to the underlying assumptions about the supply of business land in the FUZ, businesses' location preferences, regional economic growth and household employment generation.

The SWDF is likely to become the focus for future LIZ growth in the Urban North due to the imminent exhaustion of LIZ supply in the North Shore, because it is the next nearest LIZ location to urban Auckland. The lower end industrial land projection (Method 1) represents a minimum point to meet the requirements of the NPS. This result does not represent a preferred or best outcome. It merely indicates the demand in a medium growth future and does not allow for any future changes in supply which are enabled by the FUZ, and instead assumes no zoning changes.

However, if new zoned land is created through a conversion of FUZ into other zones, the distribution of economic growth in Auckland would be expected to change in response. Method 2 is a scenario in which the potential quantum of demand that might result from the quantum of development projected in the FUZ is taken into account, and provides higher estimates of industrial land demand. Because it is inevitable that there will be a conversion of FUZ land into land for other uses, future demand will likely be nearer the upper end of the range presented than the lower end, although demand may not quite reach the upper end of the range. Also, because there might tend to be a move towards higher density development over time, as Aucklanders become more accustomed to higher density living, the ultimate household yield from the area may be higher than is currently expected. If that eventuates, the current dwelling yield, and the employment and industrial land demand that it drives, could well be understated in Method 2 of this assessment. Although the upper end estimates are based on extrapolated recent trends of household employment generation and industrial sector growth patterns, these might not be sustained, given the proximity to North Shore, and especially Albany, which will accommodate a large workforce, especially in commercial activities.



That upper end, however, better reflects the potential for changed locational preferences for business land (especially LIZ) within Auckland, as driven by a substantial new area of LIZ land in SWDF, with all the benefits that could offer to new businesses (cheaper land than in North Shore and Auckland isthmus, agglomeration economies, co-location with other similar businesses, shared infrastructure etc.), and so should be preferred to the lower end estimates.

In any case it would be prudent to plan to accommodate near the high end of that range given the difficulties with finding more industrial land once other activities are in place. For example, were some part of the FUZ to be zoned for a higher value land use (such as residential or local centre), it is highly unlikely that the land would ever revert to a lower value land use (such as industrial, or rural). The fact that many zones would create higher value land than industrial would indicate there is likely to be some opposition to the creation of industrial zones in many areas, especially of sufficient size to accommodate long term (30 years, per the NPS) growth. In the event of the higher growth in industrial land demand (such as outlined in Method 2) it may be difficult to rezone sufficient land from a post-FUZ, but non-industrial zone.

Land required for all purposes

Some centres-type activities will naturally locate on business (e.g. LIZ) land, to supply the needs of the local workforce there, and because some of those activities will be either permitted in the business zones or more suited there. In total up to 427ha of additional business land might be required in the SWDF area, and that could be accommodated as any combination of LIZ and HIZ, although historically there has been much more LIZ-type (and its predecessors) of land than HIZ, with a likely strong dominance of the former.

That quantum of land is relatively similar to the indication from the Supporting Growth study, which was 600ha gross. Projecting demand for business land in a high growth area such as this, close to a large established urban area, and when a large change from current economic structures is indicated (i.e. a likely move of industry to the north) is challenging, however the ranges presented provide a solid indication that a very significant amount for new centres and other business land will be required in Silverdale Wainui Dairy Flat in the future.



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m.e
consulting



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1 Introduction

1.1 Objective

The purpose of this Report is to make independent recommendations as to the appropriate area required in Silverdale Wainui Dairy Flat for future business land (defined for the purposes of this assessment as land with a Light Industry or Heavy Industry zoning). These relate directly to the Silverdale West Dairy Flat Industrial Area Structure Plan (April 2020)

The recommendations are to take into account the Future Urban Zone in the area, the neighbouring rural areas, the existing Hibiscus Coast and North Shore, along with the characteristics and capacity of the area to accommodate growth.

1.2 Background

Market Economics (M.E) was commissioned by Auckland Council in 2017 to provide an assessment of the business land requirements in the Silverdale Wainui Dairy Flat Future Urban Zone.

M.E was asked by Council in 2022 to provide an update of the earlier report, to take account of changes in the employment and business patterns in the last 6 years, and changes in the growth outlook into the medium and long term.

This Report provides that updated outlook. We note that there is limited change in the 'big picture' matters, in terms of the role of Auckland's northern sector, and the place of the Silverdale Wainui Dairy Flat FUZ in the region's future. This means it is appropriate to adopt the same Report structure, modify commentary only to the extent required, and retain information which will allow this Report to be a stand-alone, replacement document for the earlier Report.

That said, both the base point for the assessment, and the medium and long term growth outlooks have changed significantly since the initial study was completed. This means considerable change in the detail, within the wider northern Auckland picture.

1.3 Context

Silverdale is a long-established community located at the entrance to the Whangaparaoa Peninsula, some 30 km north of the Auckland CBD. The area is now one of high growth, and recently a large retail centre has developed adjacent to an existing small local centre, to provide for the needs of the growing population in the area. To date that growth has been predominantly east of State Highway 1, but very significant future growth will also occur to the west of the Highway, requiring a large amount of new infrastructure, including retail and services space, and new local employment opportunities.

This assessment has been commissioned by Auckland Council to contribute to planning for that growth. Just over 3,200ha of land in Silverdale Wainui Dairy Flat was zoned Future Urban Zone (FUZ), and just over



300ha was given live urban zonings, in the operative in part Auckland Unitary Plan (AUP) to accommodate future growth in northern Auckland. The FUZ zoning indicates an intention that the land will in the future change from the current rural use to some alternative (urban and business) use, and it is therefore a transitional zone. Conversion to use the land for urban activities requires due process, which involves preparation of a Structure Plan and subsequently a Plan Change to rezone the land for urban purposes. That process requires consideration of the type and extent of the proposed urban activities, including in the context of the surrounding urban environment.

Auckland Council (Council), Auckland Transport, and the NZ Transport Agency undertook a high-level assessment of preferred land uses for the Silverdale Wainui Dairy Flat (SWDF) FUZ (the “Supporting Growth” study), including residential, business land and centres, along with transport infrastructure.



2 Methodology

2.1 Overview

The same methodology has been applied overall as for the 2018 study. That was based on an Auckland-wide assessment across six sub-regional catchments, with focus on the Northern Urban catchment for which the Silverdale-Dairy Flat area would be the major source of greenfield capacity.

Demand for business (Light and Heavy Industry) land has been examined according to employment projections in each sector, taking account of the known relationships between type of business activity and type of zoned land area occupied, together with parameters of floorspace per person employed (the WSR or workspace ratio, and land area (ha) per person employed, to reflect the utilisation of zoned land by built floorspace (using FAR or floor area ratios).

The assessment was again undertaken for all business zones (Light and Heavy Industry, Mixed Use, General Business etc.) separately, drawing from the detailed land use survey data related to employment density and built form. There was specific consideration of employment distributions in northern Rodney, as described below, and the assessment was limited to the LIZ and HIZ.

The 2018 study was based on the Employee Count data from StatisticsNZ, which offers detail by ANZSIC at 6-digit level across each type of activity. For this update, both EC and MEC data have been used. The MEC data includes Non-employee Working Proprietors, who are not included in the Employee count, but who make up about 11.6% of total employment in the Region.

The assessment was also able to incorporate the detail of actual employment growth recorded in the 2017 to 2021 period, as the previous study was based on the 2016 employment levels (the most recent available at the time). The analysis covered the current distribution of employment by sector within south Rodney and northern Auckland.

Estimates of vacant land have been based on reconciliation of the 2016 vacant land areas and employment growth since 2016. This update has not re-examined the area of vacant LIZ and HIZ areas for 2021.

2.1.1 Employment projections

The estimates of current employment distribution have been applied as the base for projections of future employment on SWDF's business zoned land. Two scenarios were again applied, to project demand for future industrial land according to expected shares of growth in each sub-region and the Northern urban area specifically. Demand was also assessed according to the anticipated household growth in Auckland in total, and the Northern Urban area specifically.

2.1.2 Floorspace and Land Area Projections

For each of employment projection, the estimated floorspace and land area required to accommodate that employment, according to WSR and FAR.



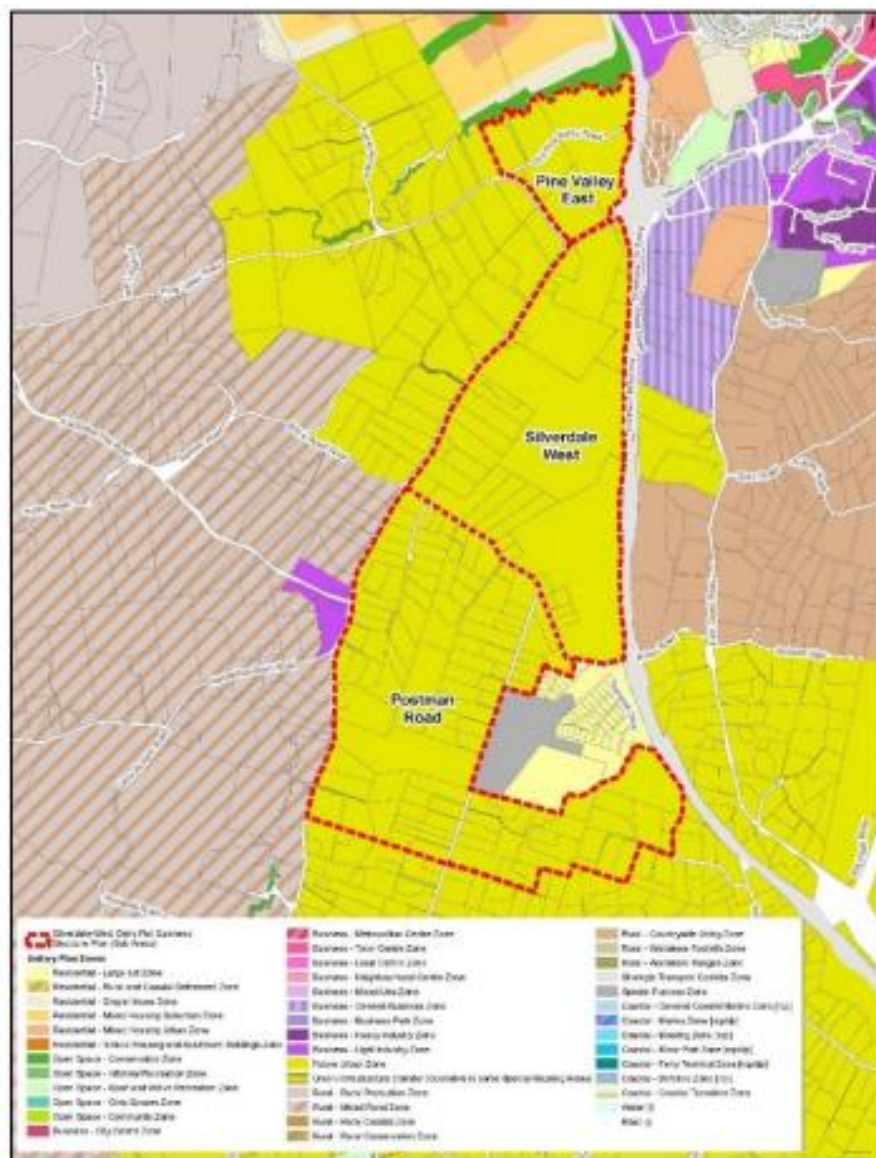
2.1.3 Population and Households

Household projections used in the assessment were derived from the most recent Statistics NZ household and population projection series for Auckland region. This builds on work undertaken for the PPC78 assessment. While there is other work in train on the ART/MSM based projections, to our knowledge these are some way off.

2.2 Silverdale Structure Plan area

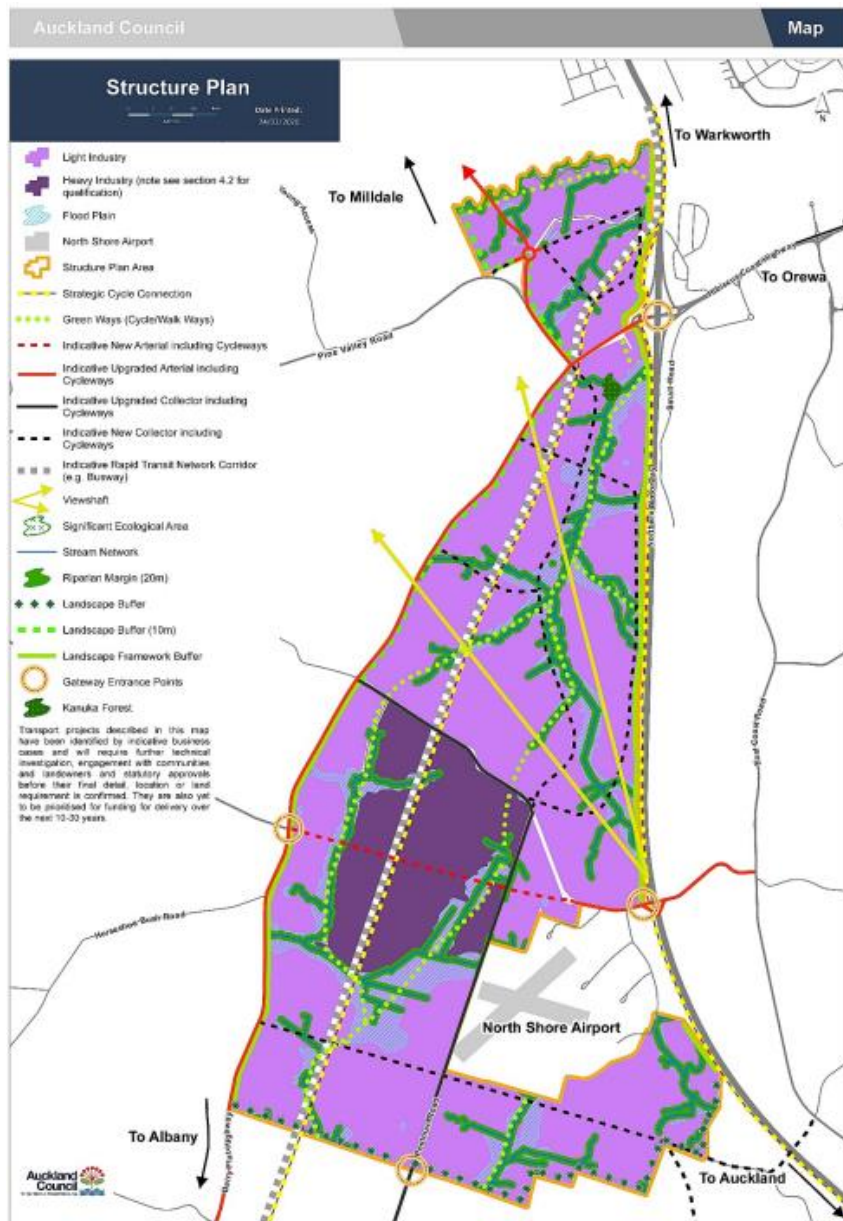
The Silverdale West Dairy Flat Industrial Area is shown in Figure 2.1. Figure 2.2 shows the Structure Plan area in more detail. Both are drawn from the Structure Plan document.

Figure 2.1: Silverdale West Dairy Flat Industrial Structure Plan Area



Source: Silverdale West Dairy Flat Industrial Area Structure Plan (Figure 3)

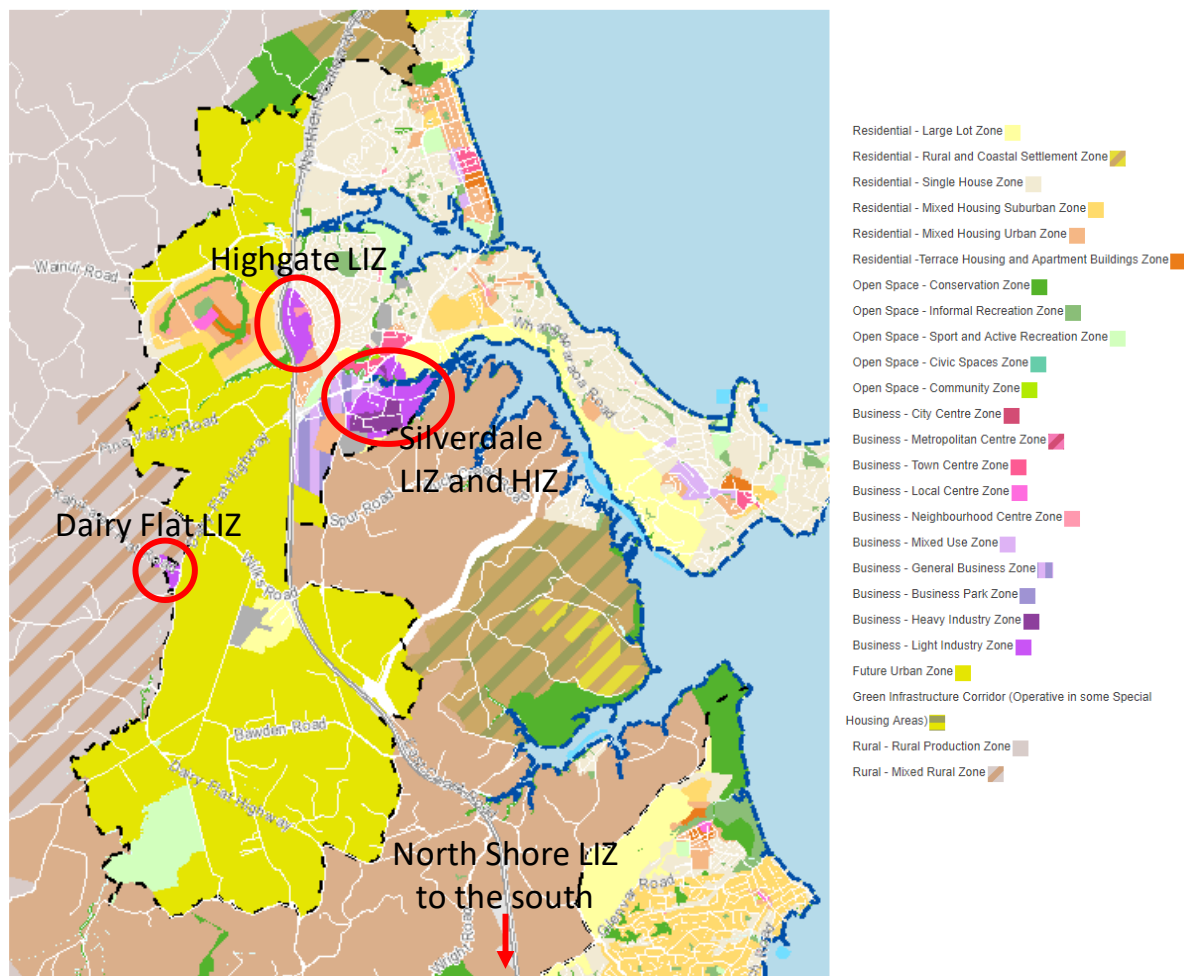
Figure 2.2: Silverdale West Dairy Flat Industrial Structure Plan



Source: Silverdale West Dairy Flat Industrial Area Structure Plan (Figure 1, p9)

Figure 2.3 shows the operative zoning as it was in 2017.

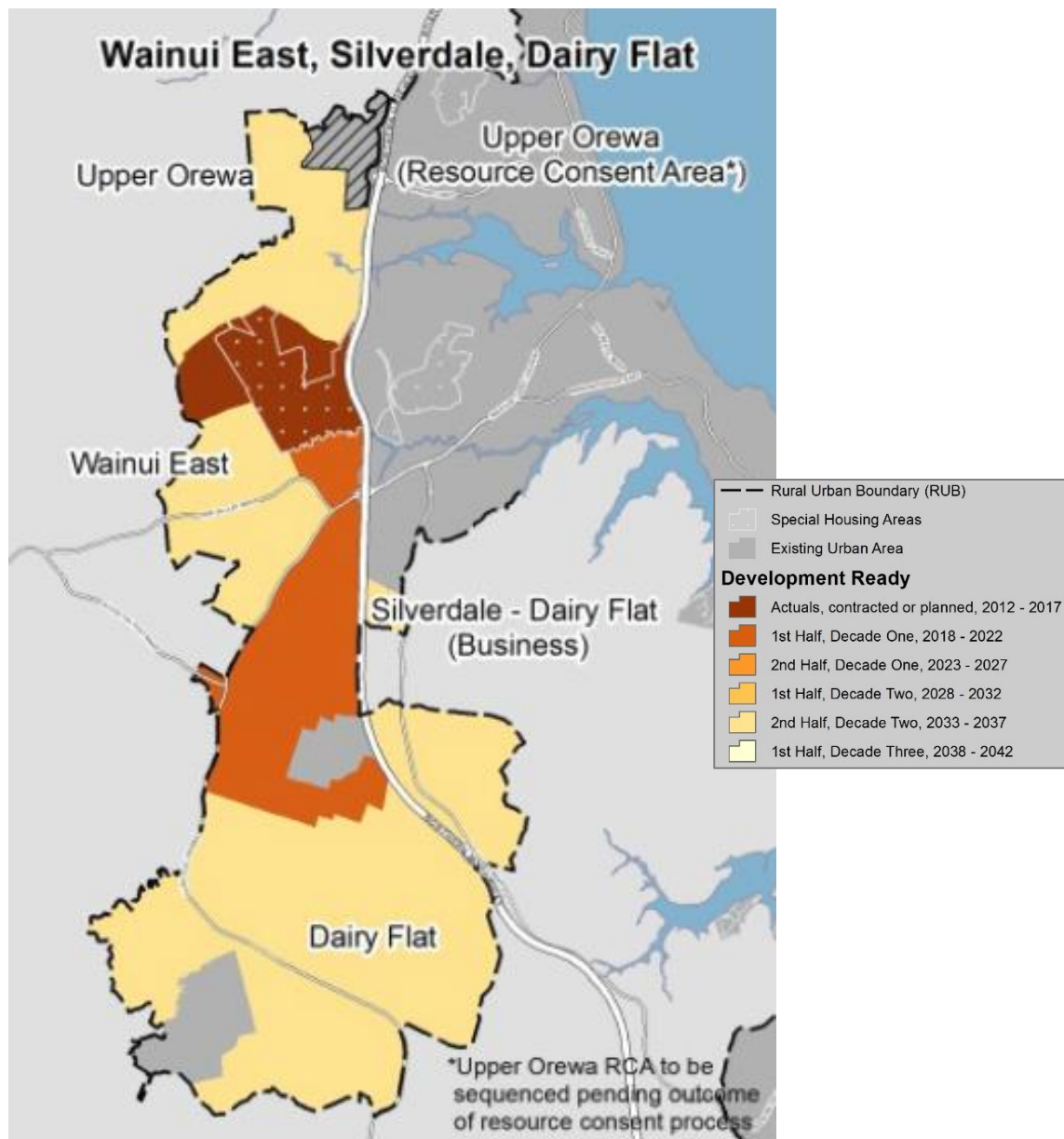
Figure 2.3: Silverdale Wainui Dairy Flat Business land (operative AUP zoning, as at July 2017)



2.2.1 FULSS

The Future Urban Land Supply Strategy (2017) sets out the order in which FUZ land in Auckland is expected to be made available for development over the next 30 years. Six areas within SWDF are delineated in the FULSS, and are identified (Figure 2.4)- Upper Orewa resource consent area (ready for development); Wainui East (live zoned); Silverdale Wainui Dairy Flat FUZ (Business) (2018-2022); Silverdale Wainui Dairy Flat FUZ (remainder) (2033-2037); Wainui East FUZ (remainder) (2033-2037); and Upper Orewa FUZ (2033-2037). The FULSS is regularly refreshed.

Figure 2.4: FULSS future urban area sequencing

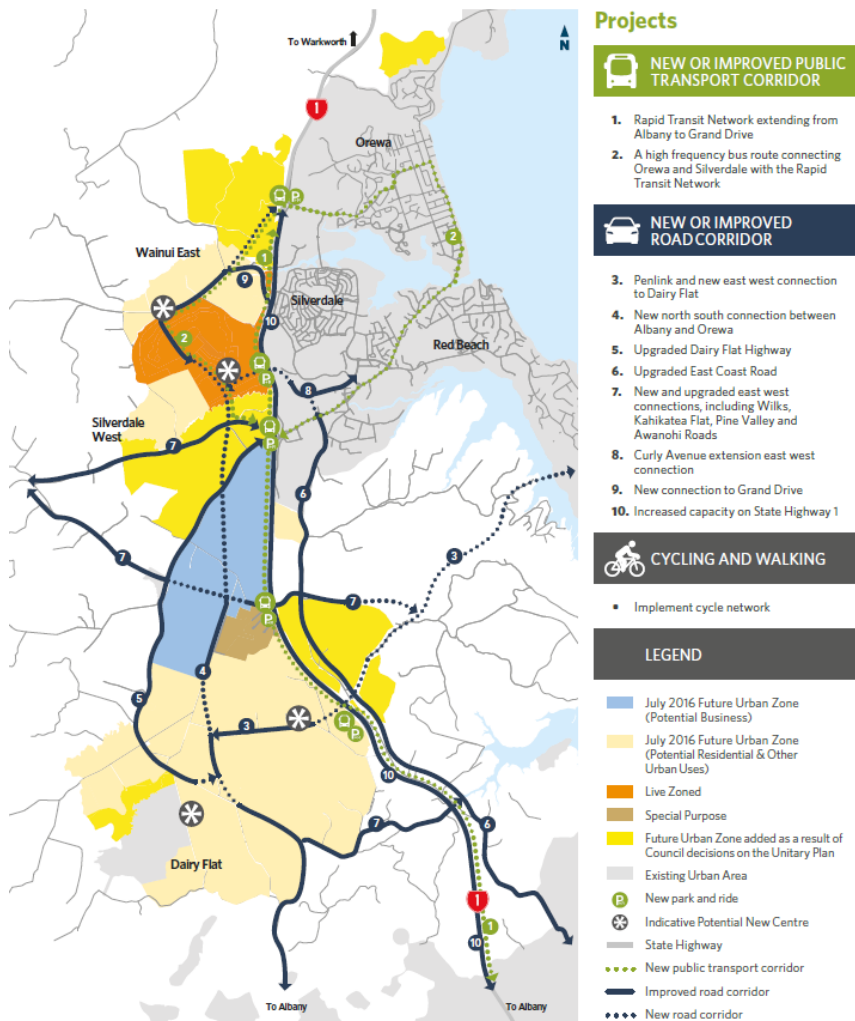


The residential capacity of these FULSS areas is also identified, showing capacity for 4,500 dwellings in Wainui East (live zoned part), 575 dwellings in Upper Orewa (consented), 20,400 dwellings in Silverdale Wainui Dairy Flat (remainder) and 7,400 in Wainui East (remainder). Upper Orewa’s capacity is included in the Wainui East capacity. The total dwelling capacity across all these areas identified in the FULSS is 32,875 dwellings. These are ‘development ready’ timings, which does not imply that development will actually start at that time, or be completed at that time. The dates in the FULSS indicate when development in the area could begin, and the development path may vary considerably, as the development rate will be affected by overall demand, market attractiveness, the owners/developers’ willingness to develop and underlying, regional growth trends, and the effects of other plan initiatives.

2.2.2 Supporting Growth

Broad indications are offered by the Supporting Growth project which is included for further context (Figure 2.5). The Supporting Growth indication is that over 600ha of the FUZ could potentially become future business land (the blue areas in Figure 2.5), although that is only an indication, and any zoning process will occur gradually and for different pieces of land, subject to the findings of reports such as this one, structure plans and finally plan changes. The Supporting Growth business land area provides some initial baseline for this assessment to report back against. The Supporting Growth work takes into consideration high level constraints about where Business land can establish. These will need to be considered in more detail when advancing plan changes to live zone the land, given the need for particular characteristics for Business land which usually include large, flat sites that are located close to transport links, but not located too close to sensitive receiving zones (especially residential). Those constraints will limit where Business land can be zoned, and the yield of usable Business land from the initial gross area.

Figure 2.5: Supporting Growth FUZ potential land uses¹



¹ <https://at.govt.nz/media/1973819/supporting-growth-full-brochure.pdf>



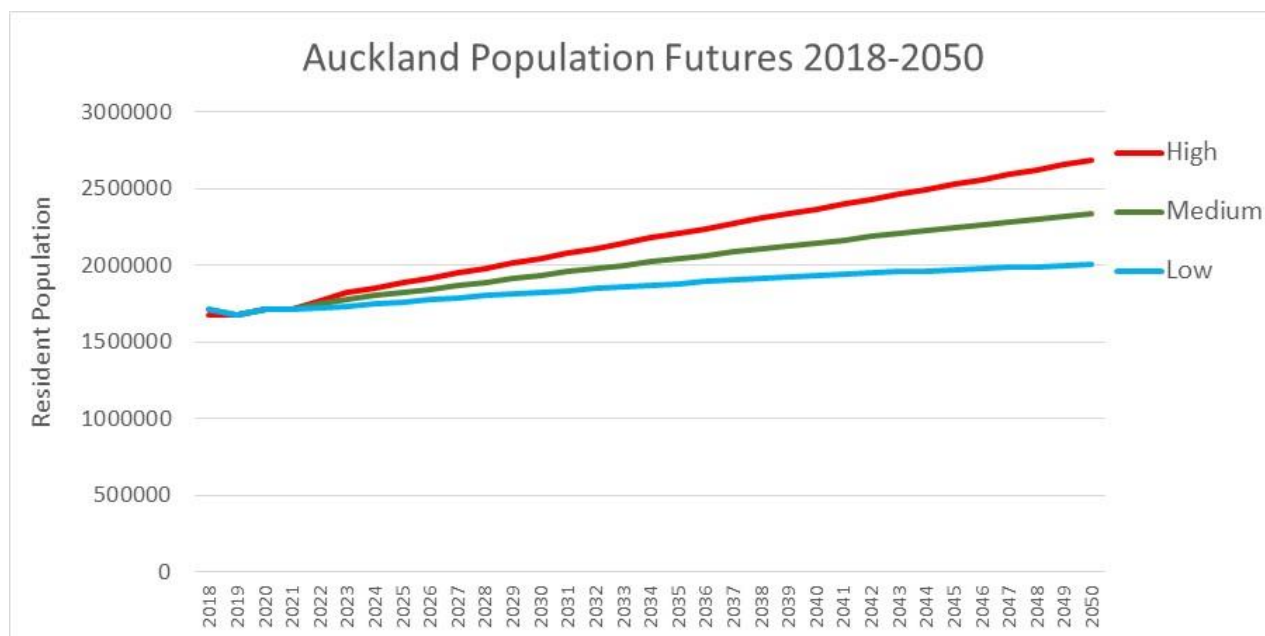
2.3 Population and Household Growth

The projections for the PPC78 work extend out to 2050, and for this assessment the previous way-points of 2028, 2038 and 2048 have been retained for comparability, with the demand projections extended slightly to 2050 (Figure 2.6).

2.3.1 Population

From the 2018 population of 1,654,800 persons, the StatisticsNZ projections indicate growth of between 352,000 and 1,035,000 persons by 2050 (low to high). The medium projection is for another 687,000 persons, to take Auckland’s total to 2,342,000.

Figure 2.6: Auckland Population Futures 2018-2050



2.3.2 Households

Projected households by LBA are summarised in Figure 2.7. The projected increase is from 549,600 households in 2018 to between 811,000 (medium) by 2050 and 916,000 (high).

The northern Urban area comprising Rodney, Hibiscus, Upper Harbour, Kaipatiki and Devonport-Takapuna LBA would see growth of 51% (medium) to 70% (high) in both futures somewhat ahead of the Auckland total. That would see an increase from the current 140,000 households to between 210,000 and 238,000 households by 2050.

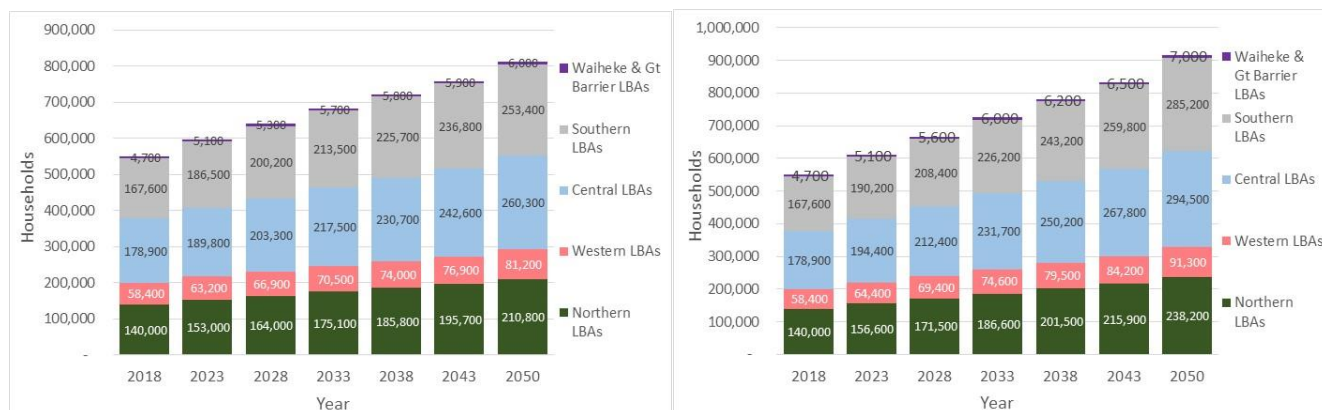
The scale of growth in the northern LBAs in relation to the western, central and southern LBAs is shown in Figure 2.8 and Figure 2.9. These most recent growth projections are generally consistent with the outlook used for the 2018 study, and show no material variation from that growth path.

Figure 2.7: Auckland Households by LBA : 2018-2050

Year		Rodney LBA	Hibiscus and Bays LBA	Upper Harbour LBA	Kaipatiki LBA	Devonport-Takapuna LBA	Northern LBAs	Western LBAs	Central LBAs	Southern LBAs	Waiheke & Gt Barrier LBAs	Total Auckland
Medium Future	2018	24,900	39,200	21,800	31,900	22,200	140,000	58,400	178,900	167,600	4,700	549,600
	2023	28,400	42,900	25,000	33,700	23,000	153,000	63,200	189,800	186,500	5,100	597,600
	2028	32,000	45,200	28,300	34,400	24,100	164,000	66,900	203,300	200,200	5,300	639,700
	2033	36,400	46,700	31,700	35,000	25,300	175,100	70,500	217,500	213,500	5,700	682,300
	2038	40,700	48,000	35,100	35,600	26,400	185,800	74,000	230,700	225,700	5,800	722,000
	2043	44,800	49,000	38,400	36,000	27,500	195,700	76,900	242,600	236,800	5,900	757,900
	2050	51,200	50,400	43,500	36,600	29,100	210,800	81,200	260,300	253,400	6,000	811,700
	2018-50	26,300	11,200	21,700	4,700	6,900	70,800	22,800	81,400	85,800	1,300	262,100
	2018-50 %	106%	29%	100%	15%	31%	51%	39%	46%	51%	28%	48%
Share %	10%	4%	8%	2%	3%	27%	9%	31%	33%	0%	100%	
High Future	2018	24,900	39,200	21,800	31,900	22,200	140,000	58,400	178,900	167,600	4,700	549,600
	2023	29,300	43,800	25,500	34,400	23,600	156,600	64,400	194,400	190,200	5,100	610,700
	2028	33,900	47,100	29,400	35,800	25,300	171,500	69,400	212,400	208,400	5,600	667,300
	2033	39,300	49,700	33,300	37,200	27,100	186,600	74,600	231,700	226,200	6,000	725,100
	2038	44,600	52,100	37,300	38,600	28,900	201,500	79,500	250,200	243,200	6,200	780,600
	2043	49,900	54,200	41,300	39,900	30,600	215,900	84,200	267,800	259,800	6,500	834,200
	2050	58,400	57,300	47,600	41,800	33,100	238,200	91,300	294,500	285,200	7,000	916,200
	2018-50	33,500	18,100	25,800	9,900	10,900	98,200	32,900	115,600	117,600	2,300	366,600
	2018-50 %	135%	46%	118%	31%	49%	70%	56%	65%	70%	49%	67%
Share %	9%	5%	7%	3%	3%	27%	9%	32%	32%	1%	100%	

Source: StatisticsNZ 2022

Figure 2.8: Households by LBA 2018-50 -Medium um Future. Figure 2.9: Households by LBA High Future



2.3.3 PPC78 and NPSUD-MDRS Effects

Council has notified mandatory plan change to implement the provisions of the National Policy Statement on Urban Development (NPSUD) and Medium Density Residential Standards through the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021² (“HSAA”).

These provisions significantly increase the amount of plan-enabled capacity for housing throughout urban Auckland, both in areas around centres (as per the NPSUD provisions relating to walkable catchments, and the MDRS provisions relating to all other residential areas. The increased enablement is expected to affect housing growth patterns into the long term.

² Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021



The implications for Auckland’s housing growth patterns are potentially wide-ranging. On one hand, the increased enablement would allow for a substantially wider spread of growth, because there is more enablement throughout the residential zoned areas. That could see greater shares of growth occurring in places further from the central areas. On the other, the increased potential for apartment and medium-rise developments will encourage development in locations closer to the metropolitan and town centres.

For the s32 assessment of the proposed plan changes, scenarios of household growth were developed, to take account of the mix of influences. A critical feature is that the large amount of enabled capacity brings a higher degree of uncertainty into likely growth patterns.

At the same time, PPC78 includes a number of Qualifying Matters which influence the plan-enabled capacity throughout the urban economy.

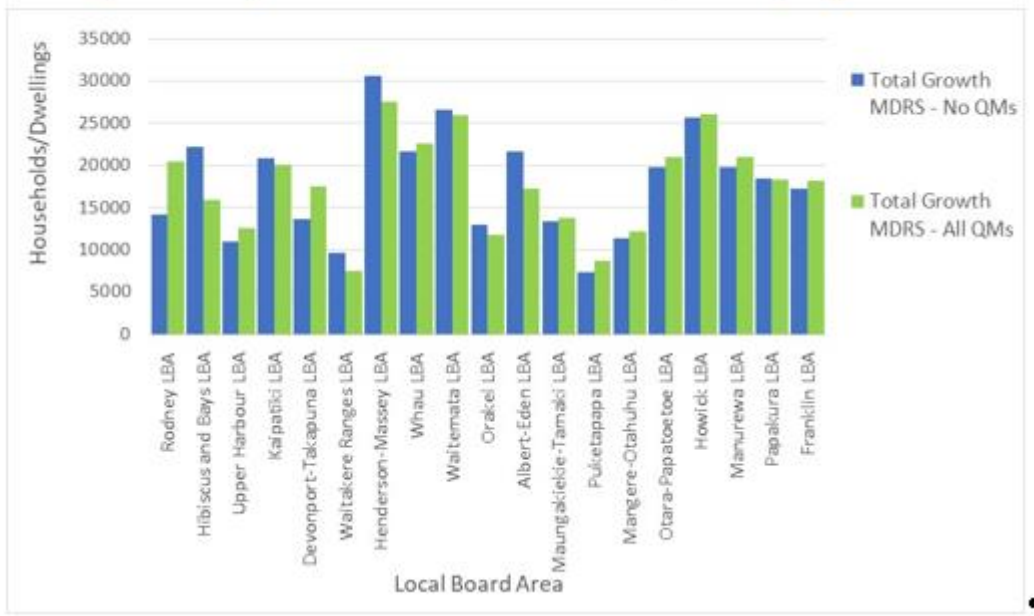
The s32 assessment for PPC78, taking those matters into account, provided alternative housing growth scenarios into the long term. The s32 Report concluded (p96):

*“In the same way, the projected growth for each Local Board Area shows a generally consistent pattern between the MDRS without QMs and with QMs (**Error! Reference source not found.**). The outcome with QMs in place would see relatively more growth in the LBA areas which are further from the central city.*

Figure 5.8 from the s32 report is replicated below (for completeness, that is also referenced here as Figure 2.10).

Figure 2.10: Housing Growth by LBA to 2051 – MDRS without and with QMs

Figure-5-8: Housing-Growth-by-LBA-to-2051—MDRS-without-and-with-QMs



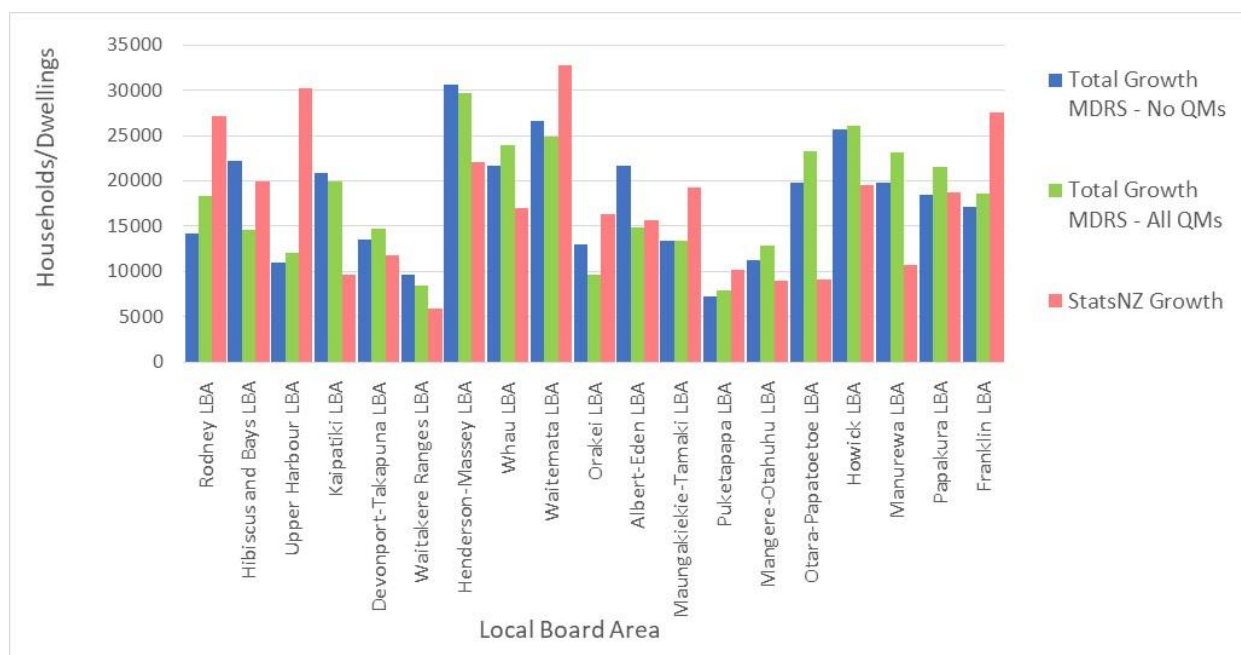
This graph shows projected increase in housing (dwelling and households) under the MDRS and NPSUD provisions, without and with the Qualifying Matters in place. Importantly, there is limited difference in the growth outcomes for each LBA with or without the QMs in place. This suggests the underlying drivers of growth – reflected in current trends - will be the dominant force into the future.



Figure 2.11 shows the projected household growth outcomes under MDRS. The base Statistics NZ projections indicate greater shares on household growth in the Rodney and Upper Harbour LBA areas, and lower shares in the Hibiscus and Bays, Kaipatiki and Devonport-Takapuna LBA areas. In net terms across the northern LBA areas – for which the Silverdale and Dairy Flat SP area will provide industrial capacity – the MDRS projections indicate slower growth than the StatisticsNZ projections. That said, the difference is limited, and would be offset over time.

For this assessment of demand for industrial land, that is important because it indicates limited material change from the outlook applied in the 2018 study.

Figure 2.11: Housing Growth by LBA to 2051 – MDRS (without & with QMs) AND Statistics NZ





3 Business Land Demand

This section provides the updated assessment of the demand for business land in SWDF. It is again intended to provide a high-end estimate of future land requirements, to give confidence that the future land supply will meet demand in the Light Industry zone (LIZ) and Heavy Industry zone (HIZ).

3.1 Demand for Light Industry Zoned Land to 2050

3.1.1 Employment Projections

The estimated demand for Light Industry zoned land is based on a staged assessment:

- a. The base is the employment projections by sector Auckland-wide to 2050. These have been updated with the most recent regional growth outlook. That said, the revised projections show little change from the 2018 analysis out to 2050.

A key aspect is the expected growth outlook in the post-Covid or with-Covid future. In the year to February 2021, total employment in Auckland fell by -0.75%. In the year to June 2021, Auckland's resident population fell by an estimated 1,300 persons or 0.1%. Both reductions went against the long established trend, where Auckland has continued to attract substantial shares of both economic activity and population growth. In business activity, in particular, Auckland until 2020 punched well above its weight, attracting more growth than would otherwise be expected based on its economy structure and its share of population.

On that basis, and given the stronger than estimated recovery in the economy from the peak of the Covid pandemic, we expect that Auckland's growth trends in both population numbers and business activity will resume, albeit from a slightly lower 2021 base than would have been the case without the pandemic effects.

- b. The second step is the estimation of employment in activities which demand floorspace and land in the industry zones (Light Industry and Heavy Industry). We have reviewed the relationships established from the Business Assessment undertaken for the IHP hearing in 2016, and applied for the 2018 study. This review shows that those previously established relationships – between employment by sector and business floorspace, and business floorspace to business land area – provide an appropriate basis for this update.
- c. The third key step is share of employment growth and demand growth expected to accrue in the northern areas of Auckland, identified in the 2018 study as the Northern Urban catchment. The analysis of the employment growth patterns since 2013, and especially since 2016, together with the estimates of population growth, indicate that the previously projected shares of business activity remain valid for this update.

As a cross-check, the analysis was replicated using the MEC estimates by sector, rather than the EC estimates. The MEC base shows a larger total employment number. However, this is offset largely because the distribution of MECs is very close to that of ECs, which means the key change is the estimate of floorspace per person employed (the WSR figure).



3.1.2 Light Industry Zoning

Projected demand for LIZ land is shown in Figure 3.1. The 2018 assessment indicated demand for an additional 143 ha of LIZ land by 2048. That was based on the ‘Urban North’ method. Extrapolated to 2051, that would be around 161 ha.

The updated estimates show a higher level of demand, in the order of 177ha by 2048, applying the equivalent methodology, in a Medium Growth future. Out to 2050, that equates to 191 ha. Analysis based on household growth in the northern catchment (the second method), a slightly higher level of demand (186 ha) is indicated for 2048, and 199 ha by 2050.

The estimates in a high growth future show substantially more demand, in the order of 300-309 ha by 2048, and 384-393 ha by 2050.

Figure 3.1: Projected demand (ha) for Light Industry Zoned Land to 2050

	2026	2028	2038	2048	2050
Light Industry					
2018 Report	11	14	78	143	161
Medium Future (Urban North)	25	39	107	177	191
Medium Future (Catchment)	34	48	116	186	199
High Future (Urban North)	125	148	274	300	384
High Future (Catchment)	134	157	283	309	393
Difference from 2018 Report					
Medium Future (Urban North)	14	25	29	34	29
Medium Future (Catchment)	22	34	38	43	38
High Future (Urban North)	114	134	196	157	223
High Future (Catchment)	123	143	205	166	232

Compared with the 2018 study, this indicates demand for an additional 34-43 ha by 2048 in the medium future, or 157-166 ha in the high future.

3.1.3 Heavy Industry Zoning

Projected demand for HIZ land is shown in Figure 3.2. The 2018 assessment indicated demand for an additional 4 ha of HIZ land by 2048. That was based on the ‘Urban North’ method. Extrapolated to 2051, that would be around 4-5 ha.

The updated estimates show a slightly higher level of demand, in the order of 4-5ha by 2048, and just over 5 ha by 2050 applying the equivalent methodology in a Medium Growth future. Analysis based on household growth in the northern catchment shows a similar level of demand.

The estimates in a high growth future show substantially more demand, in the order of 10-11 ha by 2048, and 11-12 ha by 2050.



Figure 3.2: Projected demand (ha) for Heavy Industry Zoned Land to 2050

	2026	2028	2038	2048	2050
Heavy Industry					
2018 Report	-	-	2	4	4
Medium Future (Urban North)	0.2	0.6	2.6	4.7	5.1
Medium Future (Catchment)	0.2	0.6	2.6	4.7	5.1
High Future (Urban North)	3.2	3.8	7.6	10.9	11.7
High Future (Catchment)	3.2	3.8	7.6	10.9	11.7
Difference from 2018 Report					
Medium Future (Urban North)	0.2	0.6	0.8	1.0	0.9
Medium Future (Catchment)	0.2	0.6	0.8	1.0	0.9
High Future (Urban North)	3.2	3.8	5.8	7.2	7.4
High Future (Catchment)	3.2	3.8	5.8	7.2	7.4

Compared with the 2018 study, this indicates demand for an additional 1-2 ha by 2048 in the medium future, or 7-8 ha in the high future.



4 Conclusion

The conclusions from the 2018 report stand.

Silverdale Wainui Dairy Flat will become one of Auckland's key growth nodes in the next three decades, and that growth will require significant new provision of retail and services space and business land to accommodate employment and meet the future needs of the community.

There is requirement for a significant new retail and business land presence in the FUZ area to accommodate the needs of the residential population.

4.1.1 Demand for LIZ Business Land

There will be demand for a significant amount of new business land given both projected population growth and SWDF's proximity to North Shore, where vacant land is very limited. By 2050 this demand will amount to between 191 and 393ha of LIZ. Those ranges show considerable variation, due to the underlying assumptions about businesses' location preferences and household employment generation.

The SWDF will become the focus for future LIZ growth in the Urban North due to the imminent exhaustion of LIZ supply in the North Shore. It is the next nearest LIZ location to urban Auckland, and so future demand is more likely to be near the upper end of the range presented. This recognises the potential for Albany, to accommodate a large workforce, especially in commercial activities.

The upper end of projections also reflects the potential for changed locational preferences for business land (especially LIZ) within Auckland, as driven by a substantial new area of LIZ land in SWDF. That could offer benefits to be new businesses, and to established businesses seeking to expand, including cheaper land than in North Shore and Auckland isthmus, agglomeration economies, co-location with other similar businesses, shared infrastructure and so on. and so should be preferred to the lower end estimates. In any case it would be prudent to plan to accommodate near the high end of that range given the difficulties with finding more industrial land once other activities are in place.

4.1.2 Land required for all purposes

Some centres-type activities will naturally locate on business (e.g. LIZ) land, to supply the needs of the local workforce there, and because some of those activities will be either permitted in the business zones or more suited there. The 2018 study noted that a total of up to 456ha of additional business land might be required in the SWDF area, if allowance were made for a substantial area of HIZ. although that includes a large amount of HIZ land (133ha). There is considerable uncertainty about the prospects for HIZ, given the economies of scale and scope often associated with these types of activity, and the associated potential for reverse sensitivity issues.

4.1.3 Caveats

The caveats set out in the 2018 reporting remain. This is because there are many matters which may act to result in higher or lower levels of demand. In particular, increases in floorspace productivity – less floorspace per person employed – and / or in land productivity – more floorspace per zoned land area –



would act to reduce the final level of demand for zoned LIZ area. Generally, as economies increase in size, there are medium and long term increases in development intensity, resulting in more floorspace per zoned land area.

At the same time, wider drivers of employment and land demand include the patterns of population and workforce growth, which could see the northern area with a larger workforce, and consequent need for more employment land.

4.1.4 Precautionary Approach for LIZ

A particular issue in any urban economy is the ongoing competition for space and land area, where established activities such as industry may be displaced by activities which yield higher returns for a given land area. At the same time, there is potential for 'sensitivity' effects, where established activities may face pressure to re-locate because of the effects which they generate. These may be in the realm of environmental or social effects, but may also arise from wider effects such as high traffic generation and congestion from cumulative effects.

These matters highlight the importance of a precautionary approach to zoning for industrial land. This applies to both LIZ, since it has greater land demands than HIZ, and also HIZ because there is generally greater potential for conflicts.

On that basis, a precautionary approach to base provision of capacity on the higher end of estimates is recommended. That is on the basis that the negative effects from having too much LIZ and HIZ are generally lower than the negative effects of having too little.

In the same way, a precautionary approach is recommended with regard to the business zoning to be applied to the land. In the AUP, the Mixed Use zone does also enable many of the activities which the LIZ zone enables. However, the MUZ provisions are also more enabling of residential activity, which means that business activity in the MUZ necessarily faces stronger competition from residential use than in the LIZ or HIZ zones. Auckland's growth outlook remains strong, and the economy is expected to be 60-70% larger than it is currently in just 3 decades' time. That growth pressure also points to the importance of a precautionary approach, to provide for easily sufficient land capacity in efficient locations for the businesses which require LIZ or HIZ zoning – currently 16-18% of the total economy.

Attachment 5 Submissions and Further Submissions

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 103 - Yanmei Li
Date: Sunday, 14 July 2024 12:30:55 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Yanmei Li
Organisation name:
Agent's full name:
Email address: yanmei93@hotmail.com
Contact phone number:
Postal address:
30 Pohewa Road
Silverdale
Auckland 0932

Submission details

This is a submission to:

Plan change number: Plan Change 103
Plan change name: PC 103 (Private): Silverdale West Industrial Area

My submission relates to

Rule or rules:
Rezone approximately 107ha of land from Future Urban Zone to Business - Light Industry Zone.

Property address: 30 Pohewa Road

Map or maps:

Other provisions:

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

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

The reason for my or our views are:
Many people especially old people live in this area, it doesn't has any noise or complicated situations at this moment. If it be changed to light industry zone, that gonna break this peaceful area.

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

Submission date: 14 July 2024

1.1

Attend a hearing

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

Declaration

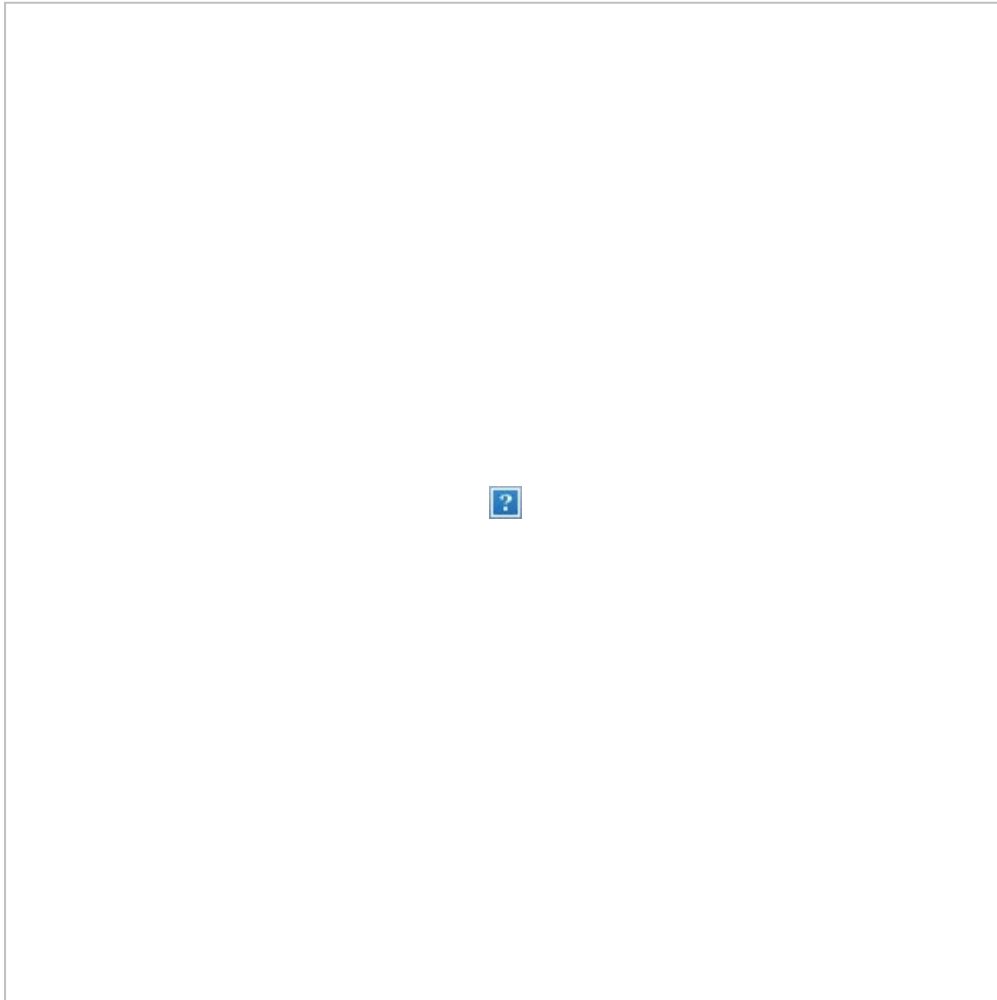
Could you gain an advantage in trade competition through this submission? No

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

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

Yes

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



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 103 - Ravikash Deep Singh
Date: Monday, 15 July 2024 1:30:56 pm
Attachments: [HDL Spatial Land Use Submission Supporting Letter.pdf](#)
[HDL RTC Submission Supporting Letter.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Ravikash Deep Singh

Organisation name: HD Group

Agent's full name:

Email address: ravikash@hdgroup.co.nz

Contact phone number: 0211849741

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 103

Plan change name: PC 103 (Private): Silverdale West Industrial Area

My submission relates to

Rule or rules:

Property address: 1596 Dairy Flat Highway, Dairy Flat

Map or maps:

Other provisions:

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

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

The reason for my or our views are:

We are the owners of 1596 Dairyflat Highway and we have been in constant contact with Auckland Council for the Stage 1 strategic plan where we had the boundaries adjusted to include our land for the livening of the urban zone. We feel given this Private plan change isolates us and the infrastructure to support our development in the future. Ideally, Council could ensure that the private plan change includes us as part of the initial Stage 1 strategy plan.

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

Details of amendments: Amendment to adjust Private Plan change boundary to include Stage 1 precinct plan.

Submission date: 15 July 2024

2.1

2.2

Supporting documents

HDL Spatial Land Use Submission Supporting Letter.pdf

HDL RTC Submission Supporting Letter.pdf

Attend a hearing

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

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

Yes

Declaration

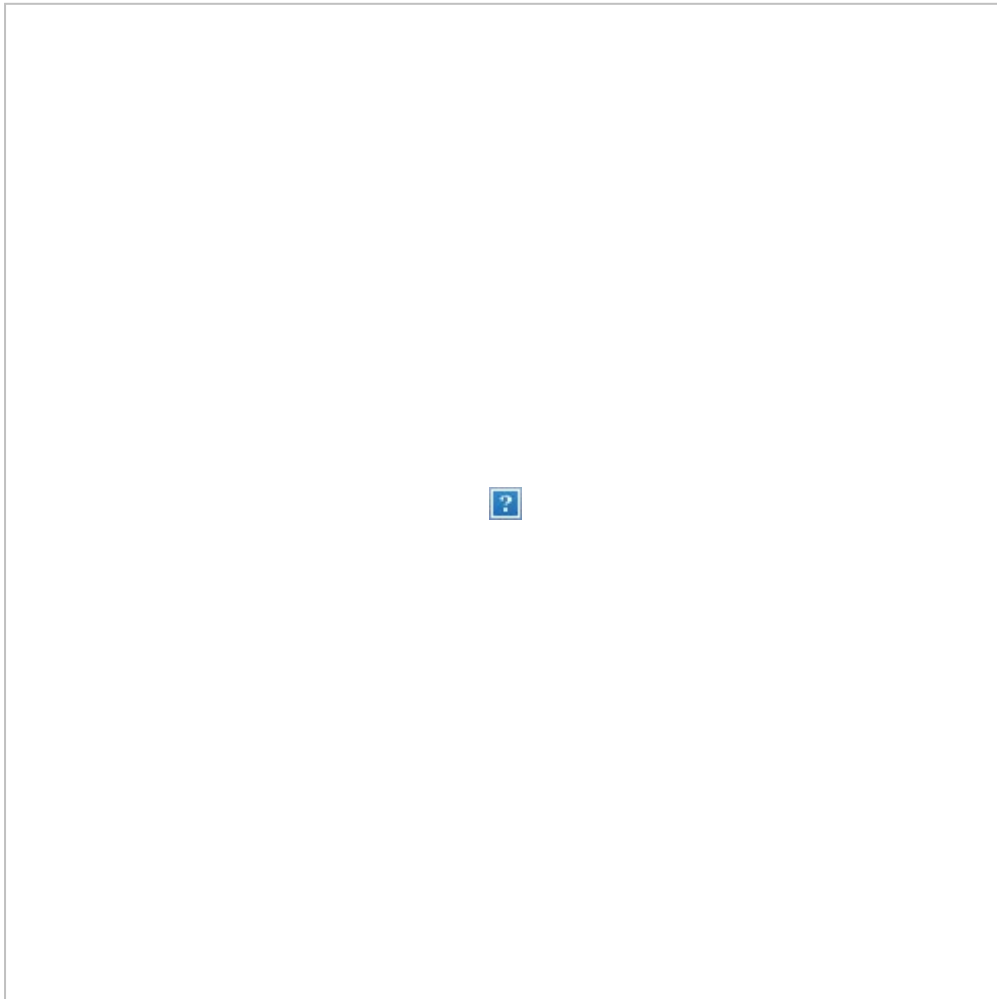
Could you gain an advantage in trade competition through this submission? No

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

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

Yes

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



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Hobsonville Development Ltd
43 Omega Street
Rosedale
Auckland

Feedback on Auckland Council's proposed Draft Spatial Land Use Strategy for Dairy Flat and Silverdale Future Urban Zones

Introduction

Hobsonville Development Ltd make the submission set out below to the proposed draft Spatial Land Use Strategy for Dairy Flat and Silverdale Future Urban Zones.

Background

Hobsonville Development Ltd owns 4.0 hectare of land located west of the State highway 1 motorway and east of Dairy Flat Highway within the area identified for industrial development in the Silverdale West Dairy Flat Industrial Area Structure Plan 2020. This Structure Plan was adopted by the Auckland Council in April 2020.

Key submission point

Hobsonville Development Ltd continues to support the Silverdale West Dairy Flat Industrial Area Structure Plan 2020 as outlined in the Auckland Council's proposed Draft Spatial Land Use Strategy for Dairy Flat and Silverdale Future Urban Zones. The development of the Silverdale West industrial area is critical in supporting the increasing residential development in the wider area with employment land.

The importance of local employment in Silverdale that is well served by planned infrastructure should not be understated. Local working will have positive impacts on quality of life, social capital, and lower transport emissions consistent with Auckland Council's Tāruke-ā-Tāwhiri Climate Plan. These impacts include decreased commuting and the development of stronger local employment networks, resulting in a stronger and more resilient Silverdale.

Hobsonville Development Ltd would welcome future updates from Auckland Council on the above matters.

Hobsonville Development Ltd
43 Omega Street
Rosedale
Auckland

Feedback on Auckland Council's proposed Rapid Transit Corridor for North Auckland

Introduction

Hobsonville Development Ltd make the submission set out below to the proposed Rapid Transit Corridor (RTC) for North Auckland.

Background

Hobsonville Development Ltd owns 4.0 hectare of land located west of the State highway 1 motorway and east of Dairy Flat Highway within the area identified for industrial development in the Silverdale West Dairy Flat Industrial Area Structure Plan 2020. This Structure Plan was adopted by the Auckland Council in April 2020.

Key submission points

Hobsonville Development Ltd supports the proposed RTC route (specifically the route from Albany via Dairy Flat and onto Milldale) and the amended route which is now west of Dairy Flat Highway instead of east. This amendment to the route is an important and beneficial change, which is far better than previous alignment options. The now proposed route will accommodate the demands of residential and industrial employment within an 800m radius, which is not only critical for those users but also for the successful operation of the RTC.

The proposed alignment will run through the residential area to the west of Dairy Flat Highway, which will connect residents in Dairy Flat to employment opportunities in Albany and/or the City Centre (via onward connection of the to other parts of the Auckland region), as well as to the neighbouring industrial developments to the east of Dairy Flat Highway. It is important the RTC serves both the industrial (i.e. employment) and residential catchments well.

However, it is noted, that the new alignment pushes the route away from the industrial zoned land within the Silverdale West Plan Change area. In order to ensure good connectivity between Silverdale West and the RTC it is recommended that the SGA in conjunction with Council and Auckland Transport consider the strategic placement of bus stations on the RTC route. These stations should also feature on future public transport networks and/or include special dedicated public bus/shuttle services which link Silverdale West directly with the stations. Walking and cycling paths to the stations would also greatly increase the connectivity to employment areas. This will provide viable alternative transport mode options for people working within Silverdale West.

Conclusion

The now-proposed SGA alignment of the route will cover greater potential user catchment areas and patronage due to the proximity to the future residential developments and the distance from SH1. In the long term, the proposed RTC will greatly improve the connectivity of North Auckland by allowing for easy access to jobs and social opportunities. This will facilitate the growth of Auckland's northern suburbs while making provisions for the use of sustainable transport choices. However, it is noted that diverting the RTC away from the Silverdale West area affects accessibility for people working within Silverdale West and reduces the potential benefits afforded by the RTC. It is recommended that bus stations along the RTC be strategically located to allow easy access for employees within Silverdale West.

Hobsonville Development Ltd would welcome further discussion with Auckland Council and Auckland Transport on the above matters.



From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 103 - Jan Kiers
Date: Monday, 15 July 2024 3:15:49 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Jan Kiers
Organisation name: DairyFlat ComDev Ltd
Agent's full name:
Email address: jan@comdev.co.nz
Contact phone number:
Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 103
Plan change name: PC 103 (Private): Silverdale West Industrial Area

My submission relates to

Rule or rules:
PC 103 (Private): Silverdale West Industrial Area

Property address:

Map or maps:

Other provisions:

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

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

The reason for my or our views are:
We support the proposed plan change

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

Details of amendments:

Submission date: 15 July 2024

Attend a hearing

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

Declaration

3.1

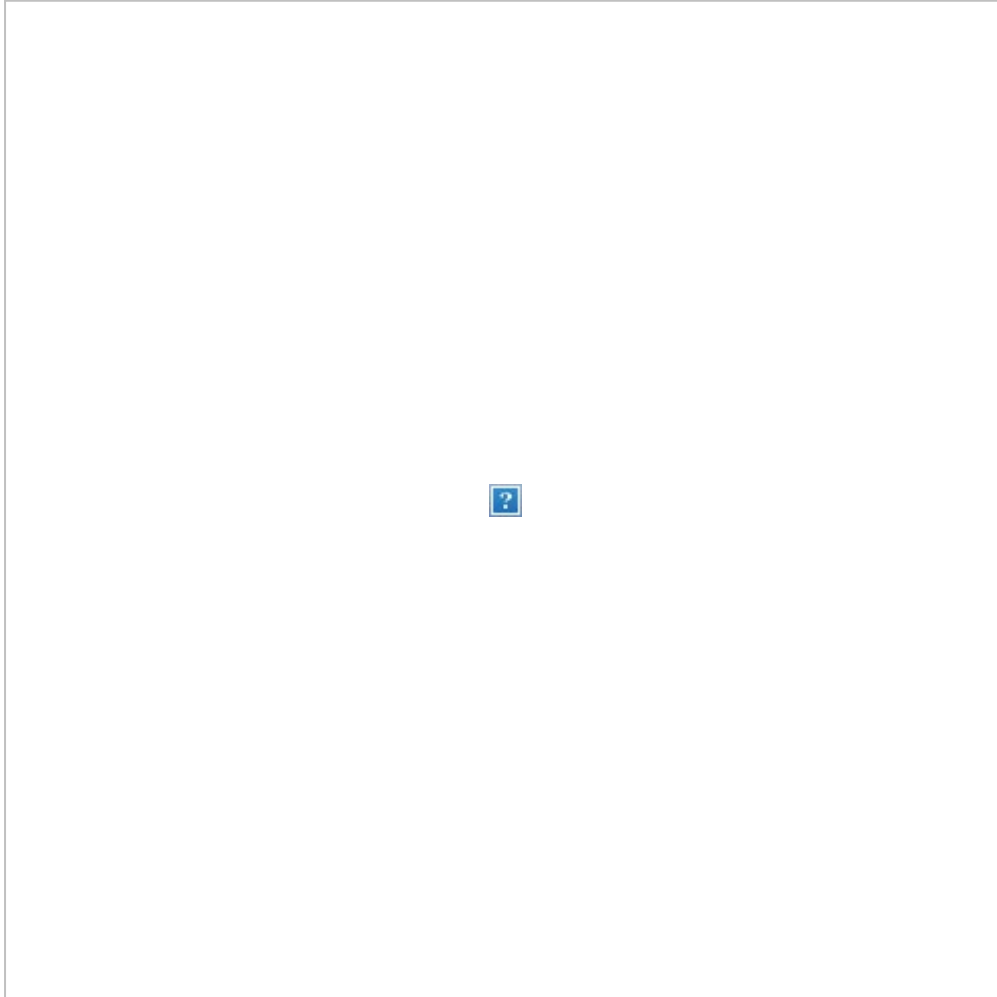
Could you gain an advantage in trade competition through this submission? No

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

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

No

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



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 103 - Taufua Barry
Date: Tuesday, 16 July 2024 10:15:26 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Taufua Barry
Organisation name: Buy West Management
Agent's full name: Gibson Lii
Email address: tbarry20@gmail.com
Contact phone number:
Postal address:
8 Kapehu rd ,Silverdale
Auckland
Silverdale
Auckland 0932

Submission details

This is a submission to:

Plan change number: Plan Change 103
Plan change name: PC 103 (Private): Silverdale West Industrial Area

My submission relates to

Rule or rules:
I do agree with the guide lines mention

Property address: 8 Kapehu Rd

Map or maps: Silverdale

Other provisions:
Nil

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

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

The reason for my or our views are:
Nil

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

3.1

Details of amendments:

Submission date: 16 July 2024

Attend a hearing

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

Declaration

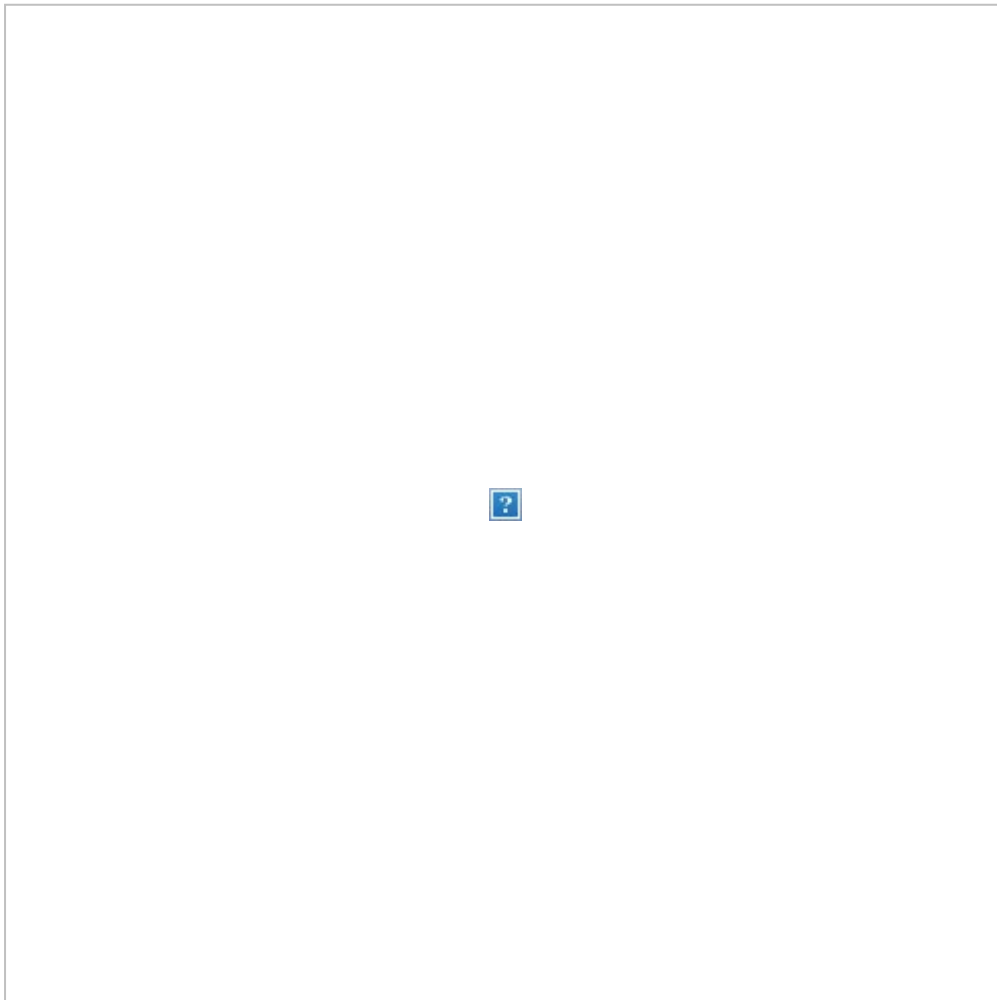
Could you gain an advantage in trade competition through this submission? No

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

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

No

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



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 103 - carlton windust
Date: Friday, 19 July 2024 2:16:00 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: carlton windust

Organisation name:

Agent's full name:

Email address: windys@xtra.co.nz

Contact phone number:

Postal address:
225 Pine Valley Road RD 2
Dairy Flat
Auckland 0992

Submission details

This is a submission to:

Plan change number: Plan Change 103

Plan change name: PC 103 (Private): Silverdale West Industrial Area

My submission relates to

Rule or rules:
no specific rules

Property address: 225 Pine Valley Road

Map or maps:

Other provisions:

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

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

The reason for my or our views are:
More housing needs more employment. The industrial sector is a major contributor to thousands of people, much needed in this area sooner rather than later.

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

Details of amendments:

Submission date: 19 July 2024

Attend a hearing

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

5.1

Declaration

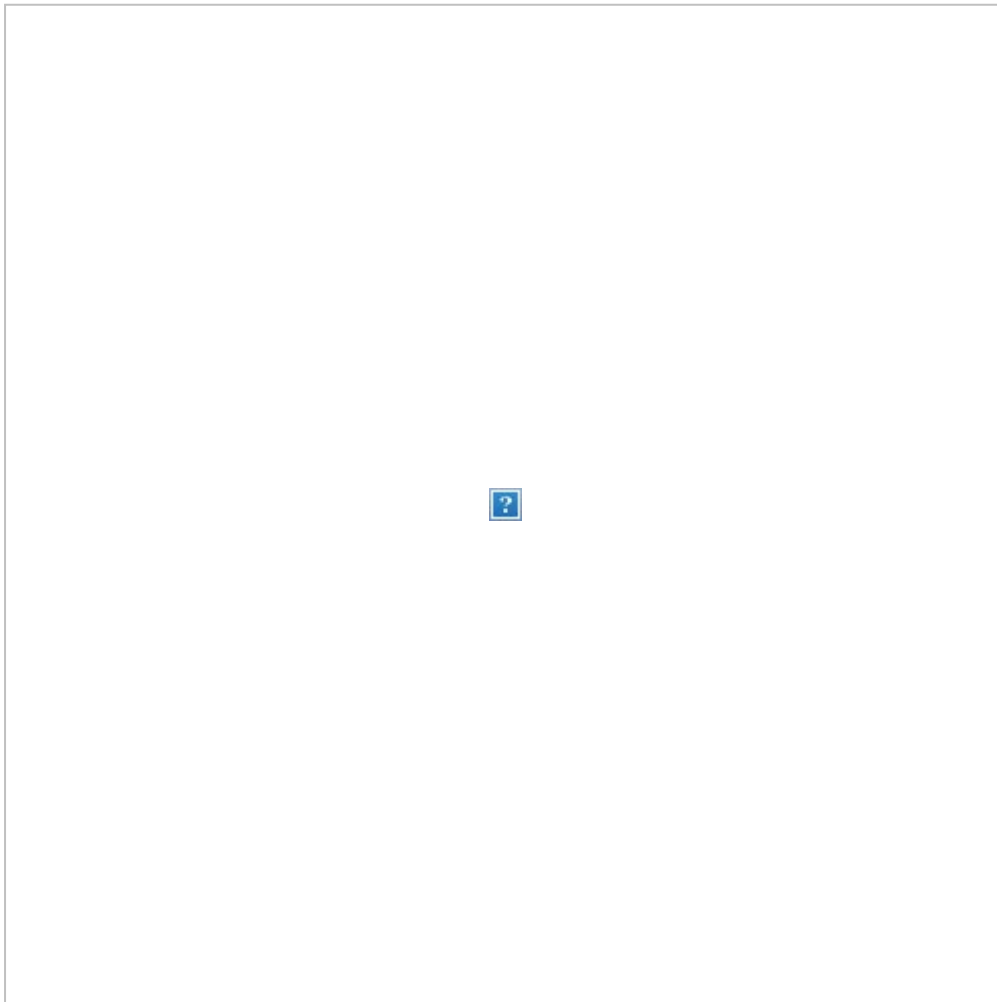
Could you gain an advantage in trade competition through this submission? No

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

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

No

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 103 - Loudene Marais
Date: Monday, 22 July 2024 2:00:41 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Loudene Marais

Organisation name:

Agent's full name:

Email address: loudene@gmail.com

Contact phone number:

Postal address:

Silverdale
Auckland 0932

Submission details

This is a submission to:

Plan change number: Plan Change 103

Plan change name: PC 103 (Private): Silverdale West Industrial Area

My submission relates to

Rule or rules:
PC103 - stormwater management plan

Property address: 7B Breeze Lane

Map or maps:

Other provisions:

PC103 - stormwater management plan. increase in impervious areas upstream of our property will result in an increase flooding and a potential increase in water level compared to that found on GeoMaps. The current 100yr flood maps are modelled using maximum probable development for future urban zone of 70% impervious areas whereas light industry is 90-100% impervious areas. Onsite attenuation is strongly recommended to mitigate any additional runoff. More green space is proposed.

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:

Silverdale already feels like an industrial area. no parks for children, no walkways, no safe road crossings, especially crossing the Hibiscus Coast Highway. I definitely do not feel we live in a child safe neighborhood. too many cars, too many construction vehicles. our property is very close to the Weiti stream and the flood plain (currently modelled as FUZ zone and not industrial land use) is already too close for comfort.

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

6.1

amendments I requested

Details of amendments: onsite attenuation for 100yr flood event to mitigate increase in flows towards Weiti Stream or Johns Creek. More green areas

Submission date: 22 July 2024

| 6.2
| 6.3

Attend a hearing

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

Declaration

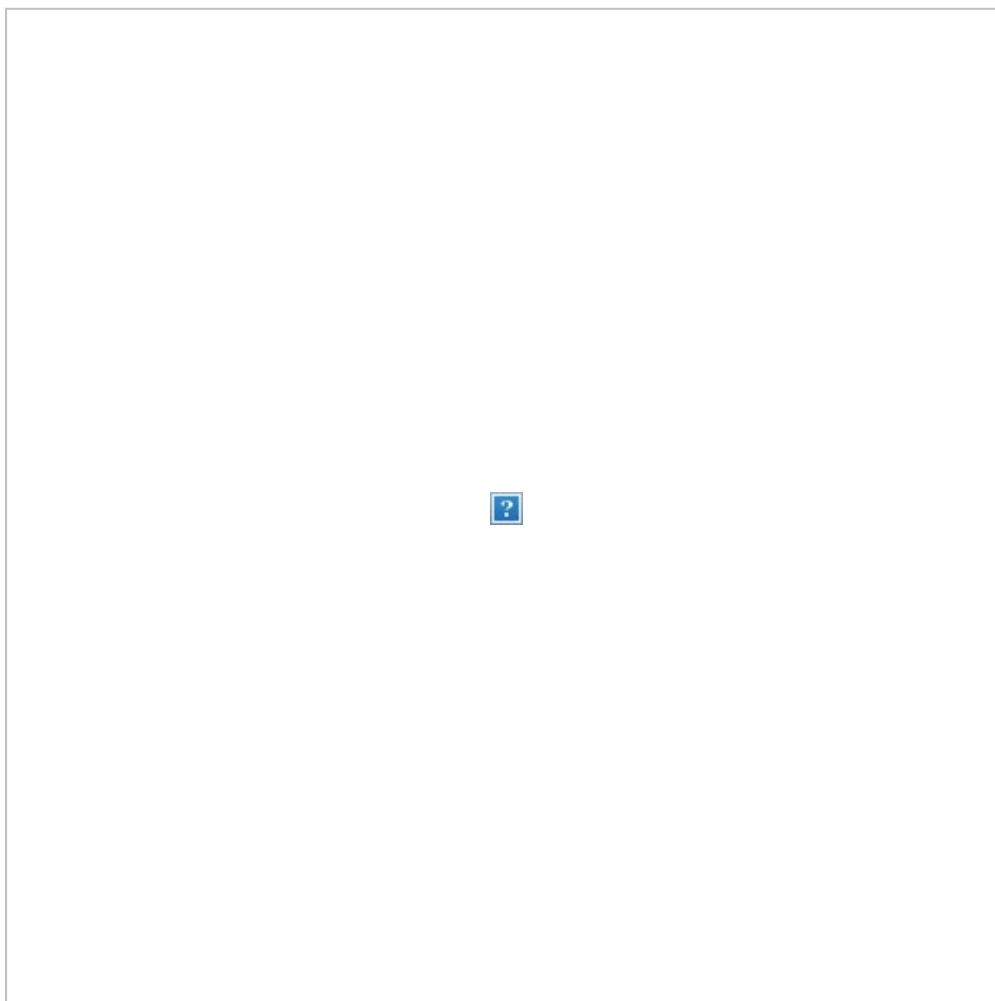
Could you gain an advantage in trade competition through this submission? No

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

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

No

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



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 103 - Andrew Nigel Philipps Kay
Date: Tuesday, 23 July 2024 6:45:18 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Andrew Nigel Philipps Kay

Organisation name:

Agent's full name: Philipps Nigel Kay

Email address: anpkay@gmail.com

Contact phone number:

Postal address:
95 Postman Rd
Dairy Flat
Auckland 0794

Submission details

This is a submission to:

Plan change number: Plan Change 103

Plan change name: PC 103 (Private): Silverdale West Industrial Area

My submission relates to

Rule or rules:

Property address:

Map or maps:

Other provisions:
Transportation

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

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

The reason for my or our views are:

I support the general thrust of the Proposed Plan Change. However, it will generate significant additional traffic on a roading network that is already heavily congested. I consider the following amendments are needed:

1. Include a requirement for greatly enhanced public bus services along Dairy Flat Highway to Silverdale to service the future development and alleviate congestion.

7.1

2. Include a requirement to implement the proposed road and motorway interchange at the outset of development of the PPC area.

7.2

3. Include a requirement to reserve a Rapid Transit Corridor along the eastern side of the PC Area (i.e. adjacent to SH1). This RTC alignment is in place of the current flawed concept of routing the RTC through Dairy Flat and Pine Valley. Future-proofing for the alternative, more economic

7.3

alignment of the RTC alongside the motorway is essential, in order to avoid high future cost to retrofit the alignment once the planners recognise the strategic risk and unaffordable cost of the current RTC alignment.

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

Details of amendments: as listed above

Submission date: 23 July 2024

Attend a hearing

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

Declaration

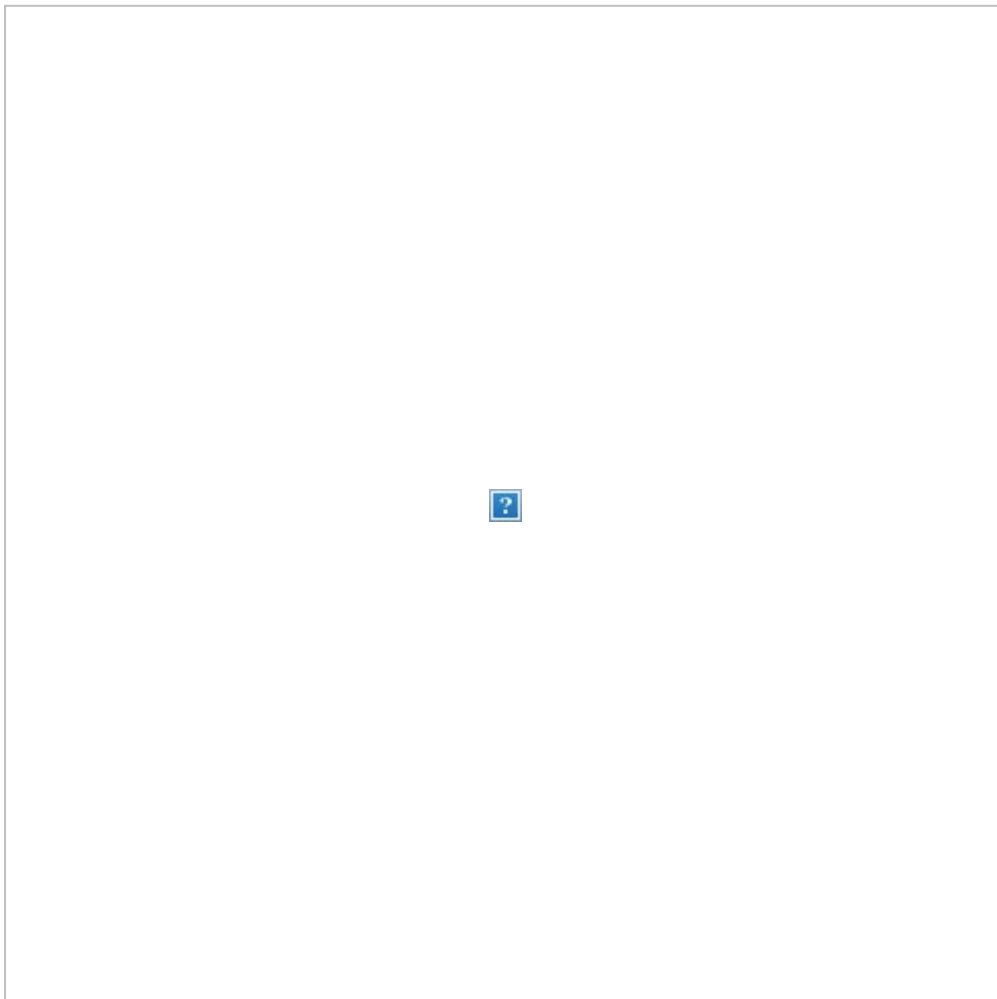
Could you gain an advantage in trade competition through this submission? No

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

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

Yes

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



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 103 - N Goument
Date: Tuesday, 23 July 2024 3:30:36 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: N Goument

Organisation name:

Agent's full name:

Email address:

Contact phone number:

Postal address:
212 Pine Valley Road
Dairy Flat
Auckland 0992

Submission details

This is a submission to:

Plan change number: Plan Change 103

Plan change name: PC 103 (Private): Silverdale West Industrial Area

My submission relates to

Rule or rules:

Why is two private companies dictating to Auckland council?? They are nothing but monopolies and should NOT be allowed to change a Unitary Plan!!

Property address: 212 Pine Valley Road

Map or maps:

Other provisions:

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

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

The reason for my or our views are:

Why is two private companies dictating to Auckland council?? They are nothing but monopolies and should NOT be allowed to change a Unitary Plan!! This would be just to save their own private companies money. This rezone is unnecessary, there is already new light industrial for Dairy Flat near airport and Silverdale and Milldale etc. Hardly anything is even manufactured in New Zealand anymore. NOT needed, please leave a few rural area's for the native birds and wildlife.

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

Submission date: 23 July 2024

8.1

Attend a hearing

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

Declaration

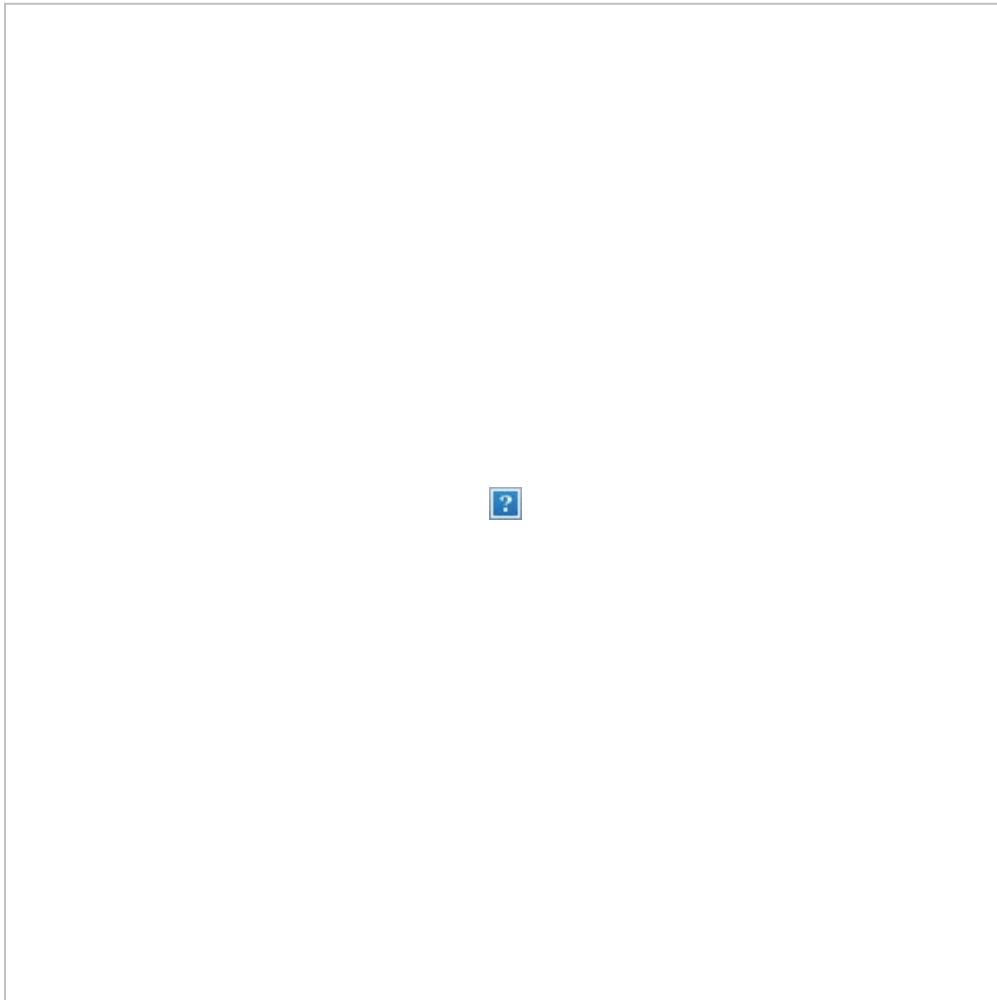
Could you gain an advantage in trade competition through this submission? No

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

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

Yes

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



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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 103 - TIM VAN AMERINGEN
Date: Tuesday, 23 July 2024 8:00:16 pm
Attachments: [Coatsville Dairy Flat Highway Roundabout.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: TIM VAN AMERINGEN

Organisation name:

Agent's full name: TIM VAN AMERINGEN

Email address: timvanam@gmail.com

Contact phone number: 021355005

Postal address:
timvanam@gmail.com
Auckland
Auckland 0794

Submission details

This is a submission to:

Plan change number: Plan Change 103

Plan change name: PC 103 (Private): Silverdale West Industrial Area

My submission relates to

Rule or rules:
Plan change 'PC 103 (Private): Silverdale West Industrial Area'

Property address: 46 WILKS ROAD WEST, DAIRY FLAT

Map or maps:

Other provisions:
Installation of lights at the intersection of
- Wilks Road West
- Wilks Road
- Dairy Flat Highway

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

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

The reason for my or our views are:

As a local neighbourhood intersection example please refer to the Dairy Flat Highway/Coatsville 'round-about'. The round-about works very well in managing a high-speed intersection by slowing traffic to safe levels (not just stopping traffic).

A 'around about' (rather than a lights-controlled intersection) would be greatly preferably to the residents of Wilks Road West for the following reasons:

- safer for a dangerous high-speed location/intersection
- faster flowing for traffic

- less of an inconvenience to main highway users
- more in keeping with our rural environment

Our intersection is a particularly unsafe intersection. This intersection has seen numerous high impact and deadly accidents over the years. I have lived here for over 25 years and to this day my family and I are all overly cautious when approaching the intersection from 'any' direction.

The intersection sits on the brow of a hill and on a week basis seems to attract driver stupidity, with many high-speed and or careless near misses.

We would urge you strongly to 'please' only consider a 'Coatsville type' roundabout for this intersection (with a concrete block in the centre of it).

9.1

Safety first please for all of us.

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

Details of amendments: Please refer to the attached image

Submission date: 23 July 2024

Supporting documents
Coatsville Dairy Flat Highway Roundabout.pdf

Attend a hearing

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

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

Declaration

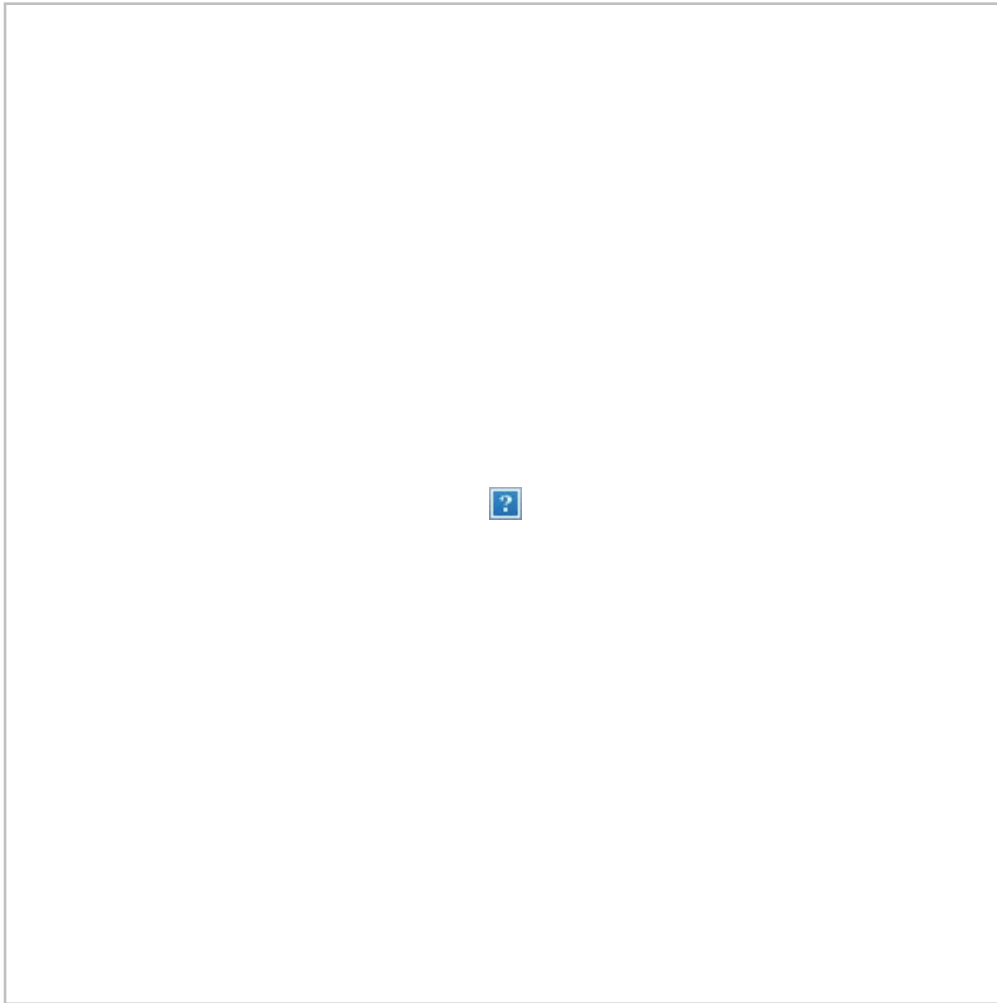
Could you gain an advantage in trade competition through this submission? No

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

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

Yes

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



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HOME WHAT WE DO CASE STUDIES CAREERS ABOUT US



Dairy Flat Highway Coatesville Riverhead Highway Roundabout

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 103 - Zheming XU
Date: Friday, 2 August 2024 6:45:44 pm
Attachments: [Relab Title Report-1960 East Coast Road-202408020624013611.pdf](#)
[Passport XU.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Zheming XU
Organisation name:
Agent's full name:
Email address: sepcoco1001@gmail.com
Contact phone number: 02102642036
Postal address:
68 Patteson Ave
Mission Bay
Auckland 1071

Submission details

This is a submission to:

Plan change number: Plan Change 103
Plan change name: PC 103 (Private): Silverdale West Industrial Area

My submission relates to

Rule or rules:
Rezone land to Bussiness -Light Industry Zone

Property address: 1960 East Coast Road

Map or maps: whole

Other provisions:

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

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

The reason for my or our views are:

This area has convenient transportation, especially after the construction of the new highway exit, making it easy to access the highway. It would be a waste to use such a large piece of land for just an ordinary residence.

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

10.1

Details of amendments:

Submission date: 2 August 2024

Supporting documents
Relab Title Report-1960 East Coast Road-202408020624013611.pdf

Passport XU.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.

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

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 103 - Mark Weingarth
Date: Friday, 9 August 2024 5:16:21 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Mark Weingarth

Organisation name:

Agent's full name: Mark Weingarth

Email address: info@planco.co.nz

Contact phone number: 0211671873

Postal address:
 84 Birkenhead Avenue
 Birkenhead
 Auckland 0626

Submission details

This is a submission to:

Plan change number: Plan Change 103

Plan change name: PC 103 (Private): Silverdale West Industrial Area

My submission relates to

Rule or rules:
 All the plan change

Property address: 1596 Dairy Flat Highway

Map or maps:

Other provisions:
 Our client considers that the their site being 1596 Dairy Flat Highway should be included in the plan change as per the original concept in order to allow better connectivity to the plan change area with Dairy Flat Highway.

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:
 As above

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

Details of amendments: Include 1596 Dairy Flat Highway into the plan change area and reinstate the originally proposed connection to Dairy Flat Highway

Submission date: 9 August 2024

11.1

11.2

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

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From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 103 - Robert and Linda Brown
Date: Friday, 9 August 2024 7:15:21 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Robert and Linda Brown

Organisation name:

Agent's full name:

Email address: RnlBrown@Dahliahaven.co.nz

Contact phone number:

Postal address:

235 Wilks Road

RD4 Albany

Auckland 0794

Submission details

This is a submission to:

Plan change number: Plan Change 103

Plan change name: PC 103 (Private): Silverdale West Industrial Area

My submission relates to

Rule or rules:

The Auckland Unitary Plan lists the following objectives in Chapter E27 (Transport) relating to the regions' transport infrastructure:

1. 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.
2. An integrated transport network including public transport, walking, cycling, private vehicles and freight, is provided for. Parking and loading supports urban growth and the quality compact urban form;
3. The provision of safe and efficient parking, loading and access is commensurate with the character, scale and intensity of the zone;
4. Pedestrian safety and amenity along public footpaths is prioritized; and
5. Road/rail crossings operate safely with neighbouring land use and development

Property address: 235 Wilks Road area

Map or maps:

Other provisions:

Stantec transport report and proposed recommendations of -

- Signalisation of the Wilks Road / Dairy Flat Highway intersection;
- Signalisation of the Wilks Road / East Coast Road intersection;

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

12.1

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

The reason for my or our views are:

The proposal seeks to add substantial traffic volumes to three Wilks Road intersections as vehicles from the proposed PPC transit through the area. While the offer to pay for signalization at the Wilks Rd intersections would be beneficial, it is preempting the SGA development of Wilks Rd motorway access and appears to be transiting through what is still a rural zoned area with high volumes of commercial traffic, to gain access to/from Penlink. The 2021 traffic numbers used in the application are redundant with current volumes using Wilks Rd as an alternative to the Silverdale interchange . With the opening of Penlink, further traffic volumes exiting the motorway system will transit through Wilks Rd to Kahikatea Flats road, which the applicant may have missed in their application detail.

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

Details of amendments: The proposal appears to fragment infrastructure/transport development and we suggest it should not be allowed prior to the Wilks Rd SGA proposals of onramps at Wilks Rd/Kahikatea flat through road are operative.

12.2

Submission date: 9 August 2024

Attend a hearing

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

Declaration

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

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

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

Yes

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

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

A N D

IN THE MATTER of a submission under clause
6 of the First Schedule to the
RMA on Plan Change 103 –
Silverdale West Industrial
Area

**SUBMISSION ON NOTIFIED PROPOSAL FOR PRIVATE PLAN CHANGE 103 –
SIVLERDALE WEST INDUSTRIAL AREA (PC 103)**

To: Auckland Council
Name of Submitter: **Auckland Council**
Address: 35 Albert Street
Private Bag 92300
Auckland 1142

INTRODUCTION

1. This is a submission on proposed Private Plan Change 103 Silverdale West Industrial Area (**PC 103**) to the Auckland Unitary Plan (Operative in Part) (**AUP**) by Fletcher Development Limited and Fulton Hogan Limited (**Applicant**):
2. Auckland Council could not gain an advantage in trade competition through this submission.
3. This submission by Auckland Council in its capacity as submitter (**ACS**) relates to PC 103 in its entirety and all provisions of PC 103.

BACKGROUND

4. The site is at Silverdale West between State Highway 1 (SH1) to the east and Dairy Flat. It extends to the south to approximately halfway between Wilks Road.
5. PC 103 seeks to rezone 107.35 ha of land from the Future Urban Zone to the Business - Light Industry Zone to facilitate development. Most of this land area is owned by the Applicant. A new precinct is proposed to align future subdivision and development with the provision of the necessary transport, wastewater and other infrastructure, as well as achieving specified landscape, stormwater management and ecological outcomes. The proposed new precinct includes staging provisions and triggers to align development with the provision of infrastructure. If specified infrastructure upgrades are not in place, then development is limited to specified thresholds.

6. The area is not currently connected to public wastewater or water supply network and is accessed off Dairy Flat Highway. The Silverdale motorway interchange lies to the immediate north.

GENERAL REASONS FOR THE SUBMISSION

7. The land is within the area covered by Council's Silverdale West Dairy Flat Industrial Area Structure Plan 2020 which identified the land for industrial development. The area subject to this private plan change request is within Stage 1 of the structure plan, to be developed in the period 2022-2030.
8. However, Auckland Council has concerns with PC 103 as it:
 - a. Does not promote sustainable management of resources, will not achieve the purpose of the RMA, and is therefore inconsistent with Part 2 of the RMA;
 - b. Does not manage or enable the efficient and integrated use, development and protection of natural and physical resources;
 - c. Does not avoid, remedy or mitigate adverse effects;
 - d. Is inconsistent with, or fails to give effect to, provisions of relevant planning instruments;
 - e. Does not meet the requirements of section 32 of the RMA; and
 - f. Does not meet the requirements of section 75 of the RMA.

SPECIFIC REASONS FOR THE SUBMISSION

In particular, but without limiting the generality of the above, ACS has concerns with PC 103 for the reasons stated below:

PC 103 fails to integrate infrastructure planning and funding with urbanisation

9. A key concern for the Auckland Council is that PC 103 does not provide for the strategic integration of infrastructure (transport and wastewater servicing), and the planning and funding of such infrastructure with land use. The provision of such infrastructure works – which are physical resources in terms of the RMA – will not be achieved at a rate with which the council (representing the community) can physically and economically cope.
10. Matters concerning the funding and timing of infrastructure are directly relevant to decisions on zoning, and it is poor resource management practice and contrary to the purpose of the RMA to zone land for an activity when the infrastructure necessary to allow that activity to occur without adverse effects on the environment does not exist, or there is a high degree of uncertainty as to whether that infrastructure will be provided in a timely and efficient way.¹
11. The council has no immediate intentions to rezone this area for development. A council plan change is not currently on the work programme. Therefore, the associated risks and costs of a plan change should be met by the developer rather than the council. It is not appropriate to deal with the private plan change as if it was a resource consent application because the current Future Urban Zone that applies to the land is not suitable for industrial subdivision and development.

¹ See, for instance, **Foreworld Developments Ltd v Napier City Council**, W8/2005.

12. There are a number of infrastructure issues that remain to be addressed. For ACS, concerns are:
- PC 103 has not adequately assessed the potential traffic and transport effects, with the Integrated Transport Assessment making a number of unreliable assumptions (e.g. concerning mode share);
 - The proposed mitigation and transport upgrades relied upon in PPC 103 are insufficient to give effect to the higher order objectives and policies identified below;
 - PC 103 is likely to necessitate a range of transport infrastructure, which are not planned or funded according to the timeline required for this plan change;
 - PC 103 is likely to necessitate integration into a wastewater infrastructure system which is not planned or funded according to the timeline required for this plan change . Alternative technologies and solutions are not supported by Watercare Services Limited.

Funding

13. The Applicant's section 32 report supporting PPC 103 states:

"If development occurs prior to the Council providing the necessary infrastructure upgrades, the Applicants have confirmed that they are capable and willing to cover those costs up front and will seek to enter into agreement(s) with Council to recover some of those costs over time where there is a wider public benefit from the provision of that infrastructure (refer Appendix 22)."

Appendix 22² to the Applicant's S32 report states:

Basis of any agreement on infrastructure funding

FDL and FHLD have stated that they will forward fund and implement the physical works package for roading, water and wastewater detailed above.

While we are exploring if it will be possible to fund these infrastructure upgrades under the IFFA, we would also like to further explore the avenue of an IFA with Council with costs being reimbursed by Council once recovered from landowners who benefit from the infrastructure. In terms of delivery, we are happy to do this either directly and then vest it in the Council, or "stand in the shoes" of the Council and deliver it as Council infrastructure, should that be the preference.

14. ACS has concerns as to whether the required transport and wastewater infrastructure to support PPC 103 can and will be funded via either the Infrastructure Funding & Financing Act 2020 (**IFF Act**) or an Infrastructure Funding Agreement (**IFA**).

The IFF Act provides a financing and funding tool with the ultimate decision-maker being the Crown. Special Purpose Vehicle(s) (SPV) can be created for projects and enabled by the legislation to raise finance for the infrastructure. This is then funded by the collection of multiyear levies to repay the finance raised. On completion of a specific infrastructure project, the asset would be vested in Council.

15. IFAs are contracts between the Council and private sector (e.g. developers) for the provision of infrastructure by the private party for specific developments to agreed standards. These agreements are a negotiated outcome between a developer and Council. They set out clear

² FDL and FHLD letter to Auckland Council Development Programme Office (dated 12 December 2023)

expectations as to delivery of infrastructure, timing, and cost sharing, and can be entered into at any time. ASC notes these agreements:

- Can be difficult and time consuming to negotiate. This is particularly so where there is more than one landowner or developer involved (for example, a collector road requiring upgrades may have many adjoining landowners/developers and not all of those parties will necessarily be willing to enter into an agreement to pay for the upgrades).
 - May require Council to be able to finance and fund any share of the infrastructure not covered by the developer.
 - May not seem fair and equitable in relation to other developments where infrastructure has been provided in other ways such as through development contributions.
 - There is no strong evidence that an IFA of this nature will work for the infrastructure requirements for PC103.
16. The infrastructure funding solution proposed by the Applicant is theoretical and does not provide the requisite level of certainty that the infrastructure necessary to enable PPC 103 without adverse effects on the environment will be provided in a timely and efficient way.

PC 103 is inconsistent with relevant planning instruments

17. Until an infrastructure funding and financing solution is found and the potential adverse effects of urbanisation are addressed, PC 103 is considered to be inconsistent with, and fails to give effect to, relevant RMA and council strategic planning instruments, including the:
- National Policy Statement on Urban Development 2020 (**NPS-UD**)
 - Regional Policy Statement (RPS) provisions of the Auckland Unitary Plan (AUP)
 - Auckland Plan 2050 (**Auckland Plan**) particularly the Auckland Future Development Strategy 2023-2050 (**FDS**)
 - Long-Term Plan 2024-20234 (**LTP**); and
 - Regional Land Transport Plan 2024-2034 (**RLTP**).

NPSUD

18. The NPSUD promotes the integration of decisions on urban development with infrastructure planning and funding decisions. Relevant objectives are:
19. 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.*
20. Objective 6: *Local authority decisions on urban development that affect urban environments are: integrated with infrastructure planning and funding decisions; and strategic over the medium term and long term; and responsive, particularly in relation to proposals that would supply significant development capacity.*

AUP RPS

21. PC 103 is inconsistent with, and fails to give effect to, relevant provisions of the AUP RPS. This includes the following provisions of Chapter B2 – Urban Growth and Form, which place a strong emphasis on the importance of ensuring the integration of infrastructure with urbanisation in a timely and efficient way. The RPS also contains objectives and policies that seek to reduce environmental degradation and to improve resilience from natural hazards.
- a. B2.2.1 Objective (1)(c): “A quality compact urban form that enables ... (c) better use of existing infrastructure and efficient provision of new infrastructure”;
 - b. B2.2.1 Objective (5): “The development of land within the Rural Urban Boundary, towns, and rural and coastal towns and villages is integrated with the provision of appropriate infrastructure”;
 - c. B2.2.2. Policy 7(c), which requires rezoning of land within the Rural Urban Boundary to: “integrate with the provision of infrastructure”;
 - d. B2.4.2 Policy (6) in relation to urban intensification: “Ensure development is adequately serviced by existing infrastructure or is provided with infrastructure prior to or at the same time as residential intensification”;
 - e. B2.5.2 Policy (8) *Enable the supply of land for industrial activities, in particular for land-extensive industrial activities and for heavy industry in areas where the character, scale and intensity of the effects from those activities can be appropriately managed.*
 - f. B2.9. Explanation and Principal Reasons for Adoption, states:

In addressing the effects of growth, a key factor is enabling sufficient development capacity in the urban area and sufficient land for new housing and businesses over the next 30 years. The objectives and policies guide the location of urban growth areas. They identify how greenfield land which is suitable for urbanisation will be managed until it is re-zoned for urban development. They encourage provision for Mana Whenua to develop and use their resources. They also set out the process to be followed to ensure that urban development is supported by infrastructure on a timely and efficient basis.

They should be considered in conjunction with the Council’s other principal strategic plans such as the Auckland Plan, the Long-term plan and the Regional Land Transport Plan. The strategies and asset management plans of infrastructure providers will also be highly relevant.

[Emphasis added]

22. The provisions of RPS Chapter B3 – Infrastructure, Transport and Energy similarly require integration of the provision of transport infrastructure with urban growth:
- B3.2.1 Objective (5) ‘Infrastructure planning and land use planning are integrated to service growth efficiently.’
 - B3.2.2 Policy (5) ‘Ensure subdivision, use and development do not occur in a location or form that constrains the development, operation, maintenance and upgrading of existing and planned infrastructure
 - B3.3.1. Objective (1)(b): “Effective, efficient and safe transport that: ... (b) integrates with and supports a quality compact urban form”;
 - B3.3.2. Policy (5), Integration of subdivision, use and development with transport: “Improve the integration of land use and transport by: (a) ensuring transport infrastructure is planned, funded and staged to integrate with urban growth”.

Auckland Plan

23. PC 103 is inconsistent with relevant provisions of the Auckland Plan, Auckland's 30year strategic plan, and in particular with the FDS.
24. Ensuring that infrastructure networks have sufficient capacity to service growth is critical. The sequencing of future urban and development areas influences the timing of investment in the strategic networks needed to service these areas.
25. The FDS details the sequencing and timing of future urban land for development readiness. This recognises that sound resource management practice requires advanced planning and sequencing to ensure co-ordination between infrastructure providers and land release. It identifies Silverdale West Stage 1 with live zoning not before 2030+. This is a forecast date and subject to change. PC103 is therefore out of sequence with the timing for bulk infrastructure and roading networks delivery, being at least 6 years early.
26. ACS notes that the FDS states in Appendix 6 'Future urban infrastructure prerequisites' for the area that:
'some business can take advantage of existing capacity, these are the projects required to support full build out'.
27. The FDS considers in some cases live zoning could be brought forward, in certain circumstances including alternative approaches to infrastructure technology or where alternative funding methods or partners can deliver the prerequisite infrastructure. This pathway can only be considered where there is no significant impact on the council's financial position and the broader well- functioning urban environment outcomes can be met.
28. ACS considers that taking the need for delivering infrastructure to this area in accordance with the sequencing set out in the FDS that it is critical that a comprehensive infrastructure funding and financing solution is found before the PC 103 land is rezoned
29. The FDS also seeks to halt the ongoing degradation of the natural environment and to ensure development results in resilient built systems, natural environment and communities.

LTP

30. PC 103 is inconsistent with Council's LTP. The LTP budgets for Council expenditure, including infrastructure investment, for the next 10 years through to 2034. The infrastructure required to service the development proposed by PC 103 is not budgeted for in the LTP.

RLTP

31. The RLTP is a 10-year investment programme for transport in Auckland, developed by Auckland Transport (AT) together with Waka Kotahi New Zealand Transport Agency (NZTA) and KiwiRail to respond to growth and challenges facing Auckland over the next decade. The infrastructure required to service the development proposed by PC 103 is not included in the RLTP.

Effects of failure to integrate infrastructure and land use

32. The effects of the failure of PC 103 to integrate with infrastructure provision are a strategic and whole of Auckland issue. Unless the infrastructure funding shortfall is resolved, supporting PC 103 would require infrastructure funding to be removed / re-allocated from other parts of Auckland. Shifting priorities to unplanned and out of sequence development impacts negatively on infrastructure providers' ability to deliver large scale, complex bulk infrastructure projects that require long lead times across all of Auckland.

33. Auckland is highly constrained in its ability to finance and fund infrastructure across the region to support growth. With limited funding ability, scarce funding must be utilised in the most efficient way to enable region wide growth. Strategically, there is a need to open up land for development in a co-ordinated and joined up fashion when capacity is needed across Auckland, and where infrastructure delivery and funding is integrated.
34. At this point in time, PC 103 is not consistent with the coordinated and integrated approach to infrastructure provision to support urban growth set out in the Auckland Plan, LTP and RLTP. As such, development anticipated by PC 103 is likely to have major funding implications for infrastructure providers, will affect their ability to co-ordinate delivery and is likely to have major implications for the ability to service other areas. This in turn will undermine the ability to deliver infrastructure to support development capacity in other growth areas of Auckland.

Further specific reasons

35. Without derogating from the generality of the above and the submitter's opposition to PC103, further specific reasons for this submission (and alternative relief) are set out in the Schedule to this submission. These include matters relating to stormwater, planning, ecology, open space and historic heritage.

RELIEF SOUGHT

36. Auckland Council seeks the following relief:
- a. The primary relief sought by Auckland Council is to decline PC 103 in its entirety until there is a fully funded and appropriately staged solution for the integration of land use, infrastructure and development for the Precinct and Sub Region; or
 - b. In the alternative to the primary relief of declining PC 103, amend PC 103 and retain provisions as set out in the **Schedule** to this submission; and
 - c. Such further, other, or consequential relief, including in relation to PC 103's objectives, policies, rules, methods, and maps, that reflects or responds to the reasons for this submission.

13.1

Conclusion

37. Auckland Council wishes to be heard in support of its submission.
38. If others make a similar submission Auckland Council would be prepared to consider presenting a joint case with them at any hearing.

DATED: 7 August 2024

On behalf of Auckland Council as submitter:



Councillor Richard Hills, Chairperson of the Planning, Environment and Parks Committee



Councillor Angela Dalton, Deputy Chairperson of the Planning, Environment and Parks Committee



Edward Ashby, Independent Māori Statutory Board member

Address for service

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SCHEDULE – FURTHER SPECIFIC REASONS FOR THE SUBMISSION AND ALTERNATIVE RELIEF

Row #	Topic	Specific Reasons for the submission	Relief sought
Infrastructure funding and timing			
1		Refer to discussion and reasoning in the main part of the submission.	<ul style="list-style-type: none"> a. Request that the applicant work with Council to determine a pathway for how the identified transport upgrades and bulk infrastructure networks will be funded and financed. b. Amend the precinct provisions to incorporate objectives, policies, standards and matters of discretion/assessment criteria as appropriate to provide for the integration of subdivision and development with the timely, efficient, safe and effective transport and bulk infrastructure networks. In particular, add a new policy to avoid subdivision and development unless it is coordinated with the delivery of infrastructure (including transportation, stormwater, water supply and wastewater servicing) required to provide for development within the precinct. c. Amend the precinct description to reflect any consequential amendments required to address other submission points. d. Amend IX.4.1 Activity table to ensure all subdivision and development activity that is not integrated with the provision of transport upgrades and the bulk infrastructure networks has a non-complying activity status. This must

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			<p>be supported by a robust objective and policy framework.</p> <p>e. Amend the precinct to ensure the Applicant provides an additional special information requirement to include a Transport and Bulk Infrastructure Network Development and Subdivision Monitoring Plan.</p>
Stormwater and Planning			
2	Standard IX6.2 Streams and natural inland wetlands	Standard IX6.2(1) refers to a minimum 10m width of riparian margin. The Applicant acknowledges in Appendix 21 that a 20m riparian yard could be provided. In council’s experience, AUP provisions are generally treated as maximums and the standard lacks certainty that the appropriate width of riparian margin will be provided. Furthermore the Silverdale West Structure Plan called for a 20m riparian margin.	Amend Standard IX6.2 to provide a 20m riparian margin.
3	Planning	<p>Proposed standard IX.6.1 Building Height is considered unnecessary, and the precinct can rely on the Business -Light Industry zone provisions. It does not need to be prescribed in the precinct provisions.</p> <p>Should the applicant wish to retain the height variation component of the standard, the recommendations in Appendix 18 Height Memo should be carried over into the precinct provisions. These include recommendations to assist in reducing the visual height of buildings. The amended standard should also include reference to the H17 provisions to ensure an appropriate visual amenity outcome for elevated audiences to the east.</p>	<p>a. Delete Standard IX.6(1) or amend the standard to only address variations to the zone height standard with cross references to the AUP H17 Business – Light Industry zone provisions.</p> <p>b. Amend the precinct provisions to provide additional objectives, policies, matters of discretion/assessment criteria to enable the assessment of the visual mass of larger buildings within the Light Industry zone. This should include assessment of the following matters:</p> <ul style="list-style-type: none"> The utilisation of subdued, recessive colours, providing variation in materials and finish of facades (roof colours that have a maximum LRV of 40%);

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			<ul style="list-style-type: none"> • Creation of variation in roof profiles with consideration given to the overall roofscape when viewed from the elevated position around the site; • Ensuring all rooftop servicing and planting are designed as an integral part of the roofscape with particular consideration given to the view from the elevated context. <p>c. Amend Standard IX.4 Activity Table to add two new activities in the Development Category</p> <ul style="list-style-type: none"> • (A10) New buildings located in the Height variation Control area as shown on precinct plan xx , with a Restricted Discretionary activity status • (A11) Additions and alterations to buildings that exceed the zone building height , located with the Height Variation Control area of precinct plan xx, with a Restricted Discretionary Activity status. RD
Ecology			
4	Wetlands	The applicant has undertaken a wetland delineation assessment, throughout the site using the pasture exclusion method. However, under National Policy Statement – Freshwater Management, Section 3 of the Pasture exclusion assessment methodology states, “ <i>The purpose of the NPS-FM pasture exclusion clause is to support the continuing use of pasture for grazing purposes, not for land being converted for development. [emphasis added] The exclusion is not targeted</i>	Update the wetland delineation assessment, across the site, without the use of the pasture exclusion method and including hydric soils and hydrology protocols.

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		<p><i>at pasture being converted for urban development or for other land uses. It does not apply to wetlands in other areas of grassland that are not grazed, (such as in parklands, golf courses, landscaped areas and areas of farmland not used for grazing purposes.”</i></p> <p>The application of the pasture exclusion methodology is not required.</p> <p>It is noted that hydric soils were present across the site in areas that have not been delineated as wetland. It is recommended that the hydric soils and hydrology protocols be undertaken across the site.</p>	
5	Freshwater	<p>The ecology report is required to accurately show all natural features including wetlands, overland flow paths and potential wildlife habitats irrespective of their deemed value.</p>	<p>Update the ecology report to show on figures all ecological features.</p> <p>Provide a clear detailed and labelled precinct plan that includes all natural features.</p> <p>Provide a complete assessment of these features.</p>
6	Bats	<p>This site has habitats suitable to bats onsite and in the wider area. No formal survey was carried out and relying on acoustic surveys from several years is not conclusive evidence as to the presence or not of bats on the site. It is important in the assessment of environmental effects to understand the presence of fauna, particularly as all vegetation is to be removed. If bats are found to be present, providing for additional measures in the precinct will manage the effects on bats. It will be too late, as suggested by the Applicant, to undertake a bat survey at the time of resource consents as vegetation will have been removed.</p>	<p>Undertake a bat survey and provide site-specific assessment.</p> <p>If required, amend the precinct provisions to provide appropriate provisions to manage on site bat habitats.</p>

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7	Herpetofauna	No survey has been undertaken of potential herpetofauna habitats. If herpetofauna are found to be present providing for additional measures in the precinct will manage the effects on herpetofauna. It will be too late, as suggested by the Applicant to undertake such a survey at the time of resource consent, as vegetation will have been removed.	Undertake a survey to identify if there any areas on site that have value as herpetofauna habitats. If required, amend the precinct provisions to provide appropriate provisions to manage indigenous herpetofauna.	13.14
8	Significant Ecological Area (SEA)	PC103 proposes to add an area of native vegetation to the Significant Ecological Area overlay. There appears to be a discrepancy as to which factors this area meets. This information is required for an area to be added to the existing SEA overlay.	Please confirm the factors that the proposed area meets to qualify as an SNA and amend Schedule 3 Significant Ecological Areas – Terrestrial Schedule as necessary.	13.15
9	Standard IX.6.2(1) Streams and natural inland wetlands	Standard IX6.2 (1) states that riparian margins must be planted either side to a minimum width of 10m. Clause(1)(e) states that the ecological enhancement is subject to the mitigation hierarchy, including use for biodiversity offsetting or ecological compensation. This is contrary to the principles of biodiversity offsetting, specifically additionality. A biodiversity offset must achieve gains in biodiversity above and beyond gains that would have occurred anyway in the absence of the offset. As the riparian margins must be planted, they cannot be used for biodiversity offsetting.	Delete Standard IX6.2(1) (e)	13.16
10	Standard IX.6.2(2) Streams and natural inland wetlands	Standard IX6.2(2) relates to bio-banking. This method is not provided for in New Zealand's regulatory framework.	Delete Standard IX6.2 (2)	13.17
11	Special information requirements	It is not clear under Standard IX.9 (1) (b) what a Monitoring and Maintenance Plan for the natural wetland would contain. By comparison IX.9 (1)(a) is clear what a riparian planting plan must contain.	Amend Standard IX9 (1)(b) to include the matters to be assessed in a Monitoring and Maintenance Plan for natural wetlands.	13.18
12	Open space	The greenway network through the site is a key feature of the Silverdale West Structure Plan and has been carried forward as	a. Retain the indicative open space network as shown on Precinct Plan1.	13.19

	<p>part of PC 103. It aligns with the Rodney Local Paths Greenways Plan to provide greenways/cycling/footpaths network that integrates with the public open space network.</p>	<p>b. Amend Precinct Plan 1 legend as follows; Indicative Open Space zone</p>
<p>Historic Heritage</p>		
<p>13</p>	<p>The New Zealand Archaeological Association records an archaeological site (R10/37) within the plan change area. This is likely the remains of a house from the Kelly family who were notable early settlers in the area. The extent of subsurface remains relating to the Kelly family site is in good condition and was evaluated as likely being restricted to a small area close to Dairy Flat Highway (site R10/737 is within 1636 Dairy Flat Highway).</p> <p>Standard IX.6.5 Landscape buffer (Dairy Flat Highway Interface) requires a 5m landscape buffer for properties along Dairy Flat Highway, including for 1636 Dairy Flat Highway. This standard indirectly provides some level of protection to part of site R10/73 by requiring landscaping rather than buildings.</p>	<p>Apply Standard IX.6.5 Landscape buffer (Dairy Flat Highway interface) to provide protection to site R10/73.</p>

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An Auckland Council Organisation

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09 August 2024

Planning & Resource Consents
Auckland Council
Private Bag 92300
Auckland 1142

Attn: Planning Technician

Email: unitaryplan@aucklandcouncil.govt.nz

Proposed Private Plan Change 103 – Silverdale West Industrial Area

Please find attached Auckland Transport's submission on **Proposed Private Plan Change 103 – Silverdale West Industrial Area**. The applicants are Fletcher Development Limited and Fulton Hogan Land Development.

If you have any queries in relation to this submission, please contact me at spatialplanning@at.govt.nz or on 021 204 9623.

Yours sincerely

Robbie Lee

Robbie Lee
Planner, Spatial Planning Policy Advice

Submission by Auckland Transport on Private Plan Change 103: Silverdale West Industrial

To: Auckland Council
Private Bag 92300
Auckland 1142

Submission on: Proposed Private Plan Change 103 from Fletcher Development Limited and Fulton Hogan Land Development for land located south of the Silverdale motorway interchange between State Highway 1 to the east and Dairy Flat Highway to the west and extends to the south to approximately halfway to Wilks Road.

From: Auckland Transport
Private Bag 92250
Auckland 1142

1. Introduction

1.1 Fletcher Development Limited and Fulton Hogan Land Development Limited (**the Applicants**) are seeking a private plan change (**PC103** or **the Plan Change**) to the Auckland Unitary Plan - Operative in Part (**AUP(OP)**) to rezone approximately 107ha of land (**the site**) in Silverdale West from Future Urban Zone to a Business - Light Industrial Zone. The plan change also proposes to apply a new "Silverdale West Industrial Precinct" over the site, identifies four trees within Chapter D Overlays – D13 Notable Tree Overlay Schedule 10: Notable Trees, adds the area to the Stormwater Management Control Area – Flow 1 on the Planning Maps, adds an area of native vegetation to the SEA Overlay and amends the Macroinvertebrate Community Index Overlay on the Planning Maps.

1.2 Auckland Transport is a Council-Controlled Organisation of Auckland Council (**the Council**) and the Road Controlling Authority for the Auckland region. Auckland Transport has the legislated purpose to contribute to an 'effective, efficient and safe Auckland land transport system in the public interest'.¹ In fulfilling this role, Auckland Transport is responsible for the following:

- a. The planning and funding of most public transport, including bus, train and ferry services
- b. Promoting alternative modes of transport (i.e., alternatives to the private motor vehicle)
- c. Operating the roading network
- d. Developing and enhancing the local road, public transport, walking and cycling networks.

1.3 Industrial development on greenfield land not previously developed for industrial purposes generates transport effects and needs transport infrastructure and services to support construction, land use activities and the communities that will work in these areas. Auckland Transport's submission seeks to ensure that the transport-related matters raised by PC103 are appropriately considered and addressed as the wider surrounding area develops.

1.4 Auckland Transport is part of the Te Tupu Ngātahi Supporting Growth Alliance (**Te Tupu Ngātahi**) which is a collaboration between Auckland Transport and The New Zealand Transport Agency to plan and route protect, where appropriate, the preferred transport

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

network in future growth areas such as Silverdale. AT and NZTA have lodged notices of requirement (NOR) to protect the strategic transport network identified by Te Tupu Ngātahi to support growth in Silverdale. The NORs² of direct relevance to this site are:

- NOR 1 – New Rapid Transport Corridor (RTC) between Albany and Milldale
- NOR 2 – New Milldale Station and Associated Facilities
- NOR 3 – New Pine Valley East Station and Associated Facilities
- NOR 4 – SH1 Improvements (Redvale & Silverdale Interchange improvements and a new interchange at Wilks Road)
- NOR 7 – Upgrade to Pine Valley Road
- NOR 8 – Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat

1.5 Auckland Transport is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

2. Strategic context

2.1 The key overarching considerations and concerns for Auckland Transport are described below.

Auckland Plan 2050

2.2 The Auckland Plan 2050 (**Auckland Plan**) is a 30-year plan outlining the long-term strategy for Auckland's growth and development, including social, economic, environmental and cultural goals³. The transport outcomes identified in the Auckland Plan include providing better connections, increasing travel choices and maximising safety. To achieve these outcomes, focus areas outlined in the Auckland Plan include targeting new transport investment to the most significant challenges; making walking, cycling and public transport preferred choices for many more Aucklanders; and better integrating land use and transport. The high-level direction contained in the Auckland Plan informs the strategic transport priorities to support growth and manage the effects associated with this plan change.

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

2.3 The Auckland Plan 2050 and the Future Development Strategy 2023 (**FDS**) work together to set the high-level direction for Auckland over the long-term. The FDS sets out the timing of when future urban areas will be ready for development to commence.

2.4 The site is zoned Future Urban and is therefore identified for future growth. Following a structure plan⁴, a plan change is required to rezone future urban land to an appropriate live urban zoning. Residential or business occupation should not occur until the necessary bulk infrastructure / networks are in place. The FDS identifies the future urban land included within the plan change as being within Silverdale West (stage 1). The plan change is out of sequence with the expected timing for development of the Silverdale West area which is set out as not before 2030+ in the

² NORs 1,2,3 & 4 – Waka Kotahi 7 & 8 – Auckland Transport

³ The Auckland Plan is a statutory spatial plan required under section 79 of the Local Government (Auckland Council) Act 2010.

⁴ Silverdale West Dairy Flat Industrial Area Structure Plan 2020

FDS.

- 2.5 Appendix 6 of the FDS includes infrastructure prerequisites, linked to the development readiness of areas. Transport prerequisites relevant to the plan change area include Pine Valley Road upgrade, SH1 interchange upgrades and new interchanges including active modes (Wilks Road, Redvale & Silverdale) and North Shore Rapid Transit (extension to Milldale).
- 2.6 The FDS notes that there may be cases where the timing and development of areas could be brought forward. However, this will be considered on a case-by-case basis, and the application will need to ensure that there is not a significant impact on the Council's financial position and broader well-functioning urban environment outcomes can be met.
- 2.7 The growth in transport demands across Auckland comes from development in greenfield areas as well as from the smaller scale incremental intensification enabled through the AUP(OP). There is a need to support the movement of the additional people, goods and services resulting from the widespread growth. This increases pressure on the available and limited transport resources. A high level of certainty is needed about the funding, financing and delivery of transport infrastructure and services if the growth enabled by the AUP(OP), and plan changes is to be aligned with the required transport infrastructure and services. Otherwise, there will continue to be a significant deficiency in the ability of the transport network to provide and co-ordinate transport responses to dispersed growth across the region. This results in poor transport outcomes including lack of travel choice and car dependency.
- 2.8 Plan changes which allow future urban land to be developed need to be carefully considered in the context of the wider staging and delivery of planned transport infrastructure and services. Any misalignment in timing between urbanising greenfield areas and providing infrastructure and services brings into question whether the proposed development area is 'development ready'. The matters that need to be carefully considered include:
- Whether the plan change includes mechanisms requiring applicants to mitigate the transport effects associated with their development and to provide the transport infrastructure needed to service or meet the demands from their development.
 - Whether the development means that any strategic transport infrastructure being planned to service the wider growth area identified in the FDS needs to be provided earlier.
 - Whether the development impacts the ability to provide any strategic transport infrastructure identified to service the wider growth area e.g. will it foreclose route options or hinder future upgrades of existing strategic transport infrastructure.
- 2.9 The need to coordinate urban development with infrastructure planning and funding decisions is highlighted in the objectives of the National Policy Statement on Urban Development 2020 (**NPS-UD**). Those objectives are quoted below (with emphasis in bold):
- 'Objective 3: Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:
- (a) the area is in or near a centre zone or other area with many employment opportunities
 - (b) **the area is well-serviced by existing or planned public transport**
 - (c) there is high demand for housing or for business land in the area, relative to other areas within the urban environment.'

'Objective 6: Local authority decisions on urban development that affect urban environments are:

- (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.'

2.10 The Regional Policy Statement (**RPS**) objectives and policies in the AUP(OP) place similar clear emphasis on the efficient provision of infrastructure and on the integration of land use and development with infrastructure, including transport infrastructure. Refer, for instance, to Objectives B2.2.1(1)(c) and (5) and B3.3.1(1)(b), and Policies B2.2.2(7)(c) and B3.3.2(5)(a). For example, Policy B3.3.2(5)(a) is to: *'Improve the integration of land use and transport by... ensuring transport infrastructure is planned, funded and staged to integrate with urban growth'*. The alignment of infrastructure to support growth is essential to achieving a well-functioning urban environment.

2.11 The Regional Land Transport Plan (**RLTP**) 2024-2034 sets out the 10-year programme of transport infrastructure investment required to support the transport network including planned and enabled growth in the Auckland region. The combined proposals from Auckland Transport, NZTA and KiwiRail in the RLTP significantly exceed expected funding. This means the RLTP is very much a 'bid' document, and actual transport outcomes and what is funded will depend on decisions made by NZTA and AT. The RLTP is aligned with the Council's priority areas and the spend proposed within the Council's Te Mahere Pae Tawhiti 2024-2034 Long-term Plan. PC 103 will directly benefit from the Wainui and Redhills Growth Improvements (Overall Rank 14) that will help support improved connections across SH1 via Highgate bridge.

Mitigation of adverse transport effects

2.12 A critical issue is whether the Plan Change includes appropriate provisions to require development and subdivision proposals to mitigate adverse transport effects and to provide the transport infrastructure and services needed to serve it. This is addressed further in **Attachment 1**.

2.13 As mentioned above, adverse transport effects that arise when development occurs without required transport infrastructure and services being provided at an appropriate time cannot be addressed without funding to support the planning, design, consenting and construction of necessary transport infrastructure and services. There is a need to assess and clearly define responsibilities relating to the required infrastructure and the potential range of funding and delivery mechanisms. This includes a consideration of what infrastructure is required at various stages of development.

3. Specific parts of the plan change that this submission relates to

3.1 The specific parts of the plan change that this submission relates to are set out in **Attachment 1**. In keeping with Auckland Transport's purpose, the matters raised relate to transport and transport assets, including integration between transport and land use.

3.2 Auckland Transport oppose the plan change, unless the matters raised in **Attachment 1** are satisfactorily addressed by the Applicants.

3.3 Auckland Transport is available and willing to work through the matters raised

this submission with the Applicants.

4. Decisions sought

- 4.1 The decisions which Auckland Transport seeks from the Council are set out in **Attachment 1**, for the reasons stated in **Attachment 1** and above.
- 4.2 In all cases where amendments to the plan change are proposed, Auckland Transport would consider alternative wording or amendments which address the reason(s) for Auckland Transport's submission. Auckland Transport also seeks any consequential amendments required to give effect to the amendments and decisions requested.

5. Appearance at the hearing

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

Name: Auckland Transport

Signature:



Rory Power
Manager - Spatial Planning Policy Advice

Date: 09 August 2024

Contact person: Robbie Lee
Planner - Spatial Planning Policy Advice

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Attachment 1

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
Overall	Oppose in part	<p>Auckland Transport supports the need for additional employment opportunities in this location to reduce the number and length of trips on the transport network and agrees that a precinct plan is required to manage subdivision and development. However, amendments are needed to the precinct provisions to address outstanding transport-related matters. These matters must be addressed before Auckland Transport can be satisfied that appropriate provision has been made to ensure the transport needs of the precinct can be met.</p> <p>It is essential that the plan change addresses how transport infrastructure and services will be provided for to support the planned growth, mitigate adverse transport effects, and achieve a well-functioning urban environment.</p>	<p>Decline the plan change, unless the matters outlined in the main body of this submission and in this table, are addressed and resolved to Auckland Transport's satisfaction.</p>
Overall	Oppose in part	<p>Currently, the infrastructure needed to support the PC area to adopt a light industrial zoning does not exist. To give effect to the FDS, Auckland Transport needs to consider whether a proposal can provide part of and / or provide adequate connection to the piece of infrastructure identified within the FDS as being required to enable development.</p> <p>Auckland Transport are willing and able to discuss the content of a developer agreement with the Applicant to ensure that there is not a significant impact on the Council's financial position and broader well-functioning urban environment outcomes can be met. The developer agreement will provide greater certainty that the infrastructure necessary to service the Plan Change area will be provided in a timely and efficient manner by the Applicant.</p>	<p>Request that the applicant work with Auckland Transport to determine a pathway for how the identified transport upgrades will be funded / financed.</p>
Assessment of		<p>Auckland Transport has reviewed the Applicant's Integrated</p>	<p>Request that the Applicant provides a formal peer review report of the</p>

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Issue / Provision	Support / oppose	Reasons for submission	Decision requested
potential transport effects		Transport Assessment (ITA). To provide confidence that the modelling and identified mitigation are fit-for-purpose, a formal peer review of the modelling completed for the Milldale area should be provided, as indicated in section 4.1 of the ITA. Alternatively, the Applicant should provide Auckland Transport with the AIMSUN models relied upon in the ITA for review.	<p>modelling undertaken for the Milldale area. Alternatively, the AIMSUN models relied upon in the ITA should be provided to Auckland Transport for review.</p> <p>Request that where this information indicates alternative mitigation is required that the Applicant make any consequential amendments to infrastructure mitigation and triggers in consultation with Auckland Transport.</p>
Assessment of potential transport effects	Oppose in part	Section 4.3 of the ITA adopts trip generation rates from ITE, which is a US source. It is unclear whether these trip rates are appropriate for the New Zealand context.	<p>Request that the Applicant compares the assumed trip generation rates against New Zealand or Australian published rates or calibrates based on locally observed data.</p> <p>Request that where this information indicates alternative mitigation is required that the Applicant make any consequential amendments to infrastructure mitigation and triggers in consultation with Auckland Transport.</p>
Assessment of potential transport effects	Oppose in part	Section 4.3 of the ITA assumes that 50% of development in the Plan Change area will be warehousing. Warehousing is typically associated with low trip generation. The assumptions in section 4.3 may therefore be underestimating potential trip generation resulting from development of the Plan Change area.	<p>Request that the Applicant undertakes sensitivity testing to consider a mix of land use activities with a lower proportion of warehousing.</p> <p>Request that where this information indicates alternative mitigation is required that the Applicant make any consequential amendments to infrastructure mitigation and triggers in consultation with Auckland Transport.</p>
Assessment of potential transport effects	Oppose in part	The extent of the AIMSUN model shown in Figure 19 of the ITA is supported. However, there appears to be a gap on Argent Lane north of Ruxton Road. This gap may be affecting outputs of the AIMSUN model.	<p>Request that the Applicant clarifies whether there is a gap on Argent Lane, as indicated in Figure 19 of the ITA. If there is a gap, the Applicant should update the AIMSUN model to include the full length of Argent Lane from Wainui Road to Dairy Flat Highway.</p> <p>Request that where this information indicates alternative mitigation is required that the Applicant make any consequential amendments to infrastructure mitigation and triggers in consultation with Auckland Transport.</p>
Active mode connection	Oppose in part	Good accessibility and travel choice needs to be provided, which includes access to safe active mode and public transport infrastructure and services. Inadequate provision for active modes will encourage dependence on private motor vehicles resulting in development that has a high total	<p>Amend the precinct provisions to incorporate policies, standards and matters of discretion/assessment criteria as appropriate to provide for timely, efficient, safe and effective active mode networks by:</p> <ul style="list-style-type: none"> - Requiring establishment of safe active mode connections to the Hibiscus

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Issue / Provision	Support / oppose	Reasons for submission	Decision requested
		<p>vehicle kilometre travelled (VKT) and greenhouse gas emissions.</p> <p>To achieve a mode shift to public and active modes of transport (as highlighted in Policy 13 of the proposed precinct) it is important that high quality active mode links are provided early in subdivision and development staging. Providing access to centres and public transport nodes to further support sustainable modes of transport, safe linkages from the PC 103 area to Silverdale is important.</p>	<p>Coast Station</p> <ul style="list-style-type: none"> - Ensuring safe walking and cycling facilities are provided along the entire length of the PC frontage to Dairy Flat Highway as part of the development
<p>Developable land thresholds</p>	<p>Oppose in part</p>	<p>Cumulative development within the PC area needs to be referred to in Tables IX.6.7.1 & IX.6.8.1. Otherwise, separate applications exceeding this threshold could be lodged without the need to provide the required infrastructure.</p> <p>There are inconsistencies with thresholds that have been identified in IX.6.7.1 and IX.6.8.1 and the ITA, s32 report and infrastructure report. For example, the threshold at which the second signalised intersection connecting the precinct to DFH is required needs to be consistent with the ITA. Appendix C of the ITA specifies this being required above 45.4ha while the Standard requires this above 53.9ha. Additionally, Table IX.6.8.1 is also not clear as to whether 53.9ha or 49.8ha is enabled for development once the listed infrastructure is complete.</p>	<p>Amend IX.6.7.1 & IX.6.8.1 to the extent that:</p> <ul style="list-style-type: none"> - Cumulative subdivision and/or development is considered in the amount of total land that is enabled - Thresholds identified for development are consistent with thresholds identified in the ITA, s32 report and infrastructure report
<p>Threshold for upgrading infrastructure tables</p>	<p>Oppose in part</p>	<p>Auckland Transport are concerned there is a risk that some transport upgrades may be omitted by the way the current threshold for infrastructure upgrading tables have been set out. Thresholds for requiring upgrades should be explicit in defining how much land is enabled for development once certain prerequisites have been met. Combining transport thresholds into one table would give more certainty regarding what infrastructure upgrades need to be in place before a certain amount of development can commence.</p>	<p>Amend the threshold for subdivision and development tables to consider transport upgrades collectively in one separate table from other infrastructure upgrades.</p>

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Issue / Provision	Support / oppose	Reasons for submission	Decision requested
IX.1 – Precinct description	Support	The precinct description is required to support the development within the Silverdale West Industrial Precinct.	Retain Precinct description subject to any consequential amendments required to address other submission points. 14.12
IX.2 – Objective 1	Support	Objective 1 is consistent with integrating land use and transport by providing employment opportunities that will reduce the need for some people to travel outside the area for work.	Retain Objective 1 14.13
IX.2 – Objective 3	Support in part	Objective 3 is consistent with ensuring access to and from the precinct occurs in a safe and effective manner. However, amendments are needed to ensure that all adverse effects are mitigated, and the road network enables connections to adjoining roads and land surrounding the precinct.	<p>Amend Objective 3 to include the following or similar:</p> <p><i>Access to, and from and within the precinct occurs in a safe and effective manner that:</i></p> <ul style="list-style-type: none"> a) <i>mitigates significant adverse effects of traffic generation on the surrounding road network;</i> b) <i>encourages in a mode shift to public and active modes of transport;</i> c) <i>Ensures public transport can operate efficiently at all times; and</i> d) <i><u>Provides a road network servicing access to and within the Precinct enabling connections to roads and land adjacent to the Precinct</u></i> <p>Otherwise retain 14.14</p>
IX.2 – Objective 8	Support in part	Objective 8 is consistent with integrating subdivision and development with effective, efficient and safe transport. However, amendments are recommended to strengthen the intent of this provision.	<p>Amend Objective 8 as follows or to similar effect:</p> <p><i>The precinct is <u>subdivided and developed in a comprehensively and integrated way that achieves a high quality developed industrial environment that responds to natural site features and landform, manages the interface with surrounding land use, <u>enables</u> supports public and active transport use and respects mana whenua values.</u></i></p> <p>Otherwise retain 14.15</p>
IX.2, New objective	Oppose	A new objective is needed to separate transport from other types of infrastructure to ensure that subdivision and development does not occur in advance of the availability of	<p>Insert a new objective as follows or similar:</p> <p><i><u>'(x) Subdivision and development does not occur in advance of the</u></i></p> 14.16

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
		operational transport infrastructure. This includes regional as well as local transport infrastructure as the proposal requires upgrades to some arterial roads including Dairy Flat Highway.	<u>availability of operational transport (including regional and local transport infrastructure).</u>
IX.3 – Policy 1	Support	Policy 1 is consistent with integrating subdivision and development with effective, efficient and safe transport as it requires it to be done in general accordance with Precinct Plan 1.	Retain Policy 1
IX.3 – Policy 4	Support in part	The intent behind Policy 4 is supported to improve opportunities for people to work closer to the places they live. However, the reference to “positive travel patterns” is unclear and should be amended to better reflect what the policy is trying to achieve.	Amend Policy 4 as follows or similar: <i>Recognise the importance of employment to the Silverdale / Dairy Flat / Hibiscus Coast area, <u>by providing opportunities for employment closer to where people live including the potential for positive travel patterns associated with some people not needing to reduce the need for travel outside the area for work.</u></i> Otherwise retain
IX.3 – Policy 5	Support	Policy 5 is consistent with integrating subdivision and development with effective, efficient and safe transport by managing the effects of traffic generation on the surrounding transport network.	Retain Policy 5
IX.3 – Policy 6	Support	Policy 6 is consistent with integrating subdivision and development with effective, efficient and safe transport by providing for progressive upgrades of existing roads and key intersections.	Retain policy 6
IX.3 – Policy 9	Support	Policy 9 recognises the importance of locating collector roads in general accordance with PP1. This is consistent with integrating subdivision and development with effective, efficient and safe transport.	Retain Policy 9
IX.3 – Policy 10	Support	Policy 10 ensures that development provides connections that achieves a highly connected street layout and integrates with the collector road network.	Retain Policy 10

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Issue / Provision	Support / oppose	Reasons for submission	Decision requested
IX.3 – Policy 11	Support	Policy 11 recognises the importance of the transport network to be attractively designed and to appropriately provide for all transport modes. This is consistent with integrating subdivision and development with effective, efficient and safe transport.	Retain Policy 11
IX. 3 – Policy 13	Support	Policy 13 recognises the importance of requiring collector roads and arterial roads to be designed to provide safe and separated access to enable a mode shift to public and active modes of transport.	Retain Policy 13
IX.3 – Policy 22	Support	Policy 22 is consistent with supporting the over-arching transport initiative around the limitation of trips generated for daily conveniences, whilst not acting as a generator of trips into the precinct. This is consistent with improving opportunities for people to access retail closer to the places they live.	Retain Policy 22
IX.3, New policy	Oppose	To achieve transport land use integration a robust policy is needed whereby subdivision and development does not occur in advance of the availability of operational transport infrastructure. This is consistent with the additional objective sought earlier in this submission. Such a policy gives effect to higher order provisions (e.g. RPS Policy B3.3.2(5)(a)).	Insert a new policy as follows or similar: <i>'(x) Require that subdivision and development in the Precinct does not occur in advance of the availability of operational transport infrastructure.'</i>
Table IX.4.1 – Activity table (A2)	Support	Non-complying status is considered appropriate for direct vehicle access to DFH to protect the operation of this arterial road.	Retain activity A2
Table IX.4.1 – Activity table (A3)	Oppose	The intent of this rule is to ensure land enabled for development is aligned with the necessary transport infrastructure. However, Activity A5 and A6 should provide for this, therefore, applying Restricted Discretionary status for subdivision, or new buildings prior to subdivision appears to be at odds with this intention. Furthermore, it is unclear why this rule only applies to the first resource consent. This needs to be clarified as to whether it is regarding subsequent	Clarify why Activity A3 is needed to support the Silverdale West Industrial Precinct or delete in consultation with Auckland Transport.

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Issue / Provision	Support / oppose	Reasons for submission	Decision requested
		consents within the same site or additional consents within the precinct. Without a clear requirement for this activity Auckland Transport recommend that this be removed from the activity table.	
Table IX.4.1 – Activity table (A4)	Oppose	The NOR has been lodged by Supporting Growth on behalf of Auckland Transport to route protect the Dairy Flat corridor for a future upgrade. Therefore, this discretionary activity is no longer required as the NOR provides sufficient protection.	Delete activity (A4) and the reference to it within the standards (see Standard 1X6.6 Road widening setback along Dairy Flat Highway). Make consequential amendments to the standards to reflect the removal of the activity
Table IX.4.1 – Activity table (A5)	Oppose	<p>Applying a restricted discretionary status to Activity 5 is not consistent with integrating subdivision and development with effective, efficient and safe transport. Rather, a more onerous noncomplying activity status should apply to subdivision and /or development that does not comply with the transport upgrades required in Standard 1X.6.7. Assessment as a non-complying activity is justified, having regard to the following considerations:</p> <ul style="list-style-type: none"> - A1.7.5 of the AUP(OP) concerning the circumstances when non-complying activity status is justified; - It is not anticipated that any subdivision and development can or should occur without the required supporting transport infrastructure upgrades being constructed and operational; - Subdivision and development occurring without the required transport infrastructure upgrades would have potentially significant adverse traffic effects on the transport network, and would not assist in achieving a well-functioning urban environment; and - Non-complying activity status (supported by a robust objective and policy framework) 	Amend A5 to NC activity status

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Issue / Provision	Support / oppose	Reasons for submission	Decision requested
		appropriately reflects the need for greater scrutiny of any Departure Application, and the need for detailed evidence to justify any departure.	
Table IX.4.1 – Activity table (A6)	Oppose	<p>Activity 6 is not consistent with integrating subdivision and development with effective, efficient and safe transport. The preference for subdivision and /or development that does not comply with Standard 1X.6.8 is to have noncomplying activity status. Assessment as a non-complying activity is justified, having regard to the following considerations:</p> <ul style="list-style-type: none"> - A1.7.5 of the AUP(OP) concerning the circumstances when non-complying activity status is justified; - It is not anticipated that any subdivision and development can or should occur without the required supporting transport infrastructure upgrades being constructed and operational; - Subdivision and development occurring without the required transport infrastructure upgrades would have potentially significant adverse traffic effects on the transport network, and would not assist in achieving a well-functioning urban environment; and - Non-complying activity status (supported by a robust objective and policy framework) appropriately reflects the need for greater scrutiny of any Departure Application, and the need for detailed evidence to justify any departure. 	Amend A6 to NC activity status
IX.6 – Standard (2)(a)	Oppose	It is unclear why E27.6.1 should not apply to activities listed in Activity Table IX.4.1. Standard E27.6.1(1) already identifies circumstances where the trip generation rule does not apply.	Delete Standard IX.6. (2)(a)

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Issue / Provision	Support / oppose	Reasons for submission	Decision requested
		However, there may be future proposals for the land within the precinct that are not envisaged by the ITA or addressed in precinct provisions, and which have more intensive traffic effects.	
IX6.6 – Road widening setback along Dairy Flat Highway	Oppose	A NOR has been lodged by Supporting Growth on behalf of Auckland Transport to route protect the Dairy Flat Highway corridor for a future upgrade. Therefore, Standard 1X6.6 is no longer required as the NOR provides sufficient protection.	Delete Standard 1X6.6
IX6.7 – Staging of subdivision and development with transport upgrades outside of the Silverdale West Industrial Precinct to support planned future development within the precinct and in the wider area	Oppose in part	An amendment is required to Standard IX6.7 to improve clarity and ensure that development adequately mitigates effects on the transport network through the provision of necessary infrastructure.	<p>Amend 1X6.7 to include the following or similar:</p> <p><i>IX6.7. Staging of subdivision and development with transport upgrades outside of the Silverdale West Industrial Precinct to support planned future development within the precinct and in the wider area</i></p> <p><i>Purpose:</i></p> <ul style="list-style-type: none"> • Mitigate Manage the adverse effects of traffic generation on the surrounding regional and local road network by providing through the identification of transport upgrades needed to support development within the precinct and the wider area. • Achieve the integration of land use and transport consistent with Policies IX.3(5) and (6). <p>Otherwise retain.</p>
Table IX.6.7.1 – Threshold for subdivision and development: Transport upgrades outside of the Silverdale West Industrial Precinct to support planned future	Oppose in part	Amendments are required to column 2 to include all relevant wider road network improvements to the full extent that have been assumed in the ITA to be completed to prior to the implementation of any subdivision or development within the precinct.	<p>Amend Row(a) in Column 2 of Table IX.6.7.1 to include the following or similar:</p> <ul style="list-style-type: none"> - Highgate Overbridge constructed and operational - Pine Valley Road / Dairy Flat Highway signalisation - Pine Valley Road upgrade (including provision of a cycle lane and footpath infrastructure) from Argent Lane to Dairy Flat Highway completed; and - Argent Lane completion from John Fair Drive Dairy Flat Highway to Wainui Road <u>with roundabout at Argent Lane / Wainui Road intersection</u> - <u>SH1 shoulder bus lanes from SH18 to Oteha Valley Road</u>

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Issue / Provision	Support / oppose	Reasons for submission	Decision requested
development within the precinct and in the wider area (a)			Otherwise retain
Table IX.6.7.1 – Threshold for subdivision and development: Transport upgrades outside of the Silverdale West Industrial Precinct to support planned future development within the precinct and in the wider area (a)	Oppose in part	An amendment is required to provide for indicative bus stop provision at the Dairy Flat Highway / Pine Valley intersection to encourage more trips to be made to the site via public transport.	Amend Row(b) in Column 2 of Table IX.6.7.1 to include the following or similar: <ul style="list-style-type: none"> - Upgrade to Dairy Flat Highway / Pine Valley Intersection to include a second right turn short bay from the east (approximately 135m) and formal pedestrian crossings, and <u>advance cycle boxes, and bus stops</u> Make consequential amendments to IX.11.3 Appendix 3: Transport Infrastructure Upgrades
IX6.8 – Staging of development with infrastructure upgrades including transport upgrades to support development within the Silverdale West Industrial Precinct	Oppose in part	An amendment is required to Standard IX6.8 to improve clarity and ensure that development adequately mitigates effects on the transport network through the provision of necessary infrastructure.	Amend IX6.8 as follows or similar: <p><i>IX6.8 Staging of development with infrastructure upgrades including transport upgrades to support development within the Silverdale West Industrial Precinct</i></p> <p><i>Purpose:</i></p> <ul style="list-style-type: none"> • Manage Mitigate the adverse effects of traffic generation on the surrounding regional and local road network through the <u>identification provision</u> of transport upgrades specifically needed to support development within the precinct. • Achieve the integration of land use and transport consistent with Policies IX.3(5) and (6). • Ensure sufficient infrastructure is in place to support the staged development of the precinct.

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Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			Otherwise retain
IX6.8 – Staging of development with infrastructure upgrades including transport upgrades to support development within the Silverdale West Industrial Precinct (3)	Oppose in part	An amendment is required to Standard IX6.8 to reference the need for roads to be constructed to the shared boundary. When roads are not constructed to common boundaries funding gaps can arise placing a financial burden on Auckland Transport to provide these “missing links”.	Amend IX6.8 (3) as follows or similar: <i>3) For the purpose of this standard:</i> <i>(a) The enablement ...</i> <i>(b) Any subdivision for Collector and / or Local Roads within Stage 1 must make provision for the extension of the roading network to adjoining Stage 2 property boundaries. For clarity, these can be ‘paper roads’, and do not need to be constructed to the shared property boundary as part of Stage 1 development works;</i> <i>(c) ‘industrial floorspace’ ...</i> <i>(d) ‘Occupation’ and ‘occupied’ ...</i> <i>(e) Operational’ means ...</i> <i>(f) Within the precinct....</i>
Table IX.6.8.1 – Threshold for subdivision and development: Infrastructure upgrades including transport upgrades to support development within the Silverdale West Industrial Precinct (a)	Oppose in part	An amendment is required to Table IX.6.8.1 to improve the clarity of the upgrade required to support the function of DFH. It is Auckland Transport’s preference for Future Urban Zoned land to include provision for complete frontage upgrades to an urban standard before a live zoning is adopted. Auckland Transport’s general preference is to indicate the requirement for cycle facilities but not overly specify the precise nature of how this is to be delivered. This is because uni-directional cycle lanes on both sides of a road are generally preferred to having a bi-directional facility on one side of a road as it is safer for cyclists when there are vehicle crossings or intersections and more design effort is required at intersections or where they need to cross over roads. However, in this case to support movement in both directions Auckland Transport agree that a separated bi-directional facility is appropriate.	Amend Row (a) in Column 2 of Table IX.6.8.1 as follows or similar: <ul style="list-style-type: none"> - <i>First signalised</i> - <i>Provision of a bi-directional cycle lane and footpaths along the southern edge of Dairy Flat Highway extending between Pine Valley Road and the first signalised intersection connecting the precinct to Dairy Flat</i> - <i>Upgrade of the Dairy Flat Highway Precinct Road to an urban arterial road standard (as provided in Appendix 2: Road function and design elements table – External roads to the Precinct) including kerb, footpath, berms, a separated bi-directional cycle facility, bus stops (paired) and pedestrian connections the full length of the precinct frontage from the Silverdale interchange to the southern boundary of the Precinct</i> - <i>Second signalised ...</i> Otherwise retain

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Issue / Provision	Support / oppose	Reasons for submission	Decision requested	14.40
IX6.9 Road Design	Support in part	Auckland Transport support the inclusion of a Road Function and Design Elements table applying to new and upgraded roads. Any activity that does not comply with this Standard automatically defaults to Restricted Discretionary as per C1.9(2). Therefore, without any specific assessment criteria the inclusion of a robust purpose statement would offer some improvement.	<p>Amend IX6.9 to include the following or similar:</p> <p><i>Purpose:</i> <i>To ensure that any use, development and/or subdivision complies with IX.11.1: Appendix 1: Road Function and Design Elements Table and IX.11.2 Appendix 2: Road function and design elements table – External roads to the Precinct.</i></p> <p><i>1) Any use, development and /or subdivision that includes the construction of new roads, or the upgrade of existing roads, must comply with IX.11 Appendix 1: Road Function and Design Elements Table.</i></p> <p><i>2) Any new or upgraded roads provided as part of the subdivision and development meet functional and design requirements relating to safety, accommodating required vehicle movements, accommodating necessary infrastructure and roading elements & providing for future upgrade of interim designs to ultimate standard where applicable.</i></p>	14.40
IX.8.1. Matters of discretion (1)	Support in part	An additional matter of discretion is required to address the ongoing viability and maintenance of stormwater infrastructure and devices. It is likely that Auckland Transport will become responsible for maintaining any stormwater devices in the road corridor.	<p>Amend IX.8.1. Matters of discretion (1) to include the following or similar:</p> <p><i>(X) The design and efficiency of stormwater infrastructure and devices (including communal devices) including where relevant, integration of devices with the road corridor and surrounding environment.</i></p>	14.41
IX.8.1 Matters of discretion (8)	Support in part	Amendments are required so that the matter of discretion is extended to include subdivision that does not comply with IX.6.9(1). The reference to standard IX.6.9 Road design has been incorrectly referred to and requires removing “and upgrade of existing rural roads”.	<p>Amend IX.8.1 Matters of discretion (8) to include the following or similar:</p> <p>(8) Subdivision or development that does not comply with IX.6.9(1) Road design and upgrade of existing rural roads:</p> <p>Otherwise retain</p>	14.42
IX.8.2. Assessment criteria (1)	Support in part	Amendments are required to better describe the assessment criteria relating to transport to ensure that the future transport in this precinct considers the surrounding environment and provides for future connections to adjacent land parcels.	<p>Amend IX.8.2. Assessment criteria (1) as follows or similar:</p> <p><i>(1) New buildings prior to subdivision, and subdivision, including subdivision establishing private roads:</i></p> <p><i>Location of roads</i></p>	14.43

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			<p>(a) Whether the collector road and key pedestrian connections are provided generally within 50m of the location shown on IX.10.1 Silverdale West Industrial Precinct Plan 1 to achieve a highly connected street layout that integrates with the surrounding transport network. An alternative alignment that provides an equal or better degree of connectivity and amenity within and beyond the precinct may be appropriate, having regard to the following functional matters:</p> <p>(i) <u>Landowner patterns and the presence of natural features, natural hazards or contours other constraints</u> and how these <u>this</u> impacts the placement of roads;</p> <p>(ii) The need to achieve an efficient block structure and layout within the precinct suitable to the proposed activities; and</p> <p>(iii) The constructability of roads and the ability for it to be <u>connected beyond any property boundary delivered</u>.</p> <p>(b) Whether a high quality and integrated network of local roads is provided within the precinct that has a good degree of accessibility and supports a walkable street network.</p> <p>(c) Whether roads <u>and pedestrian and cycle paths</u> are aligned to provide visual and physical connections to open spaces, including along the stream network, where the site conditions allow.</p> <p>(d) Whether subdivision and development provides for collector roads and local roads to the site boundaries to coordinate with neighbouring sites and support the integrated completion of the network within the precinct over time;</p> <p>Otherwise retain</p>
IX.9 Special information requirements	Oppose in part	There needs to be an additional Special Information Requirement for a Transport Design Report to be provided to support any proposed new or upgraded key road intersections. The report should demonstrate how the location and design support the safe efficient function of the existing and future transport network.	<p>Amend IX.9 Special information requirements to include the following or similar:</p> <p><u>IX.9.X Transport Design Report</u></p> <p><u>(X) Any proposed new key road intersection or upgrading of existing key road intersections illustrated on the Precinct Plan must be supported by a Transport Design Report and Concept Plans (including forecast transport modelling and land use assumptions), prepared by a suitably qualified transport engineer confirming the location and design of any road and its intersection(s) supports the safe and efficient function of the existing and</u></p>

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Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			<p><u>future (ultimate) transport network and can be accommodated within the proposed or available road reserves. This may be included within a transport assessment supporting land use or subdivision consents. In addition, where an interim upgrade is proposed, information must be provided, detailing how the design allows for the ultimate upgrade to be efficiently delivered.</u></p>
IX.9 Special information requirements	Oppose in part	<p>There needs to be an additional Special Information Requirement to monitor cumulative development. It is important that assessment is undertaken to demonstrate whether trip generation assumptions are in line with what the ITA has predicted. Additionally, land that has been signalled as “available for development” needs to be monitored to determine whether the necessary upgrades have been implemented and subsequent subdivision/development can occur. Monitoring will seek to identify whether any transport infrastructure upgrades need to be brought forward for managing adverse effects on the environment, or alternative mitigation measures are required to manage adverse effects on the environment.</p>	<p>Request that the Applicant provides an additional special information requirement to include monitoring of transport outcomes from development in accordance with the ITA.</p>
IX.10.1 Silverdale West Industrial Precinct: Precinct plan 1	Oppose in part	<p>Precinct Plan 1 requires minor amendments to ensure key information is provided to support the integration of the transport network within the precinct into the surrounding area.</p> <p>Key local roads within the precinct that are required to support it should be identified within the Precinct Plan to provide certainty that development will be supported by the necessary transport infrastructure.</p> <p>Currently, the precinct plan does not show all the connections that are required to ensure future development will be supported by a suitable roading network. This is important to ensure future development can adjoin the precinct in a contiguous manner.</p> <p>Additionally, as DFH is an existing arterial road, it is important that intersections with the proposed Collector</p>	<p>Amend the precinct plan to:</p> <ul style="list-style-type: none"> - Show an indicative internal roading network for the Stage 2 area with collector roads - Show the integration of key connections required by local networks adjoining the edge of the precinct into the surrounding environment. - Identify collector road intersections with Dairy Flat Highway as key intersections where a transport design report is required - Identify the strategic cycle connection

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Issue / Provision	Support / oppose	Reasons for submission	Decision requested
		Roads are defined as key intersections. Key intersections need to be identified to assist with the application of a Transport Design Report.	
IX.11.1 Appendix 1: Road function and design elements table	Support in part	Appendix 1 is supported as it specifies overall minimum road reserve widths and other functional requirements and key design elements for street design. However, the table needs to specify a wider minimum road reserve width for industrial roads due to the requirement to accommodate heavy vehicles and provide for their turning movements to access adjacent sites.	Amend Appendix 1 to the updated table provided in Attachment 2
IX.11.2 Appendix 2: Road function and design elements table – External roads to the Precinct	Support in part	Appendix 2 is supported to specify overall minimum road reserve widths as well as the functional requirements and key design elements for street design. However, amendments are required to ensure that interim upgrades are adequate and fit for purpose before the final form of DFH is delivered.	Amend Appendix 2 to the updated table provided in Attachment 3
IX.11.3 Appendix 3: Transport Infrastructure Upgrades – Upgrade 2	Oppose in part	An amendment is required to Upgrade 2 to provide an East-West link. Not providing this connection may lead to severance of the proposed walking and cycling connections between Dairy Flat Highway and Pine Valley Road.	Amend Upgrade 2 to include provision of an East-West pedestrian crossing and footpath across Pine Valley Road. The modelling may need to be updated as a result. Make consequential amendments to Table IX.6.7.1(b) of the precinct provisions

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Attachment 2 - IX.11.1 Appendix 1: Road function and design elements table

Road Description	Proposed Role and Function of Road in Precinct area	Minimum Road Reserve (Note 1)	Total Number of Lanes	Speed Limit (Design)	On Street Parking	Access Restrictions	Median (Note 2)	Freight or heavy vehicle route	Cycle Provisions	Pedestrian Provision	Street Trees	Bus Provision (Note 3)
Collector Roads	Collector Road (Industrial) (Type 1)	24m	2	50 km/h	Optional	No	<u>Yes</u>	<u>Yes</u>	Yes Separated on both sides	Yes Both sides	Trees each side	Yes
Local Roads	Local Road (Industrial) (Type 2)	20m	2	50 km/h	Optional	No			No	Yes Both sides	Trees each side	No

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

Note 2: Flush, solid or raised medians subject to Auckland Transport approval at EPA stage.

Note 3: Carriageway and intersection geometry capable of accommodating buses. Bus stop form and locations and bus routes shall be determined with Auckland Transport at resource consent and engineering plan approval stage.

Attachment 3 - IX.11.2 Appendix 2: Road function and design elements table – External roads to the Precinct

Road Description	Proposed Role and Function of Road	Minimum Road Reserve (Note 1)	Total Number of Lanes	Speed Limit (Design)	On Street Parking	Access Restrictions	Median (Note 2)	Freight or heavy vehicle route	Cycle Provisions	Pedestrian Provision	Street Trees	Bus Provision (Note 3)
Dairy Flat Highway	Arterial Road Four Lanes	30m	4	50km/h	No	Yes	Yes	Yes	Yes Separated on both sides	Yes Both sides	Yes Trees on both sides	Yes
Diary Flat Highway interim upgrade-precinct frontage	Arterial	Variable (future 30m)	4	50km/h posted	No	Yes	Yes	Yes	Yes – On precinct frontage only	Yes – on precinct frontage only	Yes	Yes (subject to note)
Dairy Flat Highway (at the Pine Valley Road intersection only)	Arterial Road Four Lanes left turn	32m	4 with left turn lane	50km/h	No	Yes	Yes	Yes	Yes Separated on both sides	Yes Both sides	Yes Trees on each side	Yes

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

Note 2: Flush, solid or raised medians subject to Auckland Transport approval at EPA stage.

Note 3: Carriageway and intersection geometry capable of accommodating buses. Bus stop form and locations and bus routes shall be determined with Auckland Transport at resource consent and engineering plan approval stage.

IN THE MATTER of the Resource Management Act 1991

AND

IN THE MATTER of a submission by **YJS HOLDING LIMITED** on **PROPOSED PLAN CHANGE 103** to the **AUCKLAND UNITARY PLAN**

SUBMISSION OF YJS HOLDING LIMITED ON PROPOSED PLAN CHANGE 103 (PRIVATE): SILVERDALTE WEST INDUSTRIAL AREA TO THE AUCKLAND UNITARY PLAN

To: Auckland Council: unitaryplan@aucklandcouncil.govt.nz

1. **INTRODUCTION**

- 1.1 This is a submission by YJS Holding Ltd ("YJS") on Proposed Plan Change 103 to the Auckland Unitary Plan ("PC 103").
- 1.2 YJS could not gain an advantage in trade competition through this submission.
- 1.3 By way of background YJS owns 16.38 Ha. of land, with approximately 340m of road frontage at 1732 Dairy Flat Highway, Dairy Flat, Auckland ("property"). PC 103 proposes to change the zone of the property and others adjacent, with a total of around 107Ha to Business Light Industry. The property is noted in Figure 1 and the area of the plan change as Figure 2.



Figure 1 – 1732 Dairy Flat Highway

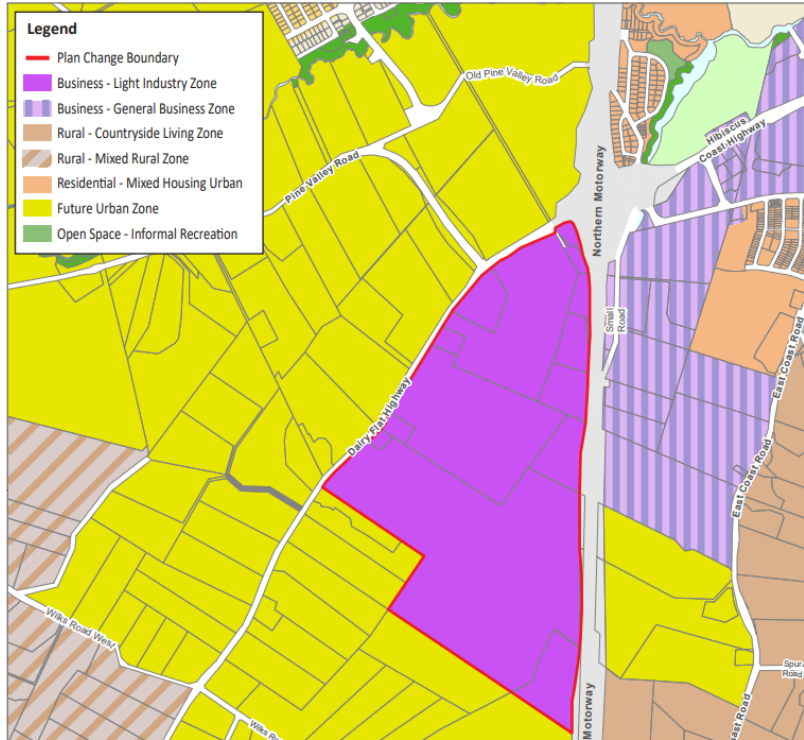


Figure 2 – Plan Change area noted in purple

- 1.4 YJS generally supports PC 103, but has some concerns including the lack of direct roading access connections to Dairy Flat Highway for the property, the overall perceived lack of connectivity of the various sites with roading and services and the proposed development style agreement as to funding as well as the proposed open space provisions as they affect the property. Overall, this may create significant uncertainty as to the ability for the property to give effect to the re zoning. While PC 103 has been proposed by a separate applicant and the property has been included, there needs to be a general coordination or planning which will provide for more sustainable outcomes. In addition, the proposed 30m height limit is supported but this should extend further into the property to reflect similar set backs from the road. The reasons for that submission are addressed in section 2 below.

2. **REASONS FOR SUBMISSION**

- 2.1 The property and adjacent area are zoned Future Urban and subject to a Structure Plan which anticipates the proposed Business Light Industry zone.
- 2.2 As such PC 103 is giving effect to the intentions of the area and YJS supports giving effect to the proposed zone. However, while the plan change provides for the zone to change there are uncertainties as to the outcomes and are of significant concern to YJS and include:
- (a) the importance of providing direct road access from Dairy Flat Highway to the Silverdale West Industrial Area. Currently, the proposed plan does not include such access, which could potentially isolate the property and hinder its development potential. A direct collector road connection would not only facilitate easier and more efficient access but also integrate the area seamlessly into the broader industrial and commercial network. It is considered this is crucial for the success of the entire precinct.
 - (b) Additionally, there is a concern regarding the role of the applicant in this development. Given the proposed zone changes, it is important to ensure that the development is not solely reliant on the applicant's actions, which could leave the property in a state of limbo if they decide not to proceed or do not bring the services to the property boundary. Mechanisms to avoid such a scenario and to provide a clear path forward for all affected properties are essential.

- (c) In terms of regulatory guidance, I believe that the rules and guidelines established for the Puhinui precinct could serve as a valuable reference. These rules have demonstrated a balanced approach in integrating new developments with existing infrastructure and providing clear pathways for property owners. Adopting similar principles for the Silverdale West Industrial Area could address some of the concerns raised and ensure a more cohesive development process.
- (d) There is a proposed additional height limit of 30m proposed for a large swathe of the area, with a 100m setback from Dairy Flat Highway. It is requested that this is also afforded to the property.
- (e) In terms of a possible infrastructure funding approach, YJS notes the similarity to Milldale infrastructure solution and considers that there needs to be a similar coordinated infrastructure approach. At the very least, the Plan Change should consider a framework for proportionate costs of those identified upgrades relative to the demand created by the proposal.
- (f) Page 7 of Appendix 1 of PC 103 show a significant amount of open space allowed to the property. It is deemed that the requirement for light industrial land should be balanced out against this proposal, and as such a 20m wide esplanade reserve is deemed more than adequate to provide for a buffer and reserve area.

3. **RELIEF SOUGHT**

3.1 The relief sought by YJS is:

- (a) That PC 103 be approved subject to:
 - (i) A direct connection of a collector road from the property to Dairy Flat Highway, which further connects to the overall plan change area
 - (ii) That the proposed roading layout and service connections are coordinated across the whole PC area and that all roads must be built up to the property boundaries at levels which provide for compatible and continuous development.
 - (iii) The plan change area should be subject to a detailed overall structure plan for the overall benefit of the region and area, not just the applicant.
 - (iv) The proposed 30m height limit is further extended into the property with similar road setbacks as proposed for other sites in the plan change

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- (v) That an infrastructure funding arrangement is put in place that is fair for all land owners.
- (vi) Reduce the proposed open space area indicated on the property to a 20m wide esplanade "strip".
- (vii) Such further or other relief, including consequential relief, as will address the reasons addressed in this submission.

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3.2 YJS wishes to be heard in support of its submission.

DATED at **AUCKLAND** on 7 August 2024



Hamish Firth
Agent for YJS Holding Limited

Addresses for service:

Preferred - Email - hamish@mhg.co.nz
Post - MHG. Box 37964 Parnell, Auckland 1151



THE PLANNING COLLECTIVE

Submission on Proposed Private Plan Change 103 (Private) – Silverdale West Industrial Area
Clause 6 of Schedule 1, Resource Management Act 1991 (Form 5)

To: **Auckland Council**

1. SUBMITTER DETAILS

Name of Submitters: Mammoth Ventures Limited and DP Boocock No 2 Trustee Limited

This is a submission on Proposed Private Plan Change 103 (“PPC103”) to the Auckland Unitary Plan – Operative in Part (“AUP-OP”)

Mammoth Ventures and DP Boocock No 2 Trustee Limited could not gain an advantage in trade competition through this submission.

Mammoth Ventures own the land legally described as Lot 1 DP 480626 and **DP Boocock No 2 Trustee Limited** own the land legally described as Lot 2 DP 480626, Section 9 SO 308591, Sec 10 SO 308591 and Part Allot 210 PSH of Okura.

This submission relates specifically to Lot 1 and Lot 2 DP 480626 (“the Subject Land”), located at 1738 Dairy Flat Highway:



Figure 1: Aerial Photograph of Land Holdings this Submission Relates to

The Subject Land is currently zoned Future Urban. There are Notices of Requirement from New Zealand Transport Agency and Auckland Transport affecting the land.

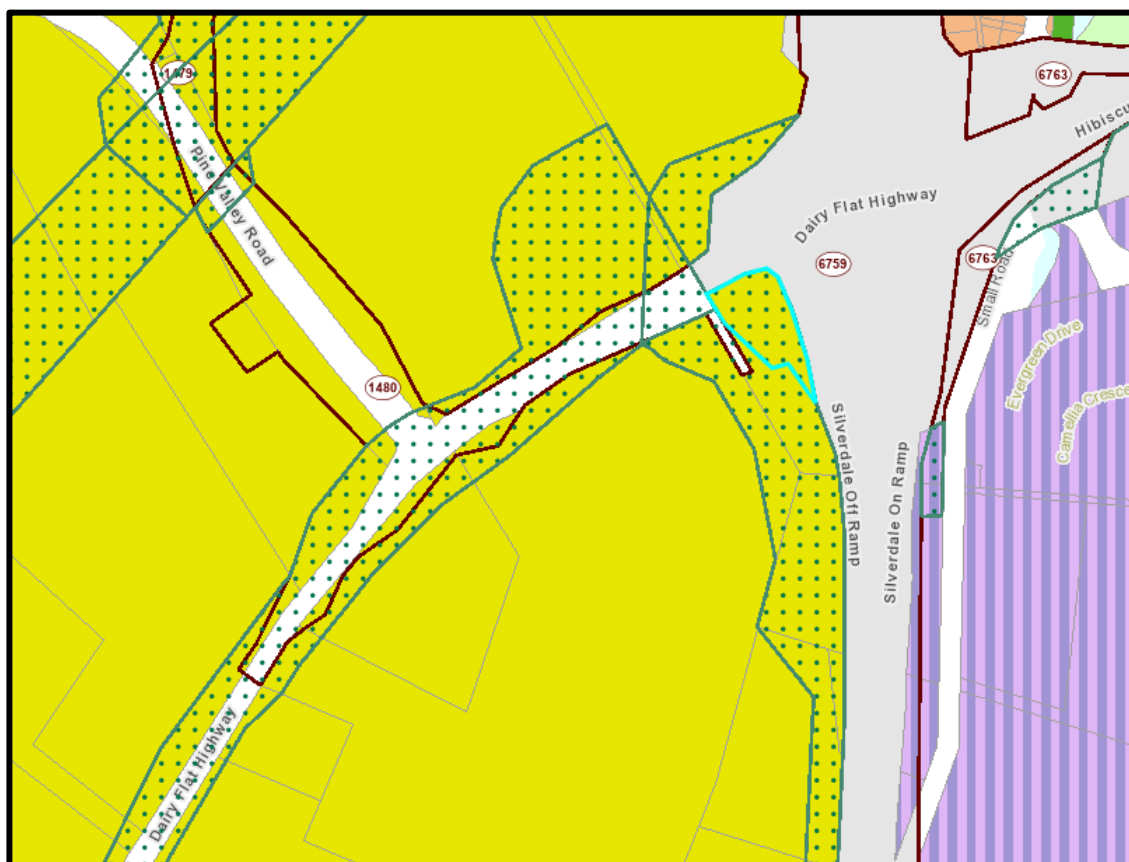


Figure 2: Notices of Requirement and Designations

The submitters **SUPPORT** PPC103 subject to minor modifications as detailed below.

2. THE PLAN CHANGE REQUEST

PPC103 seeks to rezone approximately 107 hectares of Future Urban zoned land to Business – Light Industry.

A new Precinct is proposed.

Stormwater Management Area Flow 1 Control is proposed to be added.

Ecological and Notable Areas are also identified and proposed to be added to the planning maps. These changes do not affect the Subject Land.

3. SUBMISSION

The Submitters support PPC103 with respect to the urbanisation of the land. However, it is considered that the Subject Land should be identified in the Precinct as a location for office activities and supporting commercial uses for the planned industrial development. The activity status for offices greater than 100m² should be Restricted Discretionary subject to transportation and urban design assessment matters.

The Subject Land is located directly adjacent to the 'Gateway Entrance Point' identified in the Auckland Council Silverdale West Dairy Flat Industrial Area Structure Plan (Figure i) that is located immediately adjacent to the Silverdale interchange.

Notice of Requirement #4 – State Highway 1 Improvements – Albany to Ōrewa and Alterations to existing Designations 6751, 6760, 6759 and 6761 provides for a pedestrian and cycle connections between the Subject Land and Hibiscus Coast Highway and the Transport hub located there.

The land is therefore ideally located to provide for support activities, such as offices and commercial activities.

The submission seeks that the proposed Precinct identify the Subject Land as land where offices greater than 100m² are a Restricted Discretionary activity. The Precinct provision will need to override Activity Table H17.4.1 Rule (A16).

3.2 Reasons for Submission

The proposed Precinct states:

The precinct operates as a focal point for light industrial employment growth within northern Auckland. Through its strategic location adjoining the state highway network and north of the city centre, Silverdale West Industrial Precinct appeals to businesses with an operational focus in Auckland and Northland, and to a wide and growing catchment of potential employees.

The proposed urban upgrades to the State Highway and Dairy Flat Highway proposed through Notice of Requirement #4 seek multi modal transport connections to the existing Silverdale transport hub and optimize the location of the Subject Land for offices and commercial support activities. Such activities have largely not established on the Business – General Business zoned land on the eastern side of State Highway 1.

The plan change provides the opportunity to identify the optimal location for these activities to establish subject to a resource consent process that will ensure these activities can only establish if it can be demonstrated that the effects of the proposal on the transport network are acceptable.

3.3 Decision Sought

Approve the plan change and amend the Precinct provisions to:

- Identify the Subject Land as 'Potential Office Hub' on a precinct plan in IX.10 . | 16.1
- Add to the Table IX.4.1 Activity table Rule "(A8) Construction and use of offices greater than 100m² gross floor area within the area identified as 'Potential Office Hub' on the Precinct Plan IX.10.X with Activity status RD. | 16.2
- Add transportation and urban design matters of discretion and assessment criteria in IX.8 | 16.3
- Any other alternative or consequential amendments to the Precinct that reflect or respond to the reasons for this submission.

The Submitters seek that PPC103 be **granted with the changes sought**.

The Submitters **wish to be heard** in support of this submission.

Yours sincerely



Burnette O'Connor
Planner | Director
The Planning Collective Limited
Ph: +64 21 422 346
Email: burnette@thepc.co.nz

NZ Transport Agency Waka Kotahi Reference: 2024-0210

9 August 2024

Auckland Council, Unitary Plan
C/- Dave Paul (Senior Policy Planner)
Private Bag 92300
Auckland 1142

Via email: unitaryplan@aucklandcouncil.govt.nz

Dear Mr Paul,

Submission on Proposed Plan Change 103 – Silverdale West Industrial Area

Attached is the NZ Transport Agency Waka Kotahi (NZTA) submission on the Proposed Plan Change 103 (Private) – Silverdale West Industrial Area.

We welcome the opportunity to discuss the contents of our submission with Council officers as required.

If you have any questions, please contact me.

Yours sincerely



Perri Unthank
Principal Planner – Poutiaki Taiao / Environmental Planning
Phone: 09 953 5182
Email: perri.unthank@nzta.govt.nz

Cc Maddie Dillon, Fletcher Building Limited
Karl Cook, Barker & Associates

FORM 5, CLAUSE 6 OF SCHEDULE 1, RESOURCE MANAGEMENT ACT 1991

Submission on Proposed Plan Change 103 (Private) – Silverdale West Industrial Area

To: **Auckland Council**
C/- Dave Paul (Senior Policy Planner)
Private Bag 92300
Auckland 1142

Via email: unitaryplan@aucklandcouncil.govt.nz

From: NZ Transport Agency Waka Kotahi
Aon House, 29 Customs Street West
Auckland CBD 1010

1. This is a submission on the following:

Proposed Plan Change 103 (Private) – Silverdale West Industrial Area (Proposed Plan Change 103) to the Auckland Unitary Plan (Operative in Part).

2. NZ Transport Agency Waka Kotahi (NZTA) could not gain an advantage in trade competition through this submission.

3. Role of NZTA

NZTA is a Crown entity with its functions, powers and responsibilities set out in the Land Transport Management Act 2003 (LTMA) and the Government Roadway Powers Act 1989. The primary objective of NZTA under Section 94 of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest.

An integrated approach to transport planning, funding and delivery is taken by NZTA. This includes investment in public transport, walking and cycling and the construction and operation of state highways.

NZTA must give effect to the strategic outcome set by the *Government Policy Statement on Land Transport 2024-2034* (GPS). These Strategic Priorities are considered relevant to this Plan Change process:

- Economic growth and productivity
- Improved safety

This strategic context forms the basis of Waka Kotahi NZ Transport Agency's position regarding this resource consent application.

4. State highway environment and context

State Highway 1 (SH1) is immediately east of the Proposed Plan Change Area with the Silverdale Interchange located at the northern point of the Plan Change Area.

SH1 forms part of the Auckland Motorway network connecting Warkworth and Orewa in the north to the North Shore and Auckland Central in the south. SH1 (south of Silverdale) has an annual average daily traffic (AADT) volume of 55,000 vehicles and a posted speed limit of 100 km/hr.

The Silverdale Interchange provides both north and southbound access. Approximately 34,000 vehicles travel through the Silverdale Interchange each day with the majority traveling to or from the south connecting east to Hibiscus Coast Highway. It is controlled by two roundabouts with traffic signals for westbound traffic near the northbound offramp.

In the last 10 years there have been 4 minor and 1 serious crashes at the Silverdale Interchange. There have been no fatal crashes in the last 10 years.

There are no walking, cycling or dedicated public transport facilities within the Silverdale Interchange or along SH1. In 2025 NZTA is planning to construct bus shoulder lanes alongside SH1.

O'Mahurangi Penlink is a new 2-lane road under construction between SH1 and Whangaparaoa Peninsula. O'Mahurangi Penlink will connect to SH1 via a south facing interchange approximately 5 km south of the Silverdale Interchange. It will be tolled.

Alongside Auckland Transport, NZTA formed the Supporting Growth Alliance (SGA). SGA has lodged 13 Notices of Requirement for new and upgraded transport networks in the Albany to Orewa corridor. Hearings were held in June-July 2024.

Specifically, NZTA's North Notice of Requirement 4 *State highway 1 Improvements from Albany to Orewa* (NOR4) route protects land for the future upgrading of SH1 to allow three lanes in each direction as well as a walking and cycling path from Oteha Valley Road to Grand Drive, upgrading of Silverdale Interchange including for active modes, a new interchange at Wilks Road (south facing ramps) and new interchange at Redvale (full interchange). These improvements are to accommodate growth for when the northern Future Urban Zones develop, which includes the Silverdale West Industrial Structure Plan area.

5. The specific provisions of the proposal that this submission relates to are:

Provisions relating to the transport network to the extent that they impact NZTA's obligations in terms of ensuring an integrated, safe, and sustainable transport system. It seeks to ensure that appropriate transport infrastructure is provided at the right time to support the plan change and anticipated future growth.

The Silverdale West Dairy Flat Industrial Area Structure Plan was developed in 2020. The modelling undertaken for the Structure Plan identifies up to 70 hectares of land (approximately 20% of the Structure Plan Area) can be serviced by the existing Silverdale Interchange. The Structure Plan does not specifically consider walking and cycling across the Silverdale Interchange. The Structure Plan identifies that staging may need to be considered but does not indicate any development timeframes.

The Auckland Future Development Strategy 2023-2053 indicates a development period of 2030+ for Silverdale West Industrial Area (Stage 1). In addition, it includes SH1 Interchange upgrades including active modes to be an infrastructure pre-requisite for the full build, but notes 'some business can take advantage of existing capacity'.

The Proposed Plan Change is earlier than anticipated and any effects associated with the early development need to be appropriately mitigated. The detailed submission points made by NZTA are provided in context of the out of sequence development of Silverdale West.

NZTA also seeks that its lodged North NOR4 is also taken into consideration in relation to any landscape buffer or yard setback.

6. The submission of NZTA is:

- (i) NZTA is neutral on the Proposed Plan Change 103 to the extent outlined in this submission.

7. **NZTA seeks the following decision from the local authority:**
 - (i) Decisions that NZTA seeks on the Plan Change are set out in its submissions contained in Table 1.
 - (ii) Any other relief that would provide for the adequate consideration of potential effects on the operation of the state highway environment and the safety of its users.
8. **NZTA does wish to be heard in support of this submission.**
9. **If others make a similar submission, NZTA will consider presenting a joint case with them at the hearing.**
10. **NZTA has appreciated the early engagement is willing to work with the Fletcher Development Limited, Fulton Hogan Land Development and Auckland Council in advance of a hearing.**

Signature:



Principal Planner – Poutiaki Taiao / Environmental Planning
System Design, Transport Services
Pursuant to an authority delegated by NZ Transport Agency Waka Kotahi

Date: 9 August 2024

Address for service: NZ Transport Agency Waka Kotahi
Contact Person: Perri Unthank
Telephone Number: 09 953 5182
Alternate Email: EnvironmentalPlanning@nzta.govt.nz

Table 1: NZ Transport Agency Submission on Auckland Unitary Plan (OIP) Plan Change 103 – Silverdale West Industrial Area

Sub #	Provision Number	Position	Reason for Submission	Relief Sought
	IX.2 Objectives	Support	NZTA supports the objectives as they seek to: <ul style="list-style-type: none"> align infrastructure provision with development. provide safe and efficient access. support public and active transport use. 	Retain objectives seeking to: <ul style="list-style-type: none"> align infrastructure provision with development. provide safe and efficient access. support public and active transport use.
	IX.3 Policies	Support	NZTA supports the policies as they seek to: <ul style="list-style-type: none"> align infrastructure provision with development. provide safe and efficient access. support public and active transport use. 	Retain policies seeking to: <ul style="list-style-type: none"> align infrastructure provision with development. provide safe and efficient access. support public and active transport use.
	IX.4.1(A1) Rules	Support	Restricting the total food and beverage providers across the precinct is supported.	Retain restriction on footprint of food and beverage premises.
	IX.4.1(A2) Rules	Support	It is safer that vehicles do not directly access Dairy Flat Highway and is more efficient for the operation of the network.	Retain non complying activity status for Rule IX.4.1(A2) as proposed.
	IX.4.1(A5) Rules	Support	It is appropriate that development occurring outside of the staging and ahead of necessary infrastructure upgrades is discouraged.	Retain Rule IX.4.1(A5).
	IX.6.4 Landscape buffer (State Highway interface)	Support in part	It is unclear what the purpose the landscape buffer serves and to which boundary it should relate to. NZTA's North Notice of Requirement 4 SH1 Improvements Albany to Orewa (NOR4) overlaps and extends further than the landscape buffer area. Any	Amend the provisions to address NZTA concerns of landscaping within the NOR4 boundary and having an appropriate setback by: <ul style="list-style-type: none"> re-aligning the landscape buffer and/ or building setback to apply

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Sub #	Provision Number	Position	Reason for Submission	Relief Sought
			<p>works that may prevent or hinder this designation require NZTA's written approval.</p> <p>Table 6.4.1 includes a note that says: " <i>In the event that a Notice of Requirement is lodged, or Designation confirmed for public transport works within the Landscape Buffer (State Highway 1 Interface), the requirements in Standard IX6.4 do not apply. The rear or side yard requirements of Standard IX6.3 apply to the new boundary.</i>"</p> <p>NOR4 was lodged in October 2023, which is for SH1 road widening and walking and cycling path, so this note does not apply to this designation. It is unclear why this relates only to public transport works when NOR1: Rapid Transit Network between Albany and Milldale has been designated to the west of the Silverdale Industrial Plan Change, and there are no plans to designate for further public transport services.</p> <p>If the landscape buffer were to apply, NZTA seeks that the requirements set out in IX.9.4(b) occur outside of its designated boundary but not within it, due to NZTA needing to remove the vegetation in future, and potential issues caused at time of implementation.</p> <p>NZTA is supportive of a landscape buffer occurring from the NOR4 designation boundary rather than the existing designation boundary, or having a yard setback apply as set out in IX6.3.</p>	<p>from the proposed designation (NOR4) boundary along SH1; or</p> <ul style="list-style-type: none"> • retain the area as a yard setback, rather than landscape buffer that aligns with the designation boundary; or • any other relief to the satisfaction of NZTA
	IX.6.7 Infrastructure development	Oppose in part	<p>Silverdale West will generate vehicle and active movements. NZTA supports the prerequisite for identified transport infrastructure upgrades to be operational prior to occupation of industrial and commercial buildings at indicated thresholds.</p>	<p>Retain prerequisite transport infrastructure upgrades.</p> <p>Add a new provision requiring a safe connection for pedestrians and cyclists</p>

17.7

Sub #	Provision Number	Position	Reason for Submission	Relief Sought
			<p>In particular the construction of walking and cycling facilities along and across Dairy Flat Highway will provide safer connections for active mode.</p> <p>However, as Hibiscus Coast Bus Station is located east of SH1 the plan change area will significantly increase the likelihood of pedestrians regularly walking across Silverdale Interchange. This is coupled with increased vehicle movements at the interchange as a result of development. The interchange doesn't currently provide for safe travel for active modes as there hasn't been a need to date (due to adjacent land to the west being rural). The heightened demand from urbanisation of land to the west increases the likelihood of an incident.</p> <p>Table IX.6.7.1(d) proposes two upgrades to the Silverdale Interchange. The slip lane on the western approach could further conflate hazards for pedestrians and cyclists. The ability for pedestrians and cyclists to safely cross the interchange needs to be considered in the design of the northbound slip lane. In addition the outcomes sought by the slip lane may be achieved through an alternative form, as indicted in the note supporting the table.</p>	<p>across SH1 as a stage 1 prerequisite infrastructure upgrade (IX.6.7.1(a)).</p> <p>Add a new provision requiring a safe connection for pedestrians and cyclists across SH1 in any upgrades to Silverdale Interchange (Table IX.6.7.1(d)).</p> <p>Retain the note below Table IX.6.7.1 indicating alternative forms of upgrade to the Silverdale Interchange that achieves the same standard is available.</p>
	Financial contributions	Oppose	<p>In full, Silverdale West will urbanise 600ha of rural land and significant transport infrastructure upgrades are required to support the full build. Through the Supporting Growth Alliance, NZTA and Auckland Transport have identified projects and commenced land protection for the future upgrades. The cost of these upgrades is substantial, of which no funding has been allocated.</p> <p>In this instance the Applicant has identified that the existing infrastructure has capacity for some of the</p>	<p>Add provisions within the precinct requiring a financial contribution to fund the identified State Highway transport infrastructure projects that support development in Silverdale West Industrial Plan Change Area.</p>

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Sub #	Provision Number	Position	Reason for Submission	Relief Sought
			<p>development and indicated necessary upgrades to support the full build of the Plan Change area however, these are likely to only be interim solutions. Section 9.2.1 of the Section 32 Analysis indicates the applicants can fund the identified infrastructure solutions however other sections (10.3) indicate the Applicant is capable of funding the infrastructure provided costs are recovered where there is a wider public benefit.</p> <p>There needs to be a fair and equitable sharing of costs for transport investments with those who benefit from the infrastructure, representing both public and private interests.</p> <p>As a Government entity NZTA does not benefit from any Development Contributions collected by Auckland Council, but is able to seek financial contributions in accordance with section 108 of the Resource Management Act. Financial contributions should include a fair and reasonable contribution to costs necessary to ensure the provision of a safe and efficient transport system to service the development within the Silverdale West Structure Plan Area now and in future.</p>	

From: tbinney@gmail.com
To: [Unitary Plan](#)
Subject: Fwd: PC 103 Silverdale West Industrial Area(Private)
Date: Friday, 9 August 2024 3:31:34 pm
Attachments: [CCF09082024.pdf](#)

To whom it may concern

I am submitting this as a private landowner of the property at 146 Pine Valley Rd, Silverdale.

I received the Council's letter about being an 'affected property' only last weekend and have not had time to seek professional advice regarding this submission. I by no means intend to be frivolous in this submission but I am also not an expert in these matters .

Firstly I would like to say I support this plan change.

After having read some of the documentation I have two matters I would like to discuss.

1. Given the process to initiate a plan change, I question why the rest of the stage 1 land in the Silverdale West Structure Plan is not included. This being the area to the west and around Pine Valley. I am unsure of the size of the additional land. I understand that the Penlink project is due to be completed by late 2026. This will take pressure off the Silverdale interchange and allow for more developable land which is one of the reasons specified as to why the plan change land size is as it is.

18.1

2. I would also like to understand how other properties will be able to link into the infrastructure that Fulton Hogan and Fletchers are building as part of this plan change, being water, waste water etc.

18.2

If others make a similar submission I would consider presenting a joint case with them at a hearing.

With Kind regards
 Terri Binney
 Seven Oaks Securities Ltd
 146 Pine Valley Rd
 Silverdale.

Sent from my iPhone

Begin forwarded message:

Subject: PC 103 Silverdale West Industrial Area(Private)

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 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

Organisation Name (if submission is made on behalf of Organisation)
Seven Oaks Securities Ltd

Address for service of Submitter

146 Pine Valley Road, Silverdale

Telephone:

0272202270

Email:

thinney@gmail.com

Contact Person: (Name and designation, if applicable)

Scope of submission

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

Plan Change/Variation Number

PC 103

Plan Change/Variation Name

Silverdale West Industrial Area (Private)

The specific provisions that my submission relates to are:

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

Plan provision(s)

Or

Property Address

Or

Map

Or

Other (specify)

Submission

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

I **support** the specific provisions identified above

I **oppose** the specific provisions identified above

I wish to have the provisions identified above amended Yes No

The reasons for my views are:

(continue on a separate sheet if necessary)

I seek the following decision by Council:

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

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

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

9/8/24
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.

Watercare Services Limited73 Remuera Road, Remuera,
Auckland 1050, New ZealandPrivate Bag 92521, Victoria Street West,
Auckland 1142, New Zealand

Telephone +64 9 442 2222

www.watercare.co.nz

Auckland Council
Unitary Plan Private Bag 92300
Auckland 1142

Attn.: Planning Technician

unitaryplan@aucklandcouncil.govt.nz

TO: Auckland Council

SUBMISSION ON: Plan Change 103 (Private): Silverdale West Industrial Area, 1636-1738 Dairy Flat Highway and 193 Wilks Road, Silverdale, Auckland 0792

FROM: Watercare Services Limited

ADDRESS FOR SERVICE: planchanges@water.co.nz

DATE: 9th August 2024

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

1. WATERCARE'S PURPOSE AND MISSION

- 1.1. Watercare Services Limited ("Watercare") is New Zealand's largest provider of water and wastewater services. Watercare is a council-controlled organisation under the Local Government Act 2002 and is wholly owned by the Auckland Council ("Council").
- 1.2. As Auckland's water and wastewater services provider, Watercare has a significant role in helping Auckland Council achieve its vision for the Auckland region. Watercare's mission is to provide reliable, safe, and efficient water and wastewater services to Auckland's communities.
- 1.3. Watercare is required to manage its operations efficiently with a view to keeping overall costs of water supply and wastewater services to its customers (collectively) at minimum levels, consistent with the effective conduct of its undertakings and the maintenance of the long-term integrity of its assets. Watercare must also give effect to relevant aspects of the Council's Long-Term Plan, and act consistently with other plans and strategies of the Council, including the Auckland Unitary Plan (Operative in Part), the Auckland Plan 2050, and the Auckland Future Development Strategy 2023-2053.¹

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

2. SUBMISSION

General

- 2.1. This is a submission on a private plan change requested by Fletcher Development Limited and Fulton Hogan Land Development ("Applicants") to the Auckland Unitary Plan (Operative in Part) ("AUP(OP)") that was publicly notified on 12 July 2024 ("Plan Change 103").
- 2.2. Plan Change 103 aims to rezone approximately 107.35 ha of land from Future Urban Zone to Business – Light Industry Zone. The land subject to Plan Change 103 ("Plan Change Area") is made up of fourteen land parcels held in different ownership. The Applicants have noted that they collectively own (or are prospective purchasers of) the majority of the land within the Plan Change Area.
- 2.3. Plan Change 103 includes a proposed new precinct to apply to the Plan Change Area - the Silverdale West Industrial Precinct. The proposed Silverdale West Industrial Precinct provisions include provision for streams and natural inland wetlands, yards, landscape buffer and staging provisions and includes two precinct plans - one that identifies open space areas, landscape buffers and staging whilst the other identifies land able to be developed up to a height of 30m. The purpose of Plan Change 103, as outlined in section 6 of the Section 32 Assessment Report, is to enable the provision of additional light industrial land in Silverdale West.
- 2.4. The Plan Change Area is not currently connected to the public wastewater or water supply networks. The purpose of this submission is to ensure that the technical feasibility of the proposed water and wastewater servicing is addressed and that the potential adverse effects of the future development enabled under Plan Change 103 on Watercare's existing and planned water and wastewater networks are appropriately considered. These networks are part of the environment and need to be appropriately considered and managed in accordance with the Resource Management Act 1991 ("RMA").
- 2.5. In making its submission, Watercare has considered the relevant provisions of the Auckland Plan 2050, Long-term Plan 2024-2034 (10-year Budget), Auckland Future Development Strategy 2023-2053 ("FDS"), the Water Supply and Wastewater Network Bylaw 2015, the Water and Wastewater Code of Practice for Land Development and Subdivision ("Code of Practice") and the Watercare Asset Management Plan FY25-FY34. Watercare has also considered the relevant RMA documents including the AUP(OP) and the National Policy Statement on Urban Development 2020 (updated in May 2022).
- 2.6. For the reasons set out below, Watercare **opposes** Plan Change 103. In making this submission, it is noted that any infrastructure delivery dates provided in this submission are forecast dates only and therefore subject to change.

Specific parts of Plan Change 103

- 2.7. Watercare's submission relates to Plan Change 103 in its entirety.
- 2.8. Without limiting the generality of 2.7 above, the specific parts of Plan Change 103 that Watercare has a particular interest in are:
 - a) the actual and potential effects of Plan Change 103 on Watercare's existing and planned water and wastewater networks; and

- b) the proposed Silverdale West Industrial Precinct provisions insofar as they relate to water supply and wastewater servicing.

Sequencing of development

- 2.9. The FDS informs Watercare's asset planning and infrastructure funding priorities and sequencing. The FDS replaced the Auckland Future Urban Land Supply Strategy 2017 ("FULSS") in December 2023.
- 2.10. Plan Change 103 is located within the Silverdale West Stage 1 Future Urban Area ("FUA") which the FDS identifies as not ready for development before 2030+.²
- 2.11. Appendix 6 of the FDS identifies the infrastructure prerequisites that enable the development of the FUAs.³ The FDS states:⁴ *"The timing of the live-zoning future urban areas spans over 30 years from 2023 – 2050+ and is necessary in acknowledging the council's limitations in funding infrastructure to support growth. **Distributing the live zoning of future urban areas over this timeframe enables proactive planning in an orderly and cost-efficient way, ensuring the areas are supported by the required bulk infrastructure and able to deliver the quality urban outcomes anticipated in this FDS.**"*
- 2.12. The Army Bay Wastewater Treatment Plant ("WWTP") Upgrade and Silverdale West Centralised Wastewater Pump Station ("WWPS") are identified in the FDS as infrastructure prerequisites necessary to support the development of Silverdale West (Stage 1 and 2) FUAs.⁵ These prerequisites need to be in place to enable bulk wastewater servicing of the Silverdale West (Stage 1 and 2) FUAs.
- 2.13. Watercare's key concern is that Plan Change 103 is "out of sequence" with the timing for development set out in the FDS and is therefore out of sequence with when Watercare is aiming to provide bulk water and wastewater infrastructure for this area. Watercare's infrastructure prerequisites noted above at 2.12 are currently anticipated to be delivered by 2031. Additionally, Watercare's preferred long term bulk water servicing solution for the Silverdale West FUAs includes the new Orewa 3 Watermain which is currently anticipated to be completed by 2038.

Structure Planning

- 2.14. The Auckland Council Silverdale West Dairy Flat Industrial Area Structure Plan ("SWDFIA Structure Plan") was developed with public consultation and was adopted by the Council's Planning Committee on 30 April 2020. The SWDFIA Structure Plan applies to the greater Silverdale West area covering 603 hectares and includes three stages. The Plan Change Area is located within Stage 1 of the SWDFIA Structure Plan.⁶ Under the SWDFIA Structure Plan, the Plan Change Area is anticipated to be development ready between 2022-2038 and is identified as light industry zone.
- 2.15. Section 4.13.8.1 of the SWDFIA Structure Plan states *"This area can also be serviced for wastewater from the north via the new collector from Milldale and with a pump station near the Silverdale Interchange and a new collector to the south. Water can also be provided to the stage from the north with a new pump station on the Orewa 2 watermain and a connection across the Highgate Bridge*

² FDS, Appendix 6 at p. 36.

³ As defined and introduced in the FDS 2023 Appendix 6 at p. 32.

⁴ FDS, Appendix 6 at p. 35.

⁵ FDS, Appendix 6 at p. 36-37.

⁶ Silverdale West Dairy Flat Industrial Area p. 47.

from the Orewa 2 watermain and the construction of part of the Orewa 3 watermain within the stage Stage 1 therefore provides for the demand anticipated from 2022 to 2038.”

- 2.16. While the proposed light industry zoning provided for by Plan Change 103 is consistent with the SWDFIA Structure Plan, this timing for development to occur has since been revised under the FDS to 2030+.

Wastewater servicing

Treatment

- 2.17. The Plan Change Area can be serviced by the Army Bay WWTP following the Stage 1 upgrade which is currently anticipated to be completed by 2031. Connection of the Plan Change Area to the public wastewater network cannot occur until this upgrade is completed and commissioned.
- 2.18. The Applicants seek an alternative interim servicing approach for wastewater until the Plan Change Area can be connected to the public wastewater network. Alternative options proposed include filling tankers with wastewater from the Plan Change Area and transferring wastewater by road to the Rosedale WWTP or consenting the construction of an interim onsite membrane bioreactor (MBR) WWTP and onsite disposal to land within the Plan Change Area.⁷
- 2.19. Watercare does not support the tankering proposed for the following reasons:
- a) the Rosedale WWTP is located approximately 13km from the Plan Change Area and trucking wastewater to this location is inefficient and not aligned with Watercare’s carbon emissions reduction commitments;
 - b) discharge to the Rosedale WWTP will not be accepted by Watercare as the plant’s ability to accept more tankering discharge is limited and needs to be preserved for emergency situations; for example where tankers may be required to mitigate wastewater pump station breakdowns; and
 - c) Watercare’s experience with tankering solutions is that they are high risk for untreated wastewater overflow to the environment, inefficient and costly, and not aligned with Watercare’s obligations to be a minimum cost provider.
- 2.20. Watercare is not opposed to the proposal for interim private onsite servicing, provided the Applicants obtain the necessary resource consents to construct and operate this, and the Plan Change Area connects to Watercare’s wastewater network once capacity is available following the Army Bay WWTP Stage 1 upgrade (ie the private infrastructure is decommissioned).
- 2.21. Watercare does not support permanent private onsite servicing, in particular because this will result in the inefficient delivery of infrastructure given that Watercare is planning to service the Plan Change Area through the future Army Bay WWTP upgrades, the Orewa to Army Bay trunk network upgrades, and the Silverdale West Centralised WWPS. Watercare’s planned investment in bulk wastewater infrastructure to support development of the Plan Change Area and the wider catchment is in the order of \$400 million dollars.

⁷ Section 32 Assessment Report – Silverdale West Precinct (17 May 2024) at Appendix 11 (CIVIX, Infrastructure Report, 5 June 2024) at p. 15.

- 2.22. For these reasons Watercare seeks either the Plan Change be declined or precinct provisions which require the Plan Change Area to be connected to the public wastewater network once capacity is available, and for the interim onsite solution to be decommissioned once permanent connection to the public wastewater network occurs.

Networks

- 2.23. Watercare's preferred bulk wastewater network servicing strategy for the Plan Change Area is for the area to connect to the planned Silverdale West Centralised WWPS (Silverdale West WWPS) which will service the wider Silverdale West area. The indicative time to build the Silverdale West WWPS is 2031, which aligns with the FDS development horizon of 2030+ and the timing of the Army Bay WWTP Stage 1 upgrade.
- 2.24. The Applicant is responsible for the local network servicing and the connection to the Silverdale West WWPS. The Plan Change Area requires a local network pump station, which the Applicant should construct according to Watercare's Updated Servicing and Staging Plan for Silverdale West Wastewater (Revision 1). This pump station must be appropriately sized to accommodate the flow from the entire upstream catchments including those areas outside the Plan Change Area, that can be serviced by gravity.
- 2.25. The pump station within the Plan Change Area should be connected to the Silverdale West WWPS through a single gravity main. This main should run from the high point on Dairy Flat Road, approximately 300 meters from the intersection of Dairy Flat Highway and Pine Valley Road, to the proposed Silverdale West WWPS.
- 2.26. The Applicants propose two interim options to service Plan Change 103 ahead of the construction and commissioning of the Silverdale West WWPS. Watercare does not support either of the two proposed interim options for wastewater network servicing as they are not likely to meet Watercare's operational requirements and they do not consider the future Silverdale West WWPS that will service this area.

Water supply servicing

- 2.27. The Plan Change Area will be serviced by the metropolitan water network which has sufficient capacity to service the area, however connections to service the Plan Change Area are not in place.
- 2.28. The water supply servicing proposal put forward by the Applicant is not in line with Watercare's water network servicing plan for the area and is therefore not supported by Watercare.
- 2.29. Watercare's long term bulk water servicing plan for the wider Silverdale West Future Urban Areas is for the areas to connect to the future Orewa 3 Watermain. Detailed design for the Orewa 3 Project is due to start in 2034 with an estimated completion date of 2038. The completion of the Orewa 3 watermain is not a prerequisite for development of the Plan Change Area.
- 2.30. The Plan Change Area could be serviced for bulk water supply via a new bulk supply point to be located at the junction of John Fair drive and Argent Lane (John Fair BSP) and a new cross connection from the Orewa 1 watermain to the Orewa 3 watermain at the intersection of Wainui Road and Waterloo Road in Silverdale (Orewa Watermains Cross Connection).

- 2.31. The John Fair BSP and the Orewa Watermains Cross Connection projects have been deferred as part of the recent Long Term Plan process and as a result are not planned or funded within the 10 year Asset Management Plan FY25-FY34.
- 2.32. Watercare will work with the Applicant to consider agreements where the Applicant would fund and/or deliver the John Fair BSP and Orewa Watermains Cross Connection required for the development of the Plan Change Area, where this does not unduly impact Watercare's or council's debt profile or other funding commitments.
- 2.33. Watercare therefore seeks precinct provisions which would prevent subdivision and development of the Plan Change Area until there is capacity to service the development in the bulk water supply network.

3. DECISION SOUGHT

- 3.1. Watercare seeks that Plan Change 103 is declined on the basis that it is out of sequence with the expected timing for development of the Silverdale West FUA provided in the FDS and will, as a result, have significant adverse effects on Watercare's existing and planned water and wastewater networks.
- 3.2. In the event that Plan Change 103 is approved (notwithstanding Watercare's opposition), Watercare seeks that the Commissioners approve Plan Change 103 subject to the amendments requested by Watercare set out at Appendix 1 to this submission or similar amendments with the same effect.
- 3.3. In addition, Watercare notes that the Applicants are required to deliver and fund the local water supply and wastewater network capacity and servicing requirements of the development enabled by Plan Change 103 in accordance with Watercare standards.

19.1

4. HEARING

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

9th August 2024

Mark Iszard

Mark Iszard
Head of Major Developments
Watercare Services Limited

Address for Service:
Amber Taylor
Development Planning Lead
Watercare Services Limited
Private Bag 92521
Victoria Street West
Auckland 1142
Phone: 022 158 4426
Email: Planchanges@water.co.nz

Attachment 1

Watercare's proposed changes to the notified Silverdale West Industrial Precinct provisions

Black Text – Notified Precinct provisions

Red Text – Watercare's proposed amendments

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

3. INSERT NEW SILVERDALE WEST INDUSTRIAL PRECINCT INTO CHAPTER I

IX Silverdale West Industrial Precinct

IX.1. Precinct description

...

The primary purpose of the Silverdale West Industrial Precinct is to enable light industrial activity proximate to the urban growth in the wider northern areas of Auckland and the state highway transport network. Light industrial land use and subdivision activities are largely enabled through the underlying zoning, however the delivery of these within the precinct is **needs to be** closely aligned with the delivery of transport, **water supply, wastewater** and other infrastructure upgrades needed to support the development of the precinct. Expected landscape amenity, stormwater and ecological outcomes are also articulated within the precinct and respond to mana whenua values.

19.2

...

Implementation

The precinct relies on the progressive provision of infrastructure to enable industrial activity. The precinct provisions provide for implementation on a staged basis.

Subdivision and development is restricted until the land within the Silverdale West Precinct is able to be connected to functioning bulk water supply and bulk wastewater infrastructure with sufficient capacity to service subdivision and development in the Precinct area, except where an interim solution and associated decommissioning for water and/or wastewater servicing is proposed.

19.3

Relationship of the Silverdale West Industrial Precinct to overlay, Auckland-wide and zone provisions

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

IX.2. Objectives

...

(4) Subdivision and development are coordinated with the supply of sufficient transport, water supply, stormwater, wastewater, energy and communications infrastructure.

(4)(A) Subdivision and development does not occur in advance of the availability and capacity of bulk water supply and bulk wastewater infrastructure, except where an interim solution and associated decommissioning for water and/or wastewater servicing is proposed.

19.4

...

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

IX.3. Policies

Employment/Activities

(1) Require subdivision and development to be in general accordance with the Silverdale West Industrial Precinct Plan 1.

(2) Enable economic development opportunities within the precinct through the staged release of land with sufficient infrastructure to support its use.

...

Transport, infrastructure and staging

...

(7) Ensure that subdivision and development in the precinct is coordinated with the provision of sufficient stormwater, wastewater, water supply, energy and telecommunications infrastructure.

~~(8) Avoid subdivision and development prior to water and wastewater infrastructure capacity being available.~~

(8) Avoid subdivision and development that is in advance of the provision of functioning bulk water supply and bulk wastewater infrastructure with sufficient capacity to service subdivision and development within the Precinct area, except where an interim solution and associated decommissioning for water and/or wastewater self-servicing is proposed.

19.5

...

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

IX.4. Activity table

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

Activity Table IX.4.1 specifies the activity status of land use, subdivision and development in the Silverdale West Industrial Precinct pursuant to sections 9(3) and 11 of the Resource Management Act 1991.

Development not in accordance with an approved Stormwater Management Plan either needs an approved amendment to the approved Stormwater Management Plan or a new Network Discharge Consent under Chapter E8 (Stormwater – Discharge and diversion).

Table IX.4.1 Activity table

Activity		Activity Status
Use		
...		
Subdivision and Development		
...		
(A8)	Development not complying with standard IX.6.11(1). Wastewater Connections. <u>Use and development that does not comply with Standard IX6.11 Bulk Water Supply and Wastewater Infrastructure</u>	NC
(A9)	<u>Subdivision that does not comply with Standard IX6.11 Bulk Water Supply and Wastewater Infrastructure</u> Subdivision not complying with standard IX.6.11(2). Wastewater Connections.	NC

19.6

19.7

IX.5. Notification

(1) Except as provided for by IX(1A), Any application for resource consent for an activity listed in Table IX.4.1 Activity will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.

(1A) Any application for resource consent that infringes the following standard will be considered without public or limited notification to any person other than Watercare or the need to obtain the written approval from any other affected parties unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991:

19.8

(a) Standard IX6.11 Bulk Water Supply and Wastewater Infrastructure

(2) When deciding on 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).

IX.6. Standards

(1) All relevant overlay, Auckland-wide and zone standards apply to the activities listed in Activity Table IX.4.1.

(2) The following Auckland-wide and zone standards do not apply to activities listed in Activity Table IX.4.1 above or to activities listed in Activity Table H17.4.1 of Chapter H17 Business – Light Industry Zone:

- (a) E27.6.1 Trip generation Within the Business – Light Industry Zone
- (b) H17.6.1 Building Height
- (c) H17.6.4 Yards

(3) In addition to Standard IX.6 (1) activities listed in Activity Table IX.4.1 must comply with the following Standards IX.6.1 to IX.6.~~4011~~.

(4) In addition to standard H17.6 Standards activities listed as permitted and restricted discretionary in Activity Table H17.4.1 of Chapter H17 Business – Light Industry Zone must comply with the following Standards IX.6.1 to IX.6.~~4011~~.

...

19.9

IX6.8 Staging of development with infrastructure upgrades including transport upgrades to support development within the Silverdale West Industrial Precinct

Purpose:

- Manage the adverse effects of traffic generation on the surrounding regional and local road network through the identification of transport upgrades specifically needed to support development within the precinct.
- Achieve the integration of land use and transport consistent with Policies IX.3(5) and (6).
- Ensure sufficient infrastructure is in place to support the staged development of the precinct.

Note:

For completeness, the requirements of this standard only apply to the first application for any site, sites or part of a site. If an application for subdivision is granted and meets the requirements of this standard, subsequent applications for new buildings shall be deemed to comply with the standard. Where land use consent for new buildings occurs first, any subsequent subdivision around that land use shall be deemed to comply.

(1) Development, subdivision and use of Light Industry zoned land within the precinct must not exceed the thresholds in Table IX.6.8.1 until such time that the identified infrastructure upgrades (or equivalents) are constructed and are operational. Applications for resource consent in respect

of activities, development or subdivision identified in Column 1 of Table IX.6.8.1 will comply with Standard IX.6.8(1) if the corresponding infrastructure identified in Column 2 of Table IX.6.8.1 (or equivalent) is:

- (a) Constructed and operational prior to lodgement of the resource consent application; or
- (b) Under construction with relevant consents and / or designations being given effect to prior to the lodgement of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational prior to:
 - i. the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or
 - ii. the occupation of any buildings associated with industrial, retail and / or community activities in the case of a land use consent application; or
- (c) Proposed to be constructed by the applicant as part of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational:
 - i. Prior to or in conjunction with the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or
 - ii. Prior to the occupation of any buildings associated with industrial, retail and / or community activities in the case of a land use consent application.

(2) Any application lodged in terms of Standard IX.6.8(1) (b) or (c) above must confirm the applicant's express agreement in terms of section 108AA(1)(a) of the RMA and on an Augier basis to the imposition of consent conditions requiring (as relevant) that:

- (a) no industrial or commercial floorspace shall be occupied until the relevant infrastructure upgrades are constructed and operational; and/or
- (b) no section 224(c) certificate shall be issued, and no subdivision survey plan shall be deposited until the relevant infrastructure upgrades are constructed and operational.

Any resource consent(s) granted on one or both of the above bases must be made subject to consent conditions as described in Standards IX.6.8(2)(a) and/or IX.6.8(2)(b) above. Those conditions will continue to apply until appropriate evidence is supplied to Council confirming that the relevant infrastructure upgrades are operational.

If traffic modelling demonstrates to Council's satisfaction that an alternative infrastructure upgrade will have the same or better outcomes, that will be deemed to satisfy the relevant requirement of Column 2 of Table IX.6.8.1.

(3) For the purpose of this standard:

- (a) The enablement of Stage 1 land is to occur prior to the enablement of Stage 2 land to ensure that development is aligned with the necessary provision of infrastructure;
- (b) Any subdivision for Collector and / or Local Roads within Stage 1 must make provision for the extension of the roading network to adjoining Stage 2 property boundaries. For clarity, these can be 'paper roads', and do not need to be constructed to the shared property boundary as part of Stage 1 development works;
- (c) 'industrial floorspace' means buildings for those activities that have a valid land use consent or a subdivision that has a 224C certificate that creates additional vacant lots;

- (d) 'Occupation' and 'occupied' mean occupation and use for the purposes permitted by the resource consent but not including occupation by personnel engaged in construction, fitting out or decoration;
 - (e) 'Operational' means the relevant upgrade is available for use and open to all traffic; and
 - (f) Within the precinct, 'Land Available for Development' means the total land area of development Lots within the Light Industry zone that will be used for Industrial or Commercial activities and have been subject to approved subdivision consents or are included within a proposed subdivision application. For completeness, Land Available for Development excludes Open Space zoned land (where zoned), riparian margins and esplanade reserves, collector and local roads, the landscape buffers and road widening requirements of Standards IX6.4, IX6.5 and IX6.6, and land required for stormwater management.
- (4) Any proposal for industrial activities must demonstrate compliance with this standard in accordance with the Special information requirements in IX.9(3).

Table IX.6.8.1 Threshold for subdivision and development: Infrastructure upgrades including transport upgrades to support development within the Silverdale West Industrial Precinct

	<p>Column 1</p> <p>Subdivision, development and/or use within Stage 1 (as defined in IX.10.1: Silverdale West Industrial– Precinct Plan 1), enabled by Transport and Other Infrastructure in columns 2 and 3</p>	<p>Column 2</p> <p>Transport infrastructure required (in accordance with IX.11: Silverdale West Industrial Precinct Appendix 3 Transport Infrastructure Upgrades) to enable activities or subdivision in column 1</p>	<p>Column 3</p> <p>Other infrastructure required to enable activities or subdivision in column 1</p>
<p>(a)</p>	<p>The Transport and Other Infrastructure listed in Columns 2 and 3 must be constructed and operational prior to the implementation of any subdivision or development within the precinct.</p> <p>Once the prerequisites in Columns 2 and 3 have been completed, subdivision and / or development up to 53.9ha of Land Available for Development is enabled.</p> <p>The provision of Infrastructure listed in Column 3 may be delivered incrementally. While infrastructure provision may enable full development capacity within Stage 1, sufficient infrastructural capacity must at least be provided to support any proposal.</p>	<ul style="list-style-type: none"> ▪ First signalised intersection connecting the precinct to Dairy Flat Highway (including provision of signalised pedestrian crossings, advance cycle boxes and footpath infrastructure connecting to indicative bus stop locations) ▪ Provision of a bidirectional cycle lane and footpath along the southern edge of Dairy Flat Highway extending between Pine Valley Road and the first signalised intersection connecting the precinct to Dairy Flat Highway 	<ul style="list-style-type: none"> ▪ Wastewater Pump Station servicing the Silverdale West Industrial Precinct – Stage 1, meeting the relevant requirements of Watercare Services Limited (or replacement organisation) ▪ Flood management works within Stage 1 to ensure there is no net increase in flood risk to down and upstream properties.

19.10

19.11

<p>(b)</p>	<p>The Transport and Other Infrastructure listed in Columns 2 and 3 must be constructed and operational prior to implementation of any subdivision and / or development above 53.9ha of Land Available for Development.</p> <p>Once the prerequisites in Column 2 have been completed, subdivision and / or development up to 49.8ha of Land Available for Development is enabled.</p> <p>The provision of Infrastructure listed in Column 3 may be delivered incrementally.</p> <p>While infrastructure provision may enable full development capacity within Stage 1, sufficient infrastructural capacity must at least be provided to support any proposal.</p>	<ul style="list-style-type: none"> ▪ Second signalised intersection connecting the precinct to Dairy Flat Highway (including provision of signalised pedestrian crossings, advance cycle boxes and footpath infrastructure connecting to indicative bus stop locations). 	<ul style="list-style-type: none"> ▪ Wastewater Pump Station servicing the Silverdale West Industrial Precinct – Stage 1, meeting the relevant requirements of Watercare Services Limited (or replacement organisation) ▪ Flood management works within Stage 1 to ensure there is no net increase in flood risk to down and upstream properties.
	<p>Column 1 Subdivision, development and or use within Stage 2 (as defined in IX.10.1: Silverdale West Industrial – Precinct Plan 1), enabled by Transport and Other Infrastructure in columns 2 and 3</p>	<p>Column 2 Transport infrastructure required (in accordance with IX.11: Silverdale West Industrial Precinct Appendix 3 Transport Infrastructure Upgrades) to enable activities or subdivision in column 1</p>	<p>Column 3 Other infrastructure required to enable activities or subdivision in column 1</p>

(c)	<p>The Other Infrastructure listed in Column 3 must be constructed and operational prior to implementation of any subdivision and / or development within Stage 2.</p> <p>The provision of Infrastructure listed in Column 3 may be delivered incrementally. While infrastructure provision may enable full development capacity within Stage 1, sufficient infrastructural capacity must at least be provided to support any proposal.</p>		<ul style="list-style-type: none"> ▪ Flood management works within Stage 2 to ensure there is no net increase in flood risk to down and upstream properties; and ▪ Upgrade to Silverdale West Wastewater Pump Station to serve both the Silverdale West Industrial Precinct – Stages 1 and 2, meeting the relevant requirements of Watercare Services Limited (or replacement organisation)
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19.12

Note:

The plans shown indicatively in IX.11 Appendix 3 Transport Infrastructure Upgrades shall be deemed to satisfy the Transport infrastructure Column 2. An alternative upgrade design that performs to the same standard may also be adopted.

...

~~IX6.11 Wastewater connections~~ Bulk Water Supply and Wastewater Infrastructure

~~Purpose: To ensure efficient delivery of wastewater infrastructure including treatment.~~

~~(1) Prior to occupation, all buildings shall be connected to a functioning public wastewater network capable of servicing development intended on the lots.~~

~~(2) Prior to the issue of a certificate pursuant s224(c) for subdivision, all lots shall be connected to a functioning public wastewater network capable of servicing development intended on the lots.~~

Purpose:

- **To ensure subdivision and development within the Precinct is adequately serviced with bulk water and wastewater infrastructure.**

19.13

- (1) Bulk water supply and wastewater infrastructure with sufficient capacity for servicing the proposed development must be completed, commissioned and functioning:
 - a. in the case of subdivision, prior to issuing of a certificate of title pursuant to 224(c);
 - b. in the case of land use only, prior to construction of any buildings for activities that would require water and/or wastewater servicing.

...

IX.9 Special information requirements

...

(6) Water and Wastewater Servicing Plan

- (a) Within the application for the first stage of subdivision or development of any site existing at [date of plan change approval] within the Precinct the applicant must provide a Water and Wastewater Servicing Plan for the Precinct Area. The Water and Wastewater Servicing Plan must:
 - i. Identify the location, size and capacity of the proposed water supply and wastewater network within the Precinct.
 - ii. Identify the timing, location, size and capacity of the key water and wastewater infrastructure dependencies located outside of the Precinct Area but are necessary to service the Precinct.

(7) Water Supply and Wastewater Infrastructure Capacity Assessment

- (a) All applications for subdivision or development must be accompanied by a Water Supply and Wastewater Infrastructure Capacity Assessment. The applicant is required to produce a water supply and wastewater infrastructure capacity assessment for the precinct to demonstrate there is sufficient capacity in the wider water and wastewater reticulated network, including the Army Bay WWTP, to service the proposed development or lots.

...

19.14

From: UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 103 - Hanna Katrina taylor moller
Date: Friday, 9 August 2024 4:00:31 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Hanna Katrina taylor moller

Organisation name:

Agent's full name:

Email address: hannataylor@gmail.com

Contact phone number: 0273370584

Postal address:
31 ocean view road
Hatfields beach
Ōrewa 0931

Submission details

This is a submission to:

Plan change number: Plan Change 103

Plan change name: PC 103 (Private): Silverdale West Industrial Area

My submission relates to

Rule or rules:

Property address: 193 wilks road

Map or maps:

Other provisions:

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

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

The reason for my or our views are:
The valley to the west of SH1 is beautiful. Driving home from the city it is such a tonic for the soul to feel like you are back in the country. Development in the valley will absolutely ruin that. Is no one able or willing to stop the urban sprawl?

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

20.1

Submission date: 9 August 2024

Attend a hearing

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

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

Declaration

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

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

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

Yes

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

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From: UnitaryPlanFurtherSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan further submission - Plan Change 103 - Mark Weingarth
Date: Friday, 13 September 2024 10:00:19 am

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

Contact details

Full name of person making a further submission: Mark Weingarth

Organisation name:

Full name of your agent: Mark Weingarth

Email address: info@planco.co.nz

Contact phone number: 0211671873

Postal address:
84 Birkenhead Ave
Birkenhead
Auckland 0626

Submission details

This is a further submission to:

Plan change number: Plan Change 103

Plan change name: PC 103 (Private): Silverdale West Industrial Area

Original submission details

Original submitters name and address:
HD Group
ravikash@hdgroup.co.nz

Submission number: 2

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 2.2

The reasons for my or our support or opposition are:
Align with request for 1596 Diary Flat Highway to be included in the plan change along with additional transport route.

I or we want Auckland council to make a decision to: Allow the whole original submission

Submission date: 13 September 2024

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 the person representing a relevant aspect of the public interest

Specify upon which grounds you come within this category:
Representing landowner

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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NZ Transport Agency Waka Kotahi Reference: 2024-0210

26 September 2024

Auckland Council, Unitary Plan
C/- Dave Paul (Senior Policy Planner)
Private Bag 92300
Auckland 1142

Via email: unitaryplan@aucklandcouncil.govt.nz

Dear Mr Paul

Further Submission on Proposed Plan Change 103 – Silverdale West Industrial Area

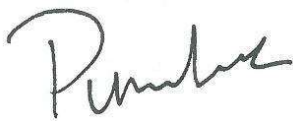
Please find attached a further submission from the New Zealand Transport Agency (NZTA) in relation to submissions on the Proposed Plan Change 103 – Silverdale West Industrial Area.

We look forward to working with Council staff throughout the Plan Change process and would be happy to discuss or provide clarification on any of the matters raised in our submission and further submission. Similarly, we would be happy to attend any relevant pre-hearing meetings.

If you wish to discuss any of our further submission points in more detail please contact Perri Unthank (perri.unthank@nzta.govt.nz) directly.

For all correspondence in relation to this matter please use the following email address
environmentalplanning@nzta.govt.nz.

Yours sincerely,



Perri Unthank
Principal Planner – Poutiaki Taiao / Environmental Planning
Phone: 09 953 5182
Email: perri.unthank@nzta.govt.nz

FORM 6, CLAUSE 6 OF SCHEDULE 1, RESOURCE MANAGEMENT ACT 1991

Further Submission on Proposed Plan Change 103 (Private) – Silverdale West Industrial Area

To: **Auckland Council**
 C/- Dave Paul (Senior Policy Planner)
 Private Bag 92300
 Auckland 1142

Via email: unitaryplan@aucklandcouncil.govt.nz

From: NZ Transport Agency Waka Kotahi
 Aon House, 29 Customs Street West
 Auckland CBD 1010

1. This is a further submission in support of (or in opposition to) a submission on the following:

Proposed Plan Change 103 – Silverdale West Industrial Area (the proposal).

NZ Transport Agency Waka Kotahi (NZTA) is an organisation representing a relevant aspect of the public interest. NZTA has a responsibility to ensure an effective, efficient and safe transport system across the district, region and country. In addition, NZTA has responsibilities in relation to transport planning, funding and delivery pursuant to legislation, as set out below.

NZTA is a Crown entity with its functions, powers and responsibilities set out in the Land Transport Management Act 2003 (LTMA) and the Government Rounding Powers Act 1989. The primary objective of NZTA under Section 94 of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest.

2. NZTA supports/opposes the submissions of:

The specific submissions that are supported or opposed, the reasons for this, and the decisions sought are set out in the attached table.

3. NZTA does wish to be heard in support of this submission.

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

5. NZTA is willing to work with Fletcher Development Limited, Fulton Hogan Land Development and Auckland Council in advance of a hearing.



Perri Unthank

Principal Planner – Poutiaki Taiao / Environmental Planning
 System Design, Transport Services

Pursuant to an authority delegated by NZ Transport Agency Waka Kotahi

Date: 26 September 2024

Address for service: NZ Transport Agency Waka Kotahi
Contact Person: Perri Unthank
Telephone Number: 09 953 5182
Alternate Email: EnvironmentalPlanning@nzta.govt.nz

Table 1: NZ Transport Agency Further Submission on Auckland Unitary Plan (OIP) Plan Change 103 – Silverdale West Industrial Area

Sub point number	Submitter	Relief sought by submitter	NZTA response	NZTA reasons	Decision(s) sought (allow or disallow)
7.3	Andrew Nigel Philipps Kay	Include a requirement to reserve a Rapid Transit Corridor along the eastern side of the PC Area (i.e. adjacent to SH1).	Oppose	NZTA has submitted a notice of requirement to designate a Rapid Transit Network through Dairy Flat and Pine Valley. In addition, a Bus Optimisation Project is due to commence construction in 2025 which will see bus improvements along State Highway 1 Between Wilks Road and the Silverdale offramp.	Disallow
12.2	Robert and Linda Brown	If approved delay development until the Wilks Road motorway on ramps are operative.	Oppose in part	Whilst the Wilks Road motorway onramps will be required to support the full development of the Silverdale West Structure Plan area, the works do not have funding allocated and is unlikely to be prioritised before development occurs. NZTA is therefore opposed to the provision of the Wilks Road on ramps prior to development occurring. However, NZTA is supportive of the ramps being considered ahead of this development as this development is likely to also benefit from the addition of south facing ramps at Wilks Road in future.	Allow in part
13.2	Auckland Council	a. Request that the applicant work with Council to determine a pathway for how the identified transport upgrades and bulk infrastructure networks will be funded and financed.	Support	The approach to funding necessary transport upgrades, specifically those on the State Highway network should be considered by the applicant and Council.	Allow
13.3	Auckland Council	b. Amend the precinct provisions to incorporate objectives, policies, standards and matters of discretion/assessment criteria as appropriate to provide for the integration of subdivision and development with the timely, efficient, safe and effective transport and bulk infrastructure networks. In particular, add a new policy to avoid subdivision and development unless it is coordinated with the delivery of infrastructure (including transportation, stormwater, water supply and wastewater servicing) required to provide for development within the precinct.	Support	The integration of development and transport infrastructure is essential for the ongoing efficiency of the network.	Allow

Sub point number	Submitter	Relief sought by submitter	NZTA response	NZTA reasons	Decision(s) sought (allow or disallow)
14.9	Auckland Transport	Amend IX.6.7.1 to the extent that: - Cumulative subdivision and/or development is considered in the amount of total land that is enabled - Thresholds identified for development are consistent with thresholds identified in the ITA, s32 report and infrastructure report	Support	NZTA supports this for the reasons identified by Auckland Transport.	Allow
14.10	Auckland Transport	Amend IX6.8.1 to the extent that: - Cumulative subdivision and/or development is considered in the amount of total land that is enabled - Thresholds identified for development are consistent with thresholds identified in the ITA, s32 report and infrastructure report.		NZTA supports this for the reasons identified by Auckland Transport.	Allow
14.16	Auckland Transport	Insert a new objective as follows or similar: '(x) Subdivision and development does not occur in advance of the availability of operational transport (including regional and local transport infrastructure).'	Support	The integration of development and transport infrastructure is essential for the ongoing efficiency of the network.	Allow
14.26	Auckland Transport	Insert a new policy as follows or similar: '(x) Require that subdivision and development in the Precinct does not occur in advance of the availability of operational transport infrastructure.'	Support	The integration of development and transport infrastructure is essential for the ongoing efficiency of the network.	Allow
14.32	Auckland Transport	Delete Standard IX.6. (2)(a) re E27.6.2 Trip generation not applying.	Support	NZTA supports this for the reasons identified by Auckland Transport. In addition, whilst NZTA takes a macro lens to transportation, understanding and allowing assessment of trip generation beyond that assessed in the ITA will enable regional impacts to be considered.	Allow
14.37	Auckland Transport	Amend IX6.8 as follows or similar: Purpose: - Manage <u>Mitigate</u> the adverse effects of traffic generation on the surrounding regional and local road network through the identification <u>provision</u> of transport upgrades specifically needed to support development within the precinct.	Support	NZTA supports the provision of upgrades within the development to mitigate potential adverse effects on the regional state highway network.	
14.40	Auckland Transport	Amend IX6.9 Road Design to include the following or similar: 2) Any new or upgraded roads provided as part of the subdivision and development meet functional and design requirements relating to safety, accommodating required vehicle movements,	Support	NZTA supports the requirement to design interim transport upgrades in a manner that provides for the ultimate design because it may potentially reduce re-work, environmental waste and potential disruption for the community.	Allow

Sub point number	Submitter	Relief sought by submitter	NZTA response	NZTA reasons	Decision(s) sought (allow or disallow)
		accommodating necessary infrastructure and roading elements & providing for future upgrade of interim designs to ultimate standard where applicable.			
14.44	Auckland Transport	Amend IX.9 Special information requirements to include the following or similar: IX.9.X Transport Design Report (X) Any proposed new key road intersection or upgrading of existing key road intersections illustrated on the Precinct Plan must be supported by a Transport Design Report and Concept Plans (including forecast transport modelling and land use assumptions), prepared by a suitably qualified transport engineer confirming the location and design of any road and its intersection(s) supports the safe and efficient function of the existing and future (ultimate) transport network and can be accommodated within the proposed or available road reserves. This may be included within a transport assessment supporting land use or subdivision consents. In addition, where an interim upgrade is proposed, information must be provided, detailing how the design allows for the ultimate upgrade to be efficiently delivered.	Support	NZTA supports the requirement to design interim transport upgrades in a manner that provides for the ultimate design because it may potentially reduce re-work, environmental waste and potential disruption for the community.	Allow
15.5	YJS Holding Limited	That an infrastructure funding arrangement is put in place that is fair for all land owners.	Support	Funding for infrastructure should be equitable across all landowners who benefit from the development.	Allow
16.2	Mammoth Ventures Limited and DB Boocock No 2 Trustee Limited	Add to the Table IX.4.1 Activity table Rule "(A8) Construction and use of offices greater than 100m2 gross floor area within the area identified as 'Potential Office Hub' on the Precinct Plan IX.10.X with Activity status RD.	Oppose	The transport modelling in the ITA and proposed transport upgrades have been based on light industrial use. Office development would generate different traffic movements which would require a substantial review of the transport assessment.	Disallow
18.1	Seven Oaks Securities Ltd	Include the rest of the land in Stage 1 in the Silverdale West Industrial structure plan	Oppose	The assessments undertaken have assessed the infrastructure requirements based on the proposed size of rezoning. Further work is needed to understand the implications of additional land being included in the precinct and the impacts on infrastructure provision.	Disallow

26 September 2024

Plans and Places
Auckland Council
Private Bag 92300
Auckland 1142

Attn: Planning Technician

Email: unitaryplan@aucklandcouncil.govt.nz

Further Submission for Proposed Private Plan Change 103 – Silverdale West Industrial Area

Please find attached Auckland Transport's further submission to the submissions lodged on **Proposed Private Plan Change 103 – Silverdale West Industrial Area**. The applicants are Fletcher Development Limited and Fulton Hogan Land Development.

If you have any queries in relation to this submission, please contact me at spatialplanning@at.govt.nz or on 021 204 9623.

Yours sincerely

Robbie Lee

Robbie Lee
Planner, Spatial Planning and Policy Advice

Further submission by Auckland Transport on Proposed Private Plan Change 103 – Silverdale West Industrial Area

To: Auckland Council Private
Bag 92300
Auckland 1142

Further submission on: Submissions to Proposed Private Plan Change 103 from Fletcher Development Limited and Fulton Hogan Land Development for land located south of the Silverdale motorway interchange between State Highway 1 to the east and Dairy Flat Highway to the west and extends to the south to approximately halfway to Wilks Road.

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 or opposed, and the reasons for that support or opposition, 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 submission, Auckland Transport will consider presenting a joint case with them at the hearing.

Name: Auckland Transport

Signature:



Rory Power
Spatial Planning Manager

Date: 26 September 2024

Contact person: Robbie Lee
Planner, Spatial Planning and Policy Advice

Address for service: Auckland Transport Private
Bag 92250
Auckland 1142

Telephone: 021 204 9623

Email: robbie.lee@at.govt.nz

Attachment 1

#	Submitter	Summary of submission	Support or oppose	Reasons	Decision sought
2.2	Ravikash Deep Singh – HD Group ravikash@hdgroup.co.nz	If approved amend boundary to include Stage 1 area ie 1596 Dairy Flat Highway	Oppose	The submitter’s request to extend the boundary of the Plan Change area is not supported by a structure plan, a section 32 evaluation report, technical assessments or any mitigation measures required to support the potential development. Inclusion of the land currently zoned Future Urban would require amendments to the precinct provisions and supporting documentation.	Disallow
11.1	Mark Weingarth info@planco.co.nz	If approved include 1596 Dairy Flat Highway within the plan change area.	Oppose	The submitter’s request to extend the boundary of the Plan Change area is not supported by a structure plan, a section 32 evaluation report, technical assessments or any mitigation measures required to support the potential development. Inclusion of the land currently zoned Future Urban would require amendments to the precinct provisions and supporting documentation.	Disallow
11.2	Mark Weingarth info@planco.co.nz	Reinstate the originally proposed connection to Dairy Flat Highway.	Oppose	The transport effects of servicing the subdivision with a previously proposed connection have not been assessed in the applicant’s Integrated Transport Assessment.	Disallow
13.2	Auckland Council Michele.perwick@aucklandcouncil.govt.nz	a. Request that the applicant work with Council to determine a pathway for how the identified transport upgrades and bulk infrastructure networks will be funded and financed.	Support	Auckland Transport would support amendments which achieve the outcomes sought by the submitter. Without a clear pathway this can lead to issues further down the line as uncertainty exists as to who is responsible for the funding/financing of the required infrastructure.	Allow
15.1	YJS Holding Limited hamish@mhg.co.nz	Provide a direct connection of a collector road from the property to Dairy Flat Highway, which further connects to the overall plan change area.	Oppose	The transport effects of servicing the subdivision with an additional connection have not been assessed in the applicant’s Integrated Transport Assessment.	Disallow

#	Submitter	Summary of submission	Support or oppose	Reasons	Decision sought
15.2	YJS Holding Limited hamish@mhg.co.nz	That the proposed roading layout and service connections are coordinated across the whole PC area and that all roads must be built up to the property boundaries at levels which provide for compatible and continuous development.	Support in part	Auckland Transport would support amendments that show the connections that are required by the local road network to support adjacent land parcels. This is important to ensure future development can adjoin the precinct in a contiguous manner.	Allow in part
15.4	YJS Holding Limited hamish@mhg.co.nz	The proposed 30m height limit is further extended into the property with similar road setbacks as proposed for other sites in the plan change.	Oppose	The more permissive height limits proposed is not supported by the Integrated Transport Assessment or other documentation provided with the application.	Disallow
16.1	Mammoth Ventures Limited and DP Boocock No 2 Trustee Limited burnette@thepc.co.nz	Identify the Subject Land as 'Potential Office Hub' on a precinct plan in IX.10.	Oppose in part	While Auckland Transport does not oppose the future use of office space within the precinct, the pre-defined location in the Precinct Plan is opposed. The preference is for the Precinct Plan to address issues not already covered by general AUP provisions that relate to Light Industrial Zones.	Disallow in part
17.8	NZ Transport Agency Waka Kotahi EnvironmentalPlanning@nzta.govt.nz	Add a new provision requiring a safe connection for pedestrians and cyclists across SH1 as a stage 1 prerequisite infrastructure upgrade (IX.6.7.1(a)). Add a new provision requiring a safe connection for pedestrians and cyclists across SH1 in any upgrades to Silverdale Interchange (Table IX.6.7.1(d)).	Support	Auckland Transport would support amendments which achieve the outcomes sought by the submitter. Auckland Transport would need to review the detail of any amendments to ensure any upgrades provide safe and integrated network connections between State Highway and local roads.	Allow
17.10	NZ Transport Agency Waka Kotahi EnvironmentalPlanning@nzta.govt.nz	Add provisions within the precinct requiring a financial contribution to fund the identified State Highway transport infrastructure projects that support development in Silverdale West Industrial Plan Change Area	Support	Auckland Transport would support amendments which achieve the outcomes sought by the submitter.	Allow
18.1	Seven Oaks Securities Ltd tbinney@gmail.com	Include the rest of the land in Stage 1 in the Silverdale West Industrial structure plan.	Oppose	The submitter's request to extend the boundary of the Plan Change area is not supported by a structure plan, a section 32 evaluation report, technical assessments or any mitigation measures required to support the potential development.	Disallow

#	Submitter	Summary of submission	Support or oppose	Reasons	Decision sought
				Inclusion of the land currently zoned Future Urban would require amendments to the precinct provisions and supporting documentation.	

Our Ref: 46767

27 September 2024

Auckland Council
Private Bag 92300
Victoria Street West
Auckland, 1142

Attention: Auckland Council

Email: unitaryplan@aucklandcouncil.govt.nz

Dear Sir / Madam

SUBJECT: FURTHER SUBMISSIONS ON PLAN CHANGE 103 (PRIVATE): SILVERDALE WEST INDUSTRIAL AREA

Submitter: Seven Oaks Securities Limited (Submitter Number 18)

Location: 146 Pine Valley Road, Dairy Flat

1. Introduction

Seven Oaks Securities Limited (“**Seven Oaks**”) made a submission (Submitter Number 18) regarding Private Plan Change 103: Silverdale West Industrial Area (“**PC103**”) to the Auckland Council on August 9, 2024. Seven Oaks is the registered landowner of 146 Pine Valley Road, Silverdale, which located within the same Silverdale West Industrial Structure Plan, Future Development Strategy, Spatial Land Use Strategy (Dairy Flat Silverdale Future Urban Zones 2024), and Future Urban Zone as the plan change area.

Seven Oaks has a vested interest in PC103, particularly concerning the future of the Dairy Flat/Silverdale area and its impact on property values, livelihoods, and asset decision-making. The submission questions the exclusion of the remaining land, including 146 Pine Valley Road, that falls within Stage 1 of the Silverdale West Structure Plan from the proposed rezoning under PC103. The inclusion of this area is crucial for a cohesive development strategy and maximizing the benefits of the infrastructure being developed.

Additionally, Seven Oaks seeks clarification on how neighbouring properties will connect to the water, wastewater, and other essential services being developed in conjunction with PC103. It is vital to ensure that there is adequate capacity within these services to accommodate the area’s future urban growth. Planning for the development of the remaining land must coincide with PC103 to prevent any disadvantage to adjoining properties.

Seven Oaks requests the realignment of the proposed plan change boundaries to include the land at 146 Pine Valley Road and the surrounding area, thereby promoting a more integrated and sustainable approach to development in the Silverdale West Industrial Zone.

2. Further Submission

Seven Oaks’ further submissions and decisions sought on PC1 are detailed in **Appendix 1**.

Seven Oaks would not gain an advantage in trade competition through this submission.

Seven Oaks wish to be heard at the hearing in respect to the general matters raised in this submission and any consequential amendments required to give effect to the matters raised.

If others make similar submissions, Seven Oaks Securities Limited will consider presenting a joint case with them at the hearing.

Yours sincerely

CATO BOLAM CONSULTANTS LTD

A handwritten signature in blue ink, appearing to read 'Emily McDonald', with a stylized flourish at the end.

Emily McDonald
Senior Planner

APPENDIX I: FURTHER SUBMISSION POINTS

Further Submission: Seven Oaks Securities Limited (Submitter Number 18)

Sub #	Submitter Name	Summary of Decisions Requested	Position	Reasons	Relief sought (Submitter Number 18)
1	Yanmei Li	Decline the plan change. Don't want noise.	Oppose	Inconsistent with current zoning	Reject Submission
2	HD Group	Decline the plan change.	Support in part	The submission requests that the plan change boundaries are adjusted to include 1596 Dairy Flat Highway, Dairy Flat.	Adopt recommended Plan Change Boundary amendment
2	HD Group	If approved amend boundary to include Stage 1 area ie 1596 Dairy Flat Highway	Support	<p>We support the request to extend the proposed plan change area to incorporate the rest of the land identified in Stage 1 of the Silverdale West Structure Plan in the surrounding area, including the site at 1596 Dairy Flat Highway. This expansion would create a more cohesive development strategy that aligns with the overarching goals of the Silverdale West Structure Plan.</p> <p>Furthermore, our submission raises concerns about the exclusion of other lands included in Stage 1 of the Silverdale West Structure Plan from the proposed plan change area. Notably, our site at 146 Pine Valley Road, Silverdale, is situated within this zone and merits consideration. Including these additional sites, would facilitate a more integrated approach to infrastructure planning.</p> <p>By extending the plan change area to encompass all of the areas identified in Stage 1, the Council can address factors such as transportation connectivity, access to services, and community amenities for the whole area.</p>	Adopt recommended Plan Change Boundary amendment

Further Submission: Seven Oaks Securities Limited (Submitter Number 18)

Sub #	Submitter Name	Summary of Decisions Requested	Position	Reasons	Relief sought (Submitter Number 18)
3	DairyFlat ComDev Ltd	Approve the plan change without any amendments.	Support in Part	Consistent with our primary submission.	Approve plan change with requested extension of plan change area.
4	Buy West Management	Approve the plan change without any amendments.	Support in Part	Consistent with our primary submission.	with requested extension of plan change area.
5	Carlton Windust	Approve the plan change without any amendments.	Support in Part	Consistent with our primary submission.	with requested extension of plan change area.
6	Loudene Marais	Decline the plan change.	Oppose	Not consistent with our primary submission	Reject submission point
6	Loudene Marais	If approved require onsite attenuation for 100yr flood event to mitigate increase in flows to Weiti stream or John Creek.	Support	This is considered an appropriate concern regarding onsite attenuation.	Require onsite attenuation for 100yr flood events
6	Loudene Marais	If approved require more green areas (parks).	Oppose	The plan change provides sufficient green areas	reject submission point
7	Andrew Nigel Philipps Kay	Include a requirement for greatly enhanced public bus services along Dairy Flat Highway to Silverdale to service the future development and alleviate congestion.	Support	The provision of public bus services needs to be planned as early as possible to ensure future development is adequately serviced and congestion is alleviated.	Further collaboration between service providers and the applicant is requested to ensure that plan change area is adequately services with public transport,
7	Andrew Nigel Philipps Kay	Include a requirement to implement the proposed road and motorway interchange at the outset of development of the PPC area.	Support	The development of the proposed road and motorway interchange at the outset of development will ensure that the construction and development effects are able to be readily absorbed by the surrounding infrastructure and local communities. By integrating advanced planning measures, traffic management systems, and environmental assessments, this will minimise disruption on the surrounding transport network during construction. Additionally, the proposed road and motorway interchange needs	Suggest requiring the roading and motorway development be required at the outset of development.

Further Submission: Seven Oaks Securities Limited (Submitter Number 18)

Sub #	Submitter Name	Summary of Decisions Requested	Position	Reasons	Relief sought (Submitter Number 18)
				to enhance connectivity and accessibility, ensuring that both existing and new traffic flows are managed efficiently.	
7	Andrew Nigel Philipps Kay	Include a requirement to reserve a Rapid Transit Corridor along the eastern side of the PC Area (i.e. adjacent to SH1).	Support	We are supportive of reserving a Rapid Transit Corridor along the eastern side of the PC Area adjacent to SH1 because it promotes sustainable transportation options, enhances connectivity, and encourages efficient land use. By prioritising rapid transit, we can reduce traffic congestion, lower greenhouse gas emissions, and provide residents with accessible public transport choices. This initiative not only supports current community needs but also positions the area for future growth and development which we support.	Require a Rapid Transport Corridor be reserved along the eastern side of the PC area.
8	N Goument	Decline the plan change. This rezone is unnecessary, there is already new light industrial for Dairy Flat near airport and Silverdale and Milldale etc.	Oppose	While we acknowledge the existing light industrial developments in Dairy Flat, Silverdale, and Milldale, it is important to note that the current supply of industrial zoned land does not adequately meet the growing demand for industrial space in the area. The proposed plan change aims to provide additional capacity to support economic growth and diversification, ensuring that local businesses have access to the necessary infrastructure and resources. By proactively addressing land availability, the plan change will help in foster a resilient economy and create job opportunities for the community.	Reject submission
9	Tim Van Ameringen	Oppose but if approved provide a roundabout at the	Oppose	We oppose the submission to provide a roundabout at the Wilks Road and Dairy Flat intersection as an alternative to traffic lights. A	Reject submission

Further Submission: Seven Oaks Securities Limited (Submitter Number 18)

Sub #	Submitter Name	Summary of Decisions Requested	Position	Reasons	Relief sought (Submitter Number 18)
		Wilks Road Dairy Flat Intersection rather than lights.		roundabout may not adequately address the specific needs of this intersection and could lead to safety concerns and congestion issues. Traffic lights are often more effective in managing high volumes of traffic, particularly during peak hours, and can provide clear guidance for drivers and pedestrians.	
10	Zheming Xu	Approve the plan change without any amendments.	Support in Part	Consistent with our primary submission.	Approve plan change with requested extension of plan change area.
11	Mark Weingarh	If approved include 1596 Dairy Flat Highway within the plan change area.	Support	As previously noted, we support extending the proposed plan change area to include all land identified in Stage 1 of the Silverdale West Structure Plan, including 1596 Dairy Flat Highway. This expansion would promote a cohesive development strategy aligned with the plan's goals. We also express concern about the exclusion of other lands from the proposed area, particularly our site at 146 Pine Valley Road, which deserves consideration. Including these sites would enhance infrastructure planning and improve transportation connectivity, access to services, and community amenities for the entire region.	Extend the proposed light industrial zoning to the surrounding sites located within the Stage 1 of the Silverdale West Structure Plan area.
11	Mark Weingarh	Reinstate the originally proposed connection to Dairy Flat Highway.	Neutral	We are neutral to the site-specific connections and access to Dairy Flat Highway.	Neutral
12	Robert and Linda Brown	Decline	Oppose	Not consistent with our primary submission	Reject submission point
12	Robert and Linda Brown	If approved delay development until the Wilks Road motorway on ramps are operative.	Oppose	The development is able to be serviced without the Wilks Road motorway ramps	Reject Submission point

Further Submission: Seven Oaks Securities Limited (Submitter Number 18)

Sub #	Submitter Name	Summary of Decisions Requested	Position	Reasons	Relief sought (Submitter Number 18)
13	Auckland Council	Decline the Plan Change or amend as set out in the submission.	Oppose in Part	We support the proposed plan change, however, note that Auckland Council’s submission includes a number of amendments that we support. We support the Council’s request that the applicant works with the Council to determine a pathway for how the identified transport upgrades and bulk infrastructure networks will be funded and financed. It is also requested that interested owners of properties in Stage 1 of the Silverdale West Structure Plan area be involved in these discussions. Further that these works are broadened to include the surrounding areas to ensure future development is able to be appropriately serviced.	Support proposed amendments and further collaboration between Auckland Council, the applicant and other interested property owners in rest of Stage 1 of the Silverdale West Structure Plan area.
14	Auckland Transport	Decline the Plan Change unless other matters raised are addressed.	Oppose in Part	We support the proposed plan change, however, note that Auckland Transport ("AT") submission includes a number of amendments that we support. AT's submission notes that the proposed plan change is being undertaken out of timing sequence with the area identified in the Future Development Strategy 2023 as timing expected for the Silverdale West area as not before 2030+ due to the infrastructure prerequisites. Despite this timing mismatch, the proposed plan change can still be adequately serviced. This presents an opportunity to strategically advance development while ensuring that all necessary infrastructure is in place to support growth. We believe that aligning the proposed plan change with the infrastructure capabilities outlined by AT will facilitate a more sustainable and effective development process.	Accept proposed amendments and further collaboration between Auckland Transport, the applicant and other interested property owners in rest of Stage 1 of the Silverdale West Structure Plan area.

Further Submission: Seven Oaks Securities Limited (Submitter Number 18)

Sub #	Submitter Name	Summary of Decisions Requested	Position	Reasons	Relief sought (Submitter Number 18)
				We encourage collaboration between all stakeholders to address these timing and infrastructure concerns, ensuring that the proposed changes are beneficial not only for immediate development but also for the long-term planning goals of the Silverdale West area.	
15	YJS Holding Limited	Provide a direct connection of a collector road from the property to Dairy Flat Highway, which further connects to the overall plan change area.	Support	We are supportive of further road connections within the site and surrounding area	Approve plan change with requested extension of plan change area.
15	YJS Holding Limited	That the proposed roading layout and service connections are coordinated across the whole PC area and that all roads must be built up to the property boundaries at levels which provide for compatible and continuous development.	Support	We fully support the call for a coordinated approach to the proposed roading layout and service connections across the entire plan change area. Ensuring that all roads are constructed up to the property boundaries at appropriate levels is essential for fostering compatible and continuous development.	Approve plan change with requested extension of plan change area.
15	YJS Holding Limited	The plan change area should be subject to a detailed overall structure plan for the overall benefit of the region and area, not just the applicant.	Support	A comprehensive structure plan is essential for the entire Future Urban Zoned area, not only for the plan change area to ensure that adequate infrastructure and services are available that serves the broader community rather than just the interests of the plan change area.	Extend the plan change area to include Stage 1 of the Silverdale West Structure Plan area.
15	YJS Holding Limited	The proposed 30m height limit is further extended into the property with similar road setbacks as proposed for other	Support	We support the proposed plan change's additional building height provisions and the extension of this to sites with similar road setbacks.	Approve plan change with requested extension of plan change area.

Further Submission: Seven Oaks Securities Limited (Submitter Number 18)

Sub #	Submitter Name	Summary of Decisions Requested	Position	Reasons	Relief sought (Submitter Number 18)
		sites in the plan change.			
15	YJS Holding Limited	That an infrastructure funding arrangement is put in place that is fair for all land owners.	Support	This infrastructure funding and upgrade needs to also account for the whole Future Urban Zone and ensure that other properties are able to link into infrastructure at a fair cost.	
15	YJS Holding Limited	Reduce the proposed open space area indicated on the property to a 20m wide esplanade "strip".	Neutral	We are neutral to this site-specific requirement	N/A
16	Mammoth Ventures Limited and DP Boocock No 2 Trustee Limited	Identify the Subject Land as 'Potential Office Hub' on a precinct plan in IX.10.	Neutral	We are neutral to this site-specific requirement	N/A
16	Mammoth Ventures Limited and DP Boocock No 2 Trustee Limited	Add to the Table IX.4.1 Activity table Rule "(A8) Construction and use of offices greater than 100m2 gross floor area within the area identified as 'Potential Office Hub' on the Precinct Plan IX.10.X with Activity status RD.	Neutral	We are neutral to this site-specific requirement	N/A
16	Mammoth Ventures Limited and DP Boocock No 2 Trustee Limited	Add transportation and urban design matters of discretion and assessment criteria in IX.8.	Neutral	We are neutral to this site-specific requirement	N/A
17	NZ Transport Agency Waka Kotahi	This submission is neutral to the Proposed Plan Change.	Neutral	We are neutral to this site-specific requirement	N/A

Further Submission: Seven Oaks Securities Limited (Submitter Number 18)

Sub #	Submitter Name	Summary of Decisions Requested	Position	Reasons	Relief sought (Submitter Number 18)
18	Seven Oaks Securities Ltd	Include the rest of the land in Stage 1 in the Silverdale West Industrial structure plan.	Support	<p>We continue to question the exclusion of the remaining Stage 1 land from the Silverdale West Structure Plan in the current proposed plan change. Specifically, this pertains to the area to the west and around Pine Valley. The inclusion of the whole Stage 1 Area is vital for a comprehensive and cohesive development strategy. It is noted that one of the key reasons cited for the limited size of the proposed plan change area is the availability of developable land. By including the whole Stage 1 area in the plan change, this will better leverage the benefits of the upcoming infrastructure improvements.</p> <p>Incorporating these sites into the plan change will not only facilitate the rezoning of certain areas to light industrial but also promote a more integrated approach to the future development of the Future Urban Zone.</p> <p>Therefore, it is requested that the remaining Stage 1 land in the Silverdale West Structure Plan be included in the proposed plan change, allowing for a more sustainable and strategic approach to future development in this rapidly evolving area.</p>	Include all of the land identified in Stage 1 of the Silverdale West Structure Plan in the proposed Plan Change.
18	Seven Oaks Securities Ltd	How will other properties link into the infrastructure for the plan change area.	Support	As previously noted, we would like to understand how other properties in the area will be able to connect to the water, wastewater, and other essential services for the being constructed. It is crucial that a clear and accessible framework is established for neighbouring properties to link	Clarification is requested on how neighbouring properties can connect to the infrastructure being developed for the plan change area, ensuring comprehensive access to essential services like water and wastewater.

Further Submission: Seven Oaks Securities Limited (Submitter Number 18)

Sub #	Submitter Name	Summary of Decisions Requested	Position	Reasons	Relief sought (Submitter Number 18)
				<p>into the new infrastructure. Additionally, understanding of how the infrastructure and services will align with future development phases would be greatly beneficial.</p> <p>Ensuring that there is a clear pathway for all sites within the Future Urban Zone to be provided with connection will not only support the proposed plan change but also foster a collaborative approach to development in the area, benefiting both current and future residents and businesses.</p>	<p>Further collaboration between service providers, the applicant and other interested property owners in rest of Stage 1 of the Silverdale West Structure Plan area.</p>
19	Watercare Services Limited	Decline the plan change. In the event that PC103 is approved, amend as requested.	Support in Part	We support the approval of PC103 and are neutral to the proposed amendments	Neutral
20	Hanna Katrina Taylor Moller	Decline the plan change. Development in the valley will absolutely ruin it.	Oppose	The proposed plan change area, and its surroundings have been designated as Future Urban Zone in the Auckland Unitary Plan, as well as earmarked for light industrial use in the Spatial Land Use Strategy. Additionally, it falls within the Silverdale West Industrial Structure Plan. Given these designations, the proposed industrial zoning has followed due procedure and now being appropriately assessed and considered.	Reject Submission



THE **PLANNING**
COLLECTIVE

Date 27/09/2024

Auckland Council
C/o unitaryplan@aucklandcouncil.govt.nz

To whom it may concern,

Further Submission on Plan Change 103 (Private) Silverdale West Industrial Area

Please find attached Further Submissions made on behalf of Mammoth Ventures Limited & DP Boocock No 2 Trustee Limited – Submitter #16.

The Further Submitter has an interest greater than the public generally because they own landholdings in the Plan Change area as shown on the map below:



Figure 1: Land owned by Mammoth Ventures Limited & DP Boocock No 2 Trustee Limited. Source: GRIP MAPS

Yours sincerely

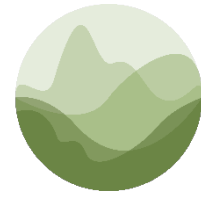


Burnette O'Connor
Director/Planner
The Planning Collective
E: burnette@thepec.co.nz
M: 021-422 346

Attachments:

- 1) Form 6
- 2) Further Submission Table

Attachment 1:



THE **PLANNING**
COLLECTIVE

Form 6

FURTHER SUBMISSION/S TO PLAN CHANGE 103 (PRIVATE) SILVERDALE WEST
INDUSTRIAL AREA

Clause 8 of Schedule 1, Resource Management Act 1991 (Form 6)

To: **Auckland Council**

1. SUBMITTER DETAILS

Name of Submitter: Mammoth Ventures Limited & DP Boocock No 2 Trustee Limited
(Submitter #16)
Address for Service: The Planning Collective Limited
Mobile: 021 422 346
Email: Burnete@thepec.co.nz

2 SCOPE OF FURTHER SUBMISSION

This is a further submission addressing the following submissions on Plan Change 103 (Private) Silverdale West Industrial:

- Submission No. 13, Auckland Council
- Submission No. 14, Auckland Transport
- Submission No. 17, NZ Transport Agency Waka Kotahi

Please refer to the Further Submission Table provided as **Attachment 2** which details the further submission/s and decisions sought.

(Persons authorised to sign on behalf of submitter)

Date: 27/09/2024

Attachment 2:
Further Submission/s Table

Further Submission on Plan Change 103 (Private) Silverdale West Industrial

DATE 25/07/2024

Sub #	Sub Point	Submitter	Summary of Decisions requested- refer to Auckland Council PC100 <i>Summary of Decisions Requested</i>	Support/ Oppose	Further Submission: Decision requested	Decision Sought
13	13.4	Auckland Council	c. Amend the precinct description to reflect any consequential amendments required to address other submission points.	Neutral	Amendments may be supported to the extent they relate to achieving positive environmental outcomes and the fair and reasonable use of the Submitter's land, including for office activities as sought in the submission.	Make changes that improve the clarity of the provisions, achieve integrated management and quality compact urban form and, a well-functioning urban environment.
14	14.46	Auckland Transport	Amend the precinct plan to: <ul style="list-style-type: none"> - Show an indicative internal roading network for the Stage 2 area with collector roads - Show the integration of key connections required by local networks adjoining the edge of the precinct into the surrounding environment. - Identify collector road intersections with Dairy Flat Highway as key intersections where a transport design report is required - Identify the strategic cycle connection 	Support	It is an important resource management and urban planning outcome to ensure that all land within the Plan Change can be accessed and that all necessary infrastructure can be delivered in an integrated manner.	Show an indicative internal roading network for the Stage 2 area on Precinct Plan 1 .
17	17.8	NZ Transport Agency / Waka Kotahi	Add a new provision requiring a safe connection for pedestrians and cyclists across SH1 as a stage 1 prerequisite infrastructure upgrade (IX.6.7.1(a)). Add a new provision requiring a safe connection for pedestrians and cyclists across SH1 in any upgrades to Silverdale Interchange (Table IX.6.7.1(d)).	Neutral	Support in part to the extent that such pedestrian and cyclist crossings facilitate efficient and effective use of the Submitter's land.	The Submitter seeks involvement in the outcomes of the submission to the extent those outcomes affect their land holdings.
	17.9	NZ Transport Agency / Waka Kotahi	Retain the note below Table IX6.7.1 indicating alternative forms of upgrade to the Silverdale Interchange that achieves the same standard is available.	Support in part	Support to the extent that alternatives may be appropriate subject to design and the extent of any impacts on the Submitter's land.	Retain the note.

END OF SUBMISSION

Auckland Council
Unitary Plan Private Bag 92300
Auckland 1142

Attn.: Planning Technician

unitaryplan@aucklandcouncil.govt.nz

TO: Auckland Council

SUBMISSION ON: Plan Change 103 (Private): Silverdale West Industrial Area

FROM: Watercare Services Limited

ADDRESS FOR SERVICE: planchanges@water.co.nz

DATE: 29 September 2024

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

1. INTRODUCTION

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

Watercare made an original submission on Proposed Private Plan Change 103 and wishes to make a further submission on the Plan Change. This further submission responds to points raised in other submissions that may have implications on Watercare’s assets and operations.

2. FURTHER SUBMISSION

Watercare’s submissions are included in the **attached** table.

Watercare seeks the following relief:

- a) That the submissions opposed in the **attached** table be disallowed (either in full or in part).
- b) Such further, alternative, or other consequential amendments as may be necessary to fully address Watercare’s further submissions.

3. HEARING

Watercare wishes to be heard in support of both its submission and further submission.

29 September 2024

Mark Iszard

Mark Iszard
Head of Major Developments
Watercare Services Limited

Address for Service:
Amber Taylor
Development Planning Lead
Watercare Services Limited
Private Bag 92521
Victoria Street West
Auckland 1142
Phone: 022 158 4426
Email: Planchanges@water.co.nz

FURTHER SUBMISSIONS FROM WATERCARE SERVICES LIMITED

Submitter ID	Submitter Name	Submission point #	Submission point	Support / oppose	Watercare further submission commentary / relief sought
2	HD Group	2.2	The submitter seeks to amend the plan change boundary to include 1596 Dairy Flat Highway.	Oppose	Watercare opposes the inclusion of 1596 Dairy Flat Highway in the plan change on the basis that it is out of scope.
11	Mark Weingarth	11.1	The submitter seeks to include 1596 Dairy Flat Highway into the plan change.	Oppose	Watercare opposes the inclusion of 1596 Dairy Flat Highway in the plan change on the basis that it is out of scope.
18	Seven Oaks Securities Ltd	18.1	The submitter seeks to include the rest of the land in Stage 1 in the Silverdale West Industrial structure plan into the plan change.	Oppose	Watercare opposes the inclusion of the rest of the Stage 1 land in the plan change on the basis that it is out of scope.

