

AUCKLAND UNITARY PLAN OPERATIVE IN PART

PROPOSED PLAN CHANGE 103 (Private): Silverdale West Industrial Area

SUMMARY OF DECISIONS REQUESTED

Enclosed:

- **Explanation**
- **Summary of Decisions Requested**
- **Submissions**

Explanation

- You may make a “further submission” to support or oppose any submission already received (see summaries that follow).
- You should use Form 6.
- Your further submission must be received by 27 September 2024
- Send a copy of your further submission to the original submitter as soon as possible after submitting it to the Council.

Summary of Decisions Requested

Plan Change 103 (Private): Silverdale West Industrial Area				
Summary of Decisions Requested				
Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested
1	1.1	Yanmei Li	yanmei93@hotmail.com	Decline the plan change. Don't want noise.
2	2.1	HD Group	ravikash@hdgroup.co.nz	Decline the plan change.
2	2.2	HD Group	ravikash@hdgroup.co.nz	If approved amend boundary to include Stage 1 area ie 1596 Dairy Flat Highway
3	3.1	DairyFlat ComDev Ltd	jan@comdev.co.nz	Approve the plan change without any amendments.
4	4.1	Buy West Management	tbarry20@gmail.com	Approve the plan change without any amendments.
5	5.1	Carlton Windust	windys@xtra.co.nz	Approve the plan change without any amendments.
6	6.1	Loudene Marais	loudene@gmail.com	Decline the plan change.
6	6.2	Loudene Marais	loudene@gmail.com	If approved require onsite attenuation for 100yr flood event to mitigate increase in flows to Weiti stream or John Creek.
6	6.3	Loudene Marais	loudene@gmail.com	If approved require more green areas (parks).
7	7.1	Andrew Nigel Philipps Kay	anpkay@gmail.com	Include a requirement for greatly enhanced public bus services along Dairy Flat Highway to Silverdale to service the future development and alleviate congestion.
7	7.2	Andrew Nigel Philipps Kay	anpkay@gmail.com	Include a requirement to implement the proposed road and motorway interchange at the outset of development of the PPC area.
7	7.3	Andrew Nigel Philipps Kay	anpkay@gmail.com	Include a requirement to reserve a Rapid Transit Corridor along the eastern side of the PC Area (i.e. adjacent to SH1).
8	8.1	N Goument	212 Pine Valley Road Dairy Flat Auckland 2002	Decline the plan change. This rezone is unnecessary, there is already new light industrial for Dairy Flat near airport and Silverdale and Milldale etc.
9	9.1	Tim Van Ameringen	timvanam@gmail.com	Oppose but if approved provide a roundabout at the Wilks Road Dairy Flat Intersection rather than lights.
10	10.1	Zheming Xu	sepcoco1001@gmail.com	Approve the plan change without any amendments.
11	11.1	Mark Weingarth	info@planco.co.nz	If approved include 1596 Dairy Flat Highway within the plan change area.
11	11.2	Mark Weingarth	info@planco.co.nz	Reinstate the originally proposed connection to Dairy Flat Highway.
12	12.1	Robert and Linda Brown	RnlBrown@Dahliahaven.co.nz	Decline
12	12.2	Robert and Linda Brown	RnlBrown@Dahliahaven.co.nz	If approved delay development until the Wilks Road motorway on ramps are operative.
13	13.1	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	Decline the Plan Change or amend as set out in the submission.
13	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.
13	13.3	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	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.
13	13.4	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	c. Amend the precinct description to reflect any consequential amendments required to address other submission points.
13	13.5	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	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.
13	13.6	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	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.
13	13.7	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	Amend Standard IX.6.2 to provide a 20m riparian margin.
13	13.8	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	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.
13	13.9	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	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: - 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 roovescape when viewed from the elevated position around the site; - Ensuring all rooftop servicing and planting are designed as an integral part of the roovescape with particular consideration given to the view from the elevated context.
13	13.10	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	c. Amend Standard IX.4 Activity Table to add two new activities in the Development Category - (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
13	13.11	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	Update the wetland delineation assessment, across the site, without the use of the pasture exclusion method and including hydric soils and hydrology protocols.
13	13.12	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	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 features.
13	13.13	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	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.
13	13.14	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	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	13.15	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	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	13.16	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	IX6.2 Streams and natural inland wetlands Delete IX6.2(1) (e)
13	13.17	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	IX6.2 Streams and natural inland wetlands Delete Standard IX6.2 (2)

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13	13.18	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	Amend Standard IX9 (1)(b) to include the matters to be assessed in a Monitoring and Maintenance Plan for natural wetlands.
13	13.19	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	a. Retain the indicative open space network as shown on Precinct Plan1. b. Amend Precinct Plan 1 legend as follows; Indicative Open Space zone.
13	13.20	Auckland Council	michele.perwick@aucklandcouncil.govt.nz	Apply Standard IX.6.5 Landscape buffer (Dairy Flat Highway interface) to provide protection to Development in the valley will absolutely ruinsite R10/73.
14	14.1	Auckland Transport	spatialplanning@at.govt.nz	Decline the Plan Change unless other matters raised are addressed.
14	14.2	Auckland Transport	spatialplanning@at.govt.nz	Request that the applicant work with Auckland Transport to determine a pathway for how the identified transport upgrades will be funded / financed.
14	14.3	Auckland Transport	spatialplanning@at.govt.nz	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.
14	14.4	Auckland Transport	spatialplanning@at.govt.nz	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.
14	14.5	Auckland Transport	spatialplanning@at.govt.nz	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.
14	14.6	Auckland Transport	spatialplanning@at.govt.nz	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. 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.
14	14.7	Auckland Transport	spatialplanning@at.govt.nz	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: - Requiring establishment of safe active mode connections to the Hibiscus Coast Station.
14	14.8	Auckland Transport	spatialplanning@at.govt.nz	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: - 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.
14	14.9	Auckland Transport	spatialplanning@at.govt.nz	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.
14	14.10	Auckland Transport	spatialplanning@at.govt.nz	Amend IX.6.8.1 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.
14	14.11	Auckland Transport	spatialplanning@at.govt.nz	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.
14	14.12	Auckland Transport	spatialplanning@at.govt.nz	Retain Precinct description subject to any consequential amendments required to address other submission points.
14	14.13	Auckland Transport	spatialplanning@at.govt.nz	Retain Objective 1
14	14.14	Auckland Transport	spatialplanning@at.govt.nz	Amend Objective 3 to include the following or similar: Access to, and from <u>and within</u> the 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	14.15	Auckland Transport	spatialplanning@at.govt.nz	Amend Objective 8 as follows or to similar effect: 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, enables supports public and active transport use and respects mana whenua values.</u>
14	14.16	Auckland Transport	spatialplanning@at.govt.nz	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>
14	14.17	Auckland Transport	spatialplanning@at.govt.nz	Retain Policy 1
14	14.18	Auckland Transport	spatialplanning@at.govt.nz	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>
14	14.19	Auckland Transport	spatialplanning@at.govt.nz	Retain Policy 5 (Re managing the effects of traffic generation)
14	14.20	Auckland Transport	spatialplanning@at.govt.nz	Retain Policy 6 (Re road upgrades)
14	14.21	Auckland Transport	spatialplanning@at.govt.nz	Retain Policy 9 (Re collector road location)
14	14.22	Auckland Transport	spatialplanning@at.govt.nz	Retain Policy 10 (Re local road network)
14	14.23	Auckland Transport	spatialplanning@at.govt.nz	Retain Policy 11 (Re transport network and all modes)
14	14.24	Auckland Transport	spatialplanning@at.govt.nz	Retain Policy 13 (Re mode shifts)
14	14.25	Auckland Transport	spatialplanning@at.govt.nz	Retain Policy 22 (Re limiting convenience retail)

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14	14.26	Auckland Transport	spatialplanning@at.govt.nz	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.'
14	14.27	Auckland Transport	spatialplanning@at.govt.nz	Table IX.4.1 Retain activity A2
14	14.28	Auckland Transport	spatialplanning@at.govt.nz	Table IX.4.1 Clarify why Activity A3 is needed to support the Silverdale West Industrial Precinct or delete in consultation with Auckland Transport.
14	14.29	Auckland Transport	spatialplanning@at.govt.nz	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).
14	14.30	Auckland Transport	spatialplanning@at.govt.nz	Table IX.4.1 Amend A5 to NC activity status
14	14.31	Auckland Transport	spatialplanning@at.govt.nz	Table IX.4.1 Amend A6 to NC activity status
14	14.32	Auckland Transport	spatialplanning@at.govt.nz	Delete Standard IX.6. (2)(a) re E27.6.2 Trip generation not applying.
14	14.33	Auckland Transport	spatialplanning@at.govt.nz	Delete Standard 1X6.6 re road widening along Dairy Flat Highway.
14	14.34	Auckland Transport	spatialplanning@at.govt.nz	Amend Standard 1X6.7 to include the following or similar: Purpose: - <u>Mitigate</u> 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.
14	14.35	Auckland Transport	spatialplanning@at.govt.nz	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 with roundabout at Argent Lane / Wainui Road intersection - SH1 shoulder bus lanes from SH18 to Oteha Valley Road.
14	14.36	Auckland Transport	spatialplanning@at.govt.nz	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 advance cycle boxes, and bus stops Make consequential amendments to IX.11.3 Appendix 3: Transport Infrastructure Upgrades.
14	14.37	Auckland Transport	spatialplanning@at.govt.nz	Amend IX6.8 as follows or similar: Purpose: - <u>Manage 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.
14	14.38	Auckland Transport	spatialplanning@at.govt.nz	Amend IX6.8 (3) as follows or similar: 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;
14	14.39	Auckland Transport	spatialplanning@at.govt.nz	Amend Row (a) in Column 2 of Table IX.6.8.1 as follows or similar: - 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 - 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.
14	14.40	Auckland Transport	spatialplanning@at.govt.nz	Amend IX6.9 Road Design to include the following or similar: <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>
14	14.41	Auckland Transport	spatialplanning@at.govt.nz	Amend IX.8.1. Matters of discretion (1) to include the following or similar: (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.
14	14.42	Auckland Transport	spatialplanning@at.govt.nz	Amend IX.8.1 Matters of discretion (8) to include the following or similar: (8) <u>Subdivision or development that does not comply with IX.6.9(1) Road design and upgrade of existing rural roads:</u>
14	14.43	Auckland Transport	spatialplanning@at.govt.nz	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) The constructability of roads and the ability for it to be <u>connected beyond any property boundary</u> delivered. (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.
14	14.44	Auckland Transport	spatialplanning@at.govt.nz	Amend IX.9 Special information requirements to include the following or similar: <u>IX.9.X Transport Design Report</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 <u>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>
14	14.45	Auckland Transport	spatialplanning@at.govt.nz	IX.9 Spacial Information requirements The Applicant provides an additional special information requirement to include monitoring of transport outcomes from development in accordance with the ITA.
14	14.46	Auckland Transport	spatialplanning@at.govt.nz	IX.10.1 Silverdale West Industrial Precinct: Precinct plan 1 Amend the precinct plan to: - 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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14	14.47	Auckland Transport	spatialplanning@at.govt.nz	Amend Appendix 1 Road function and design elements table, to the updated table provided in Attachment 2.
14	14.48	Auckland Transport	spatialplanning@at.govt.nz	Amend Appendix 2 Road function and design elements table – External roads to the Precinct, to the updated table provided in Attachment 3.
14	14.49	Auckland Transport	spatialplanning@at.govt.nz	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.
15	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.
15	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.
15	15.3	YJS Holding Limited	hamish@mhg.co.nz	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.
15	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.
15	15.5	YJS Holding Limited	hamish@mhg.co.nz	That an infrastructure funding arrangement is put in place that is fair for all land owners.
15	15.6	YJS Holding Limited	hamish@mhg.co.nz	Reduce the proposed open space area indicated on the property to a 20m wide esplanade "strip".
16	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.
16	16.2	Mammoth Ventures Limited and DP Boocock No 2 Trustee Limited	burnette@thepc.co.nz	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	16.3	Mammoth Ventures Limited and DP Boocock No 2 Trustee Limited	burnette@thepc.co.nz	Add transportation and urban design matters of discretion and assessment criteria in IX.8.
17	17.1	NZ Transport Agency Waka Kotahi	perri.unthank@nzta.govt.nz	Retain objectives seeking to: - align infrastructure provision with development. - provide safe and efficient access. - support public and active transport use.
17	17.2	NZ Transport Agency Waka Kotahi	perri.unthank@nzta.govt.nz	Retain policies seeking to: - align infrastructure provision with development. - provide safe and efficient access. - support public and active transport use.
17	17.3	NZ Transport Agency Waka Kotahi	perri.unthank@nzta.govt.nz	Retain IX.4.1(A1) restriction on footprint of food and beverage premises.
17	17.4	NZ Transport Agency Waka Kotahi	perri.unthank@nzta.govt.nz	Retain IX.4.1(A2) non complying activity status for Rule re access to Dairy Flat Highway.
17	17.5	NZ Transport Agency Waka Kotahi	perri.unthank@nzta.govt.nz	Retain IX.4.1(A5) regarding development occurring outside of the staging and ahead of necessary infrastructure upgrades.
17	17.6	NZ Transport Agency Waka Kotahi	perri.unthank@nzta.govt.nz	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;
17	17.7	NZ Transport Agency Waka Kotahi	perri.unthank@nzta.govt.nz	IX.6.7 Retain prerequisite transport infrastructure upgrades.
17	17.8	NZ Transport Agency Waka Kotahi	perri.unthank@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)).
17	17.9	NZ Transport Agency Waka Kotahi	perri.unthank@nzta.govt.nz	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.
17	17.10	NZ Transport Agency Waka Kotahi	perri.unthank@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.
18	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.
18	18.2	Seven Oaks Securities Ltd	tbinney@gmail.com	How will other properties link into the infrastructure for the plan change area.
19	19.1	Watercare Services Limited	planchanges@water.co.nz	Decline the plan change. In the event that PC103 is approved, amend as requested.
19	19.2	Watercare Services Limited	planchanges@water.co.nz	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.
19	19.3	Watercare Services Limited	planchanges@water.co.nz	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>
19	19.4	Watercare Services Limited	planchanges@water.co.nz	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>
19	19.5	Watercare Services Limited	planchanges@water.co.nz	Delete Policy 8 and replace with a new policy as follows: <u>(8) Avoid subdivision and development prior to water and wastewater infrastructure capacity being available.</u> <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>
19	19.6	Watercare Services Limited	planchanges@water.co.nz	Amend ActivityTable 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 IX.6.11 Bulk Water Supply and Wastewater Infrastructure.</u>
19	19.7	Watercare Services Limited	planchanges@water.co.nz	Amend ActivityTable Activity (A9) as follows: Subdivision not complying with standard IX.6.11(2). Wastewater Connections. <u>Subdivision that does not comply with Standard IX.6.11 Bulk Water Supply and Wastewater Infrastructure.</u>

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19	19.8	Watercare Services Limited	planchanges@water.co.nz	Amend IX.5 Notification as follows: (1) <u>Except as provided for by IX(1A),</u> 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) <u>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:</u> (a) <u>Standard IX6.11 Bulk Water Supply and Wastewater Infrastructure.</u>
19	19.9	Watercare Services Limited	planchanges@water.co.nz	Amend Standards IX.6 (3) and (4) by amending the reference to IX.6.10 to IX6.11.
19	19.10	Watercare Services Limited	planchanges@water.co.nz	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)
19	19.11	Watercare Services Limited	planchanges@water.co.nz	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)
19	19.12	Watercare Services Limited	planchanges@water.co.nz	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)
19	19.13	Watercare Services Limited	planchanges@water.co.nz	Amend Standard IX6.11 as follows: <u>Wastewater connections Bulk Water Supply and Wastewater Infrastructure</u> Purpose: <u>To ensure efficient delivery of wastewater infrastructure including treatment:</u> (1) <u>Prior to occupation, all buildings shall be connected to a functioning public wastewater network capable of servicing development intended on the lots.</u> (2) <u>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>To ensure subdivision and development within the Precinct is adequately serviced with bulk water and wastewater infrastructure.</u> (1) <u>Bulk water supply and wastewater infrastructure with sufficient capacity for servicing the proposed development must be completed, commissioned and functioning:</u> <u>a. in the case of subdivision, prior to issuing of a certificate of title pursuant to 224(c);</u> <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>
19	19.14	Watercare Services Limited	planchanges@water.co.nz	Amend IX.9 Special information requirements as follows: (6) <u>Water and Wastewater Servicing Plan</u> (a) <u>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> i. <u>Identify the location, size and capacity of the proposed water supply and wastewater network within the Precinct.</u> ii. <u>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> (7) <u>Water Supply and Wastewater Infrastructure Capacity Assessment</u> (a) <u>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>
20	20.1	Hanna Katrina taylor moller	hannataylor@gmail.com	Decline the plan change. Development in the valley will absolutely ruin it.

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

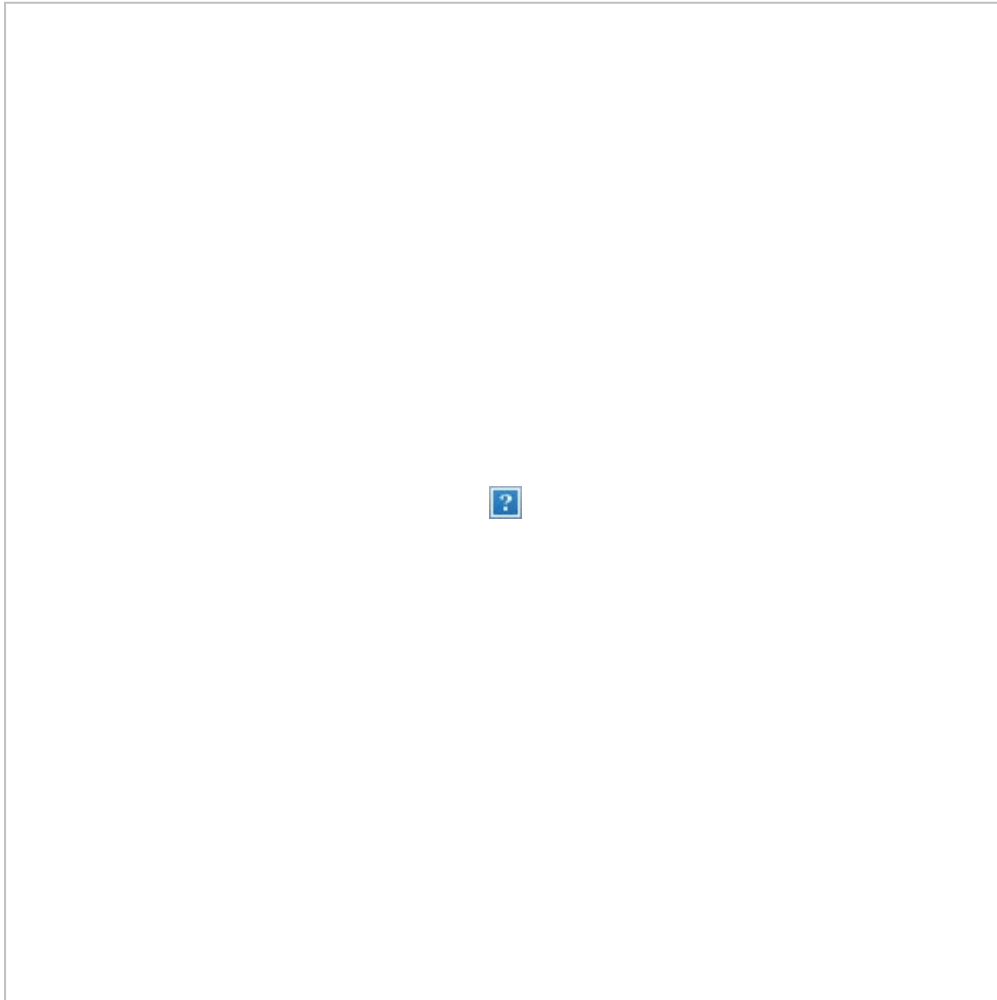
Could you gain an advantage in trade competition through this submission? No

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

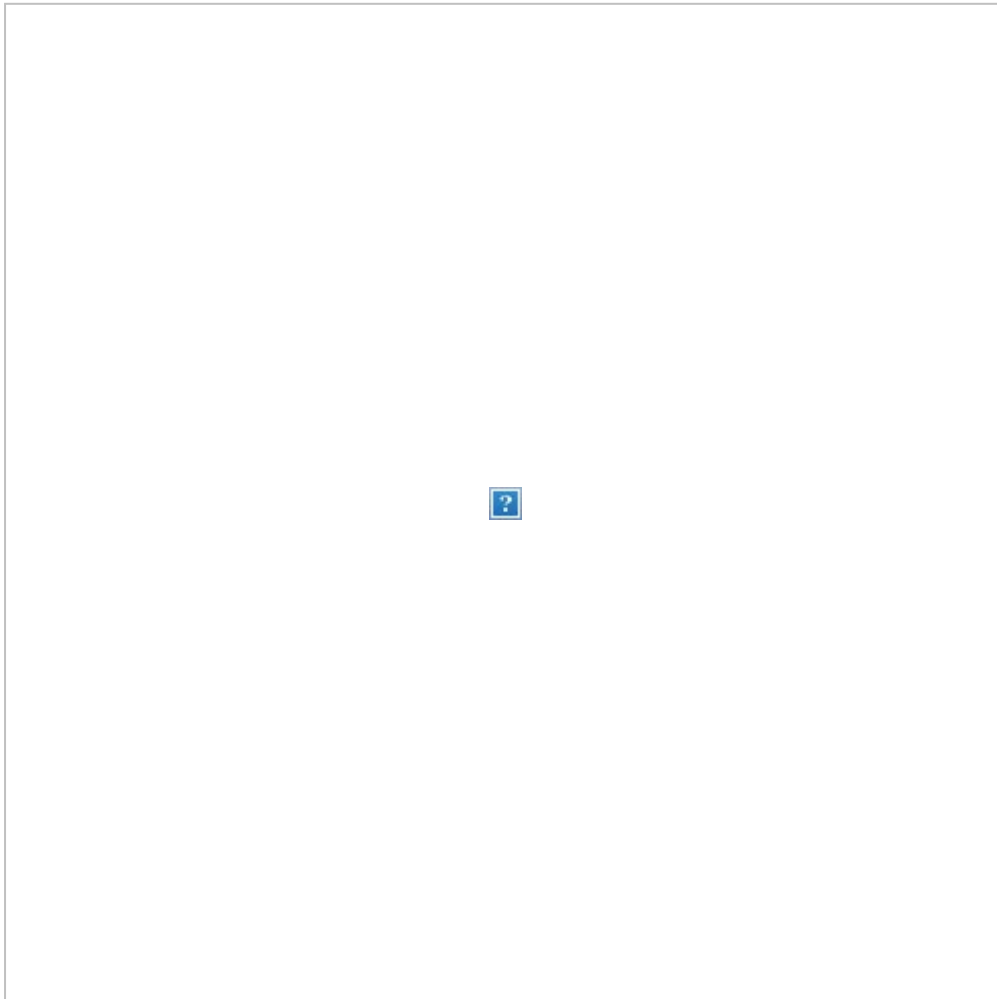
Could you gain an advantage in trade competition through this submission? No

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

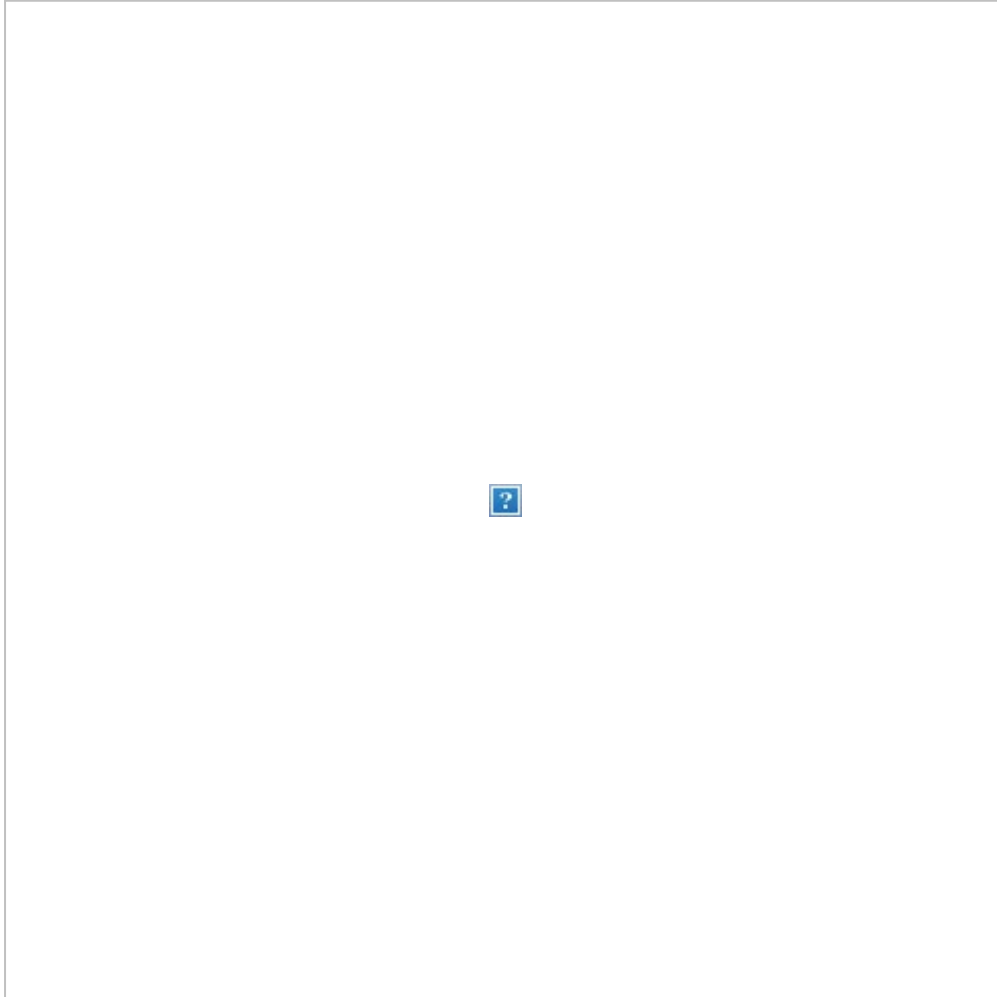
Could you gain an advantage in trade competition through this submission? No

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

Details of amendments:

Submission date: 16 July 2024

Attend a hearing

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

3.1

Declaration

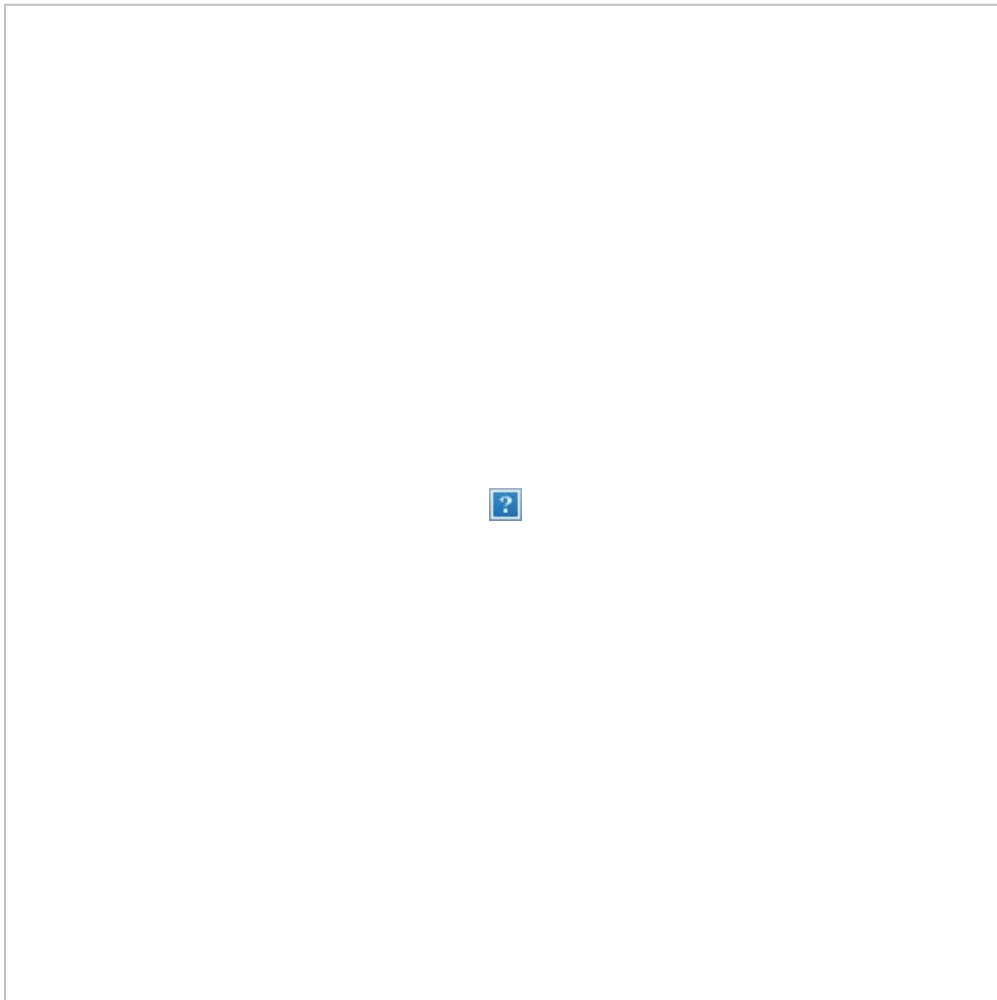
Could you gain an advantage in trade competition through this submission? No

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

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

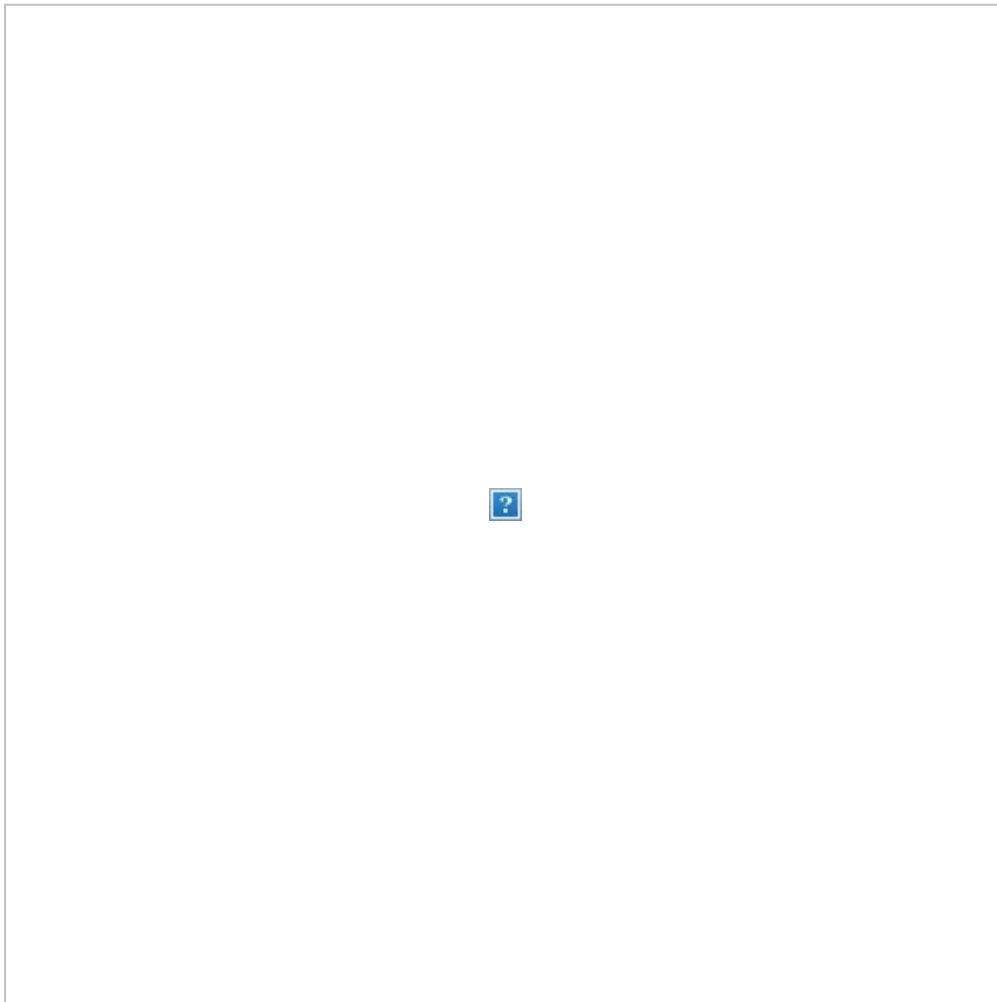
Could you gain an advantage in trade competition through this submission? No

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

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 - 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

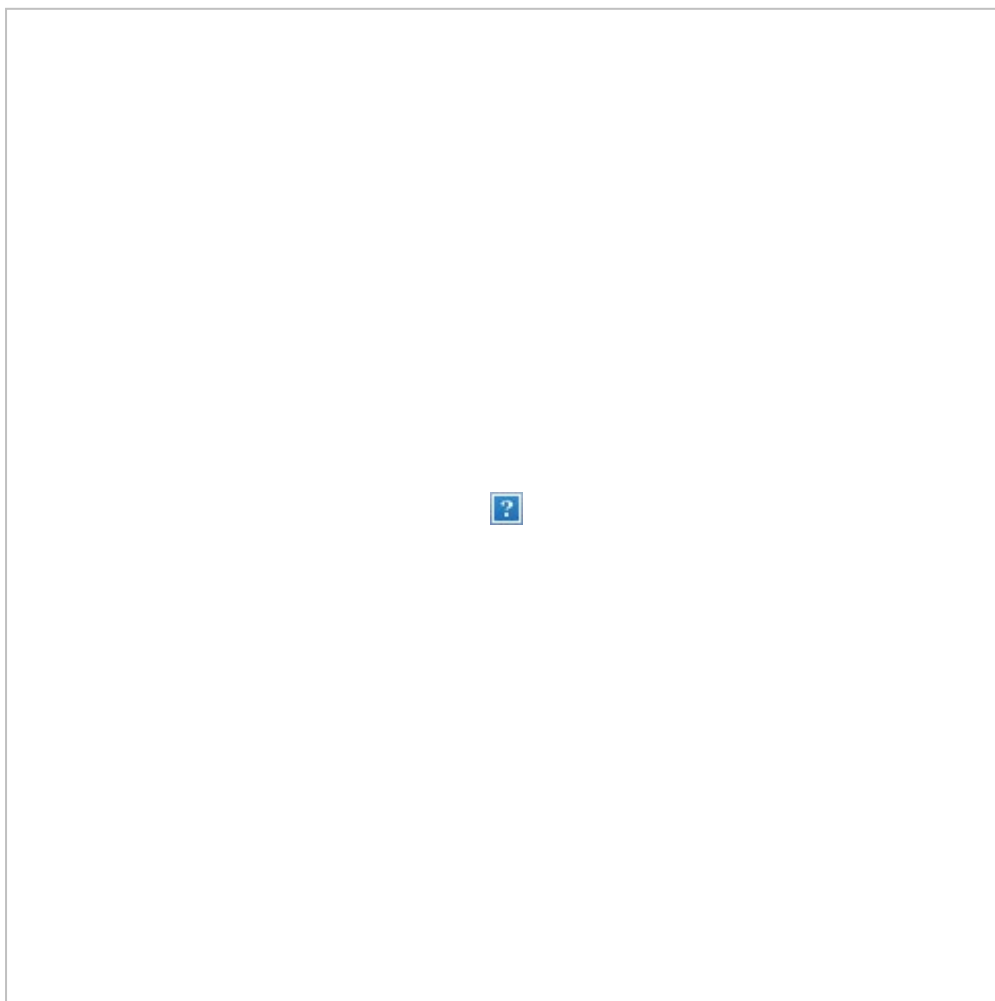
Could you gain an advantage in trade competition through this submission? No

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

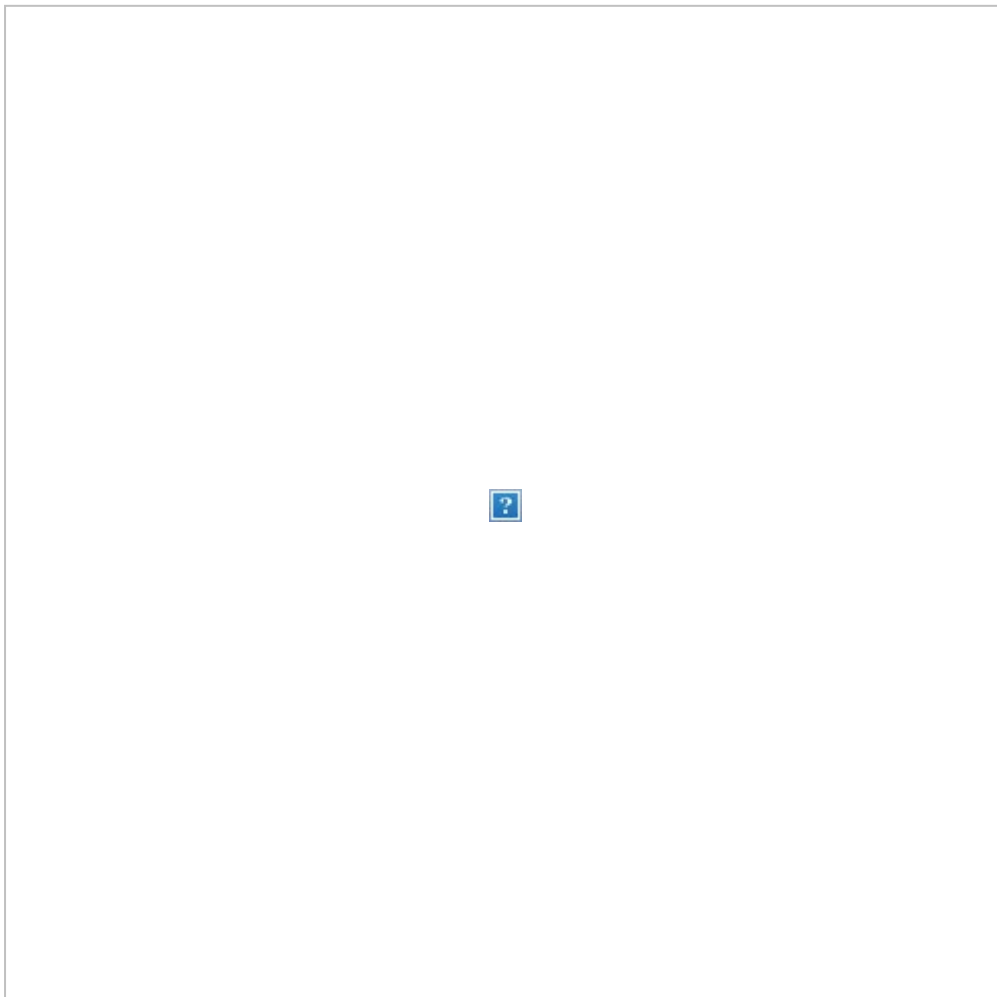
Could you gain an advantage in trade competition through this submission? No

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

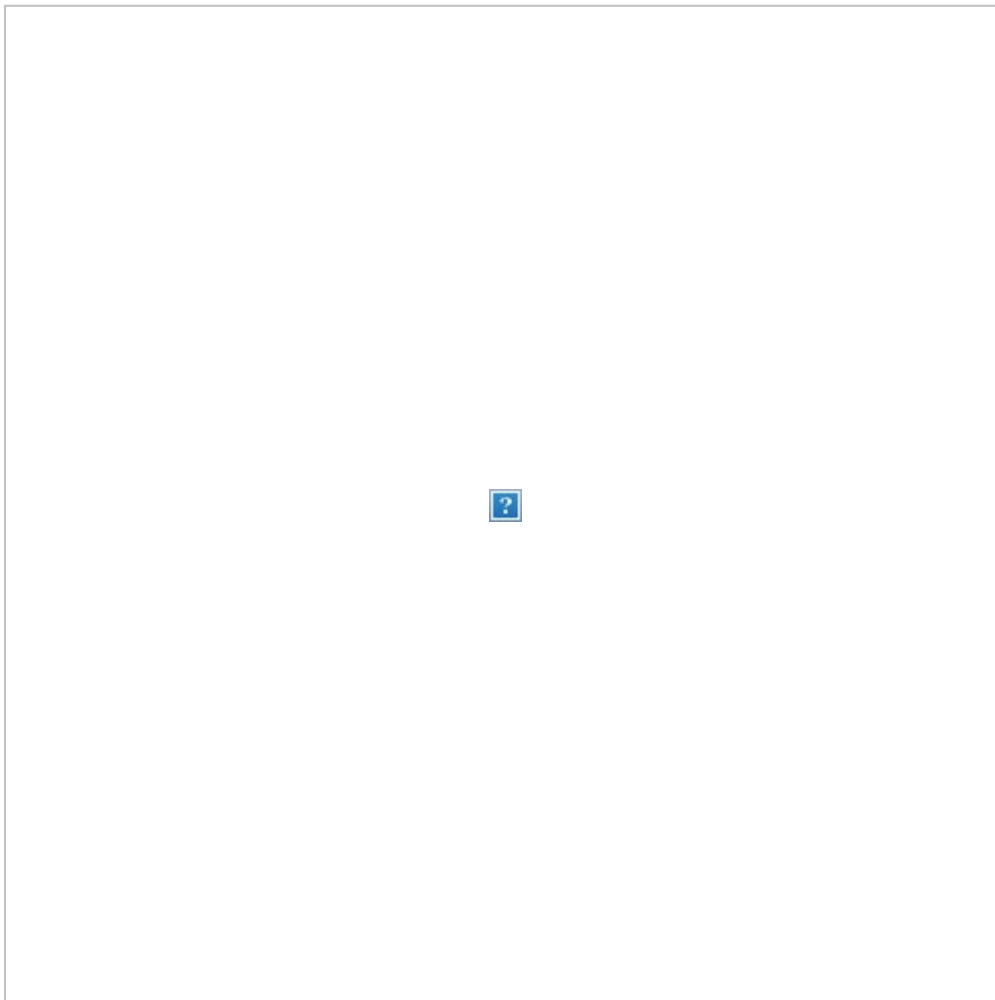
Could you gain an advantage in trade competition through this submission? No

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

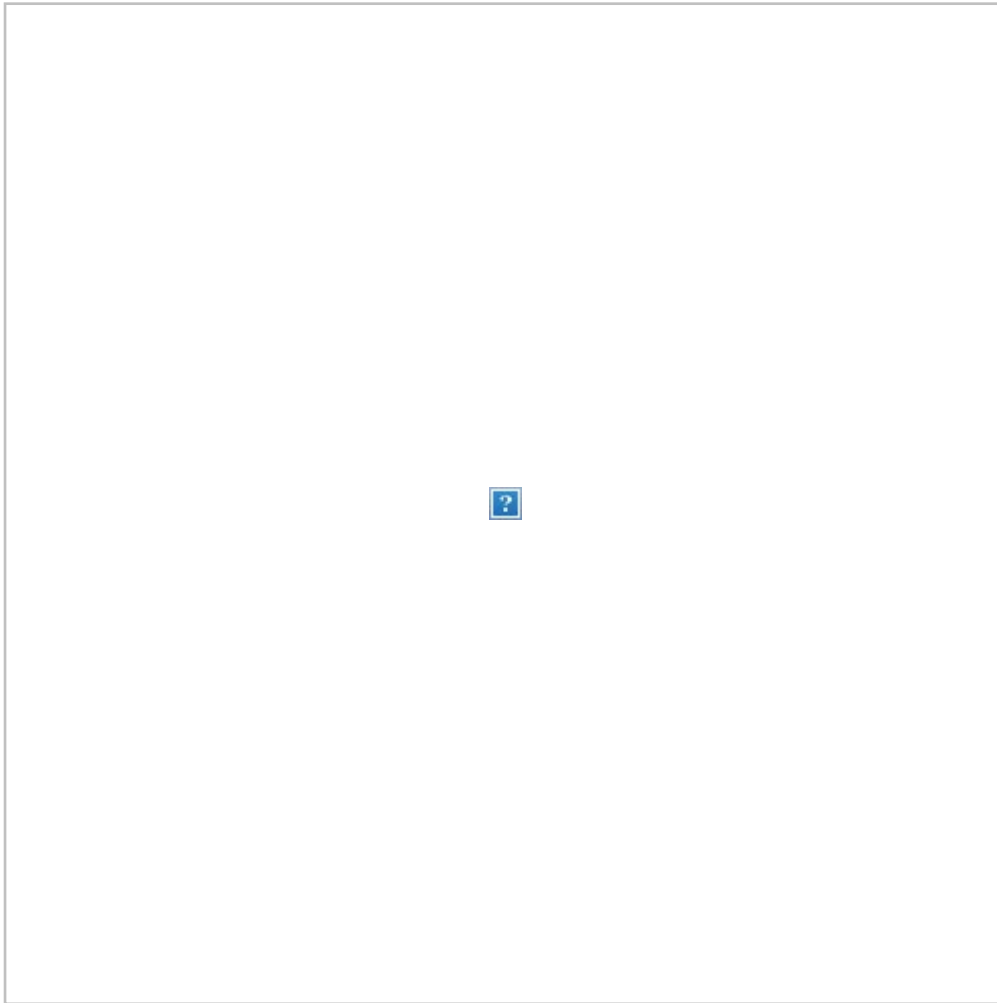
Could you gain an advantage in trade competition through this submission? No

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

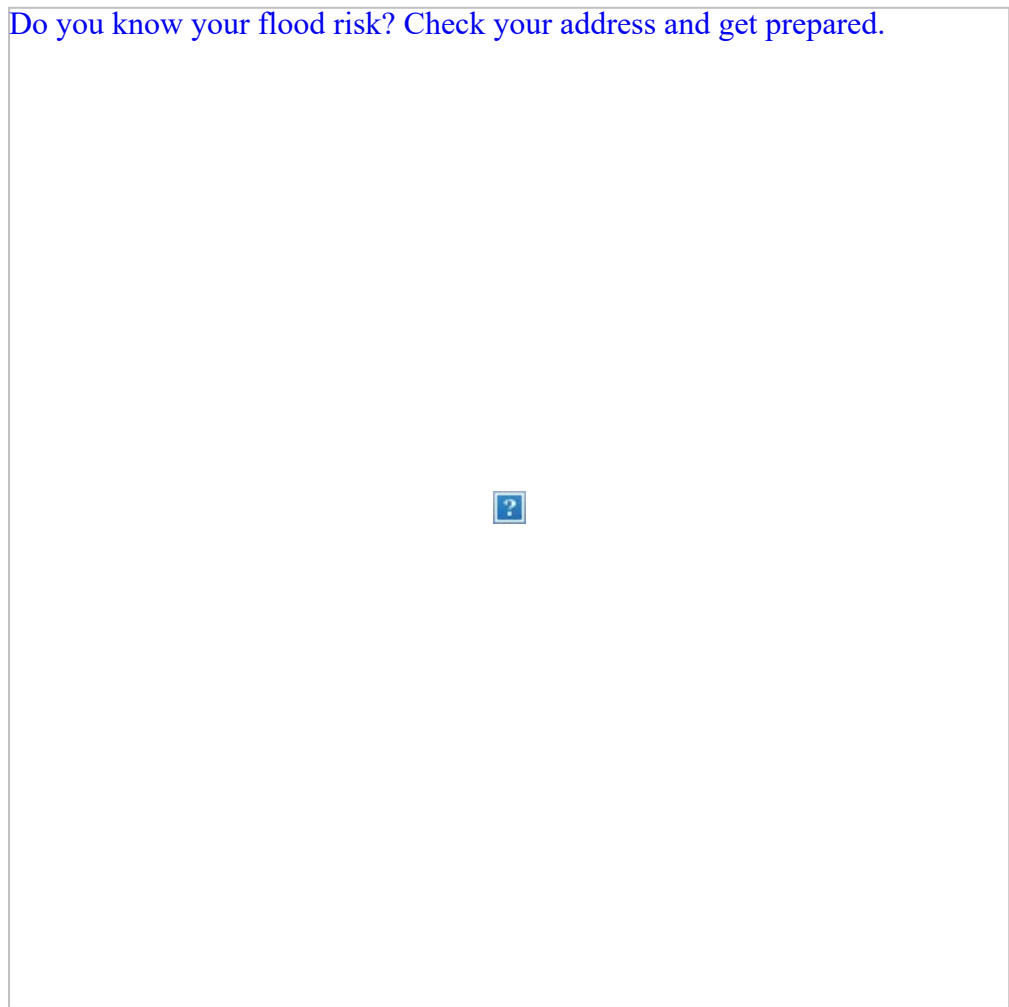
Are you directly affected by an effect of the subject matter of this submission that:

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

Yes

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 - 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

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

Michele Perwick
Senior Policy Planner
Auckland Council
35 Albert Street
Private Bag 92300
Auckland 1142
Phone: 021 261 7256
Email: michele.perwick@aucklandcouncil.govt.nz

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

13.2

13.3

13.4

13.5

			<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

20 Viaduct Harbour Avenue, Auckland 1010
Private Bag 92250, Auckland 1142, New Zealand
Phone 09 355 3553 Website www.AT.govt.nz

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

Address for service: Auckland Transport Private Bag
92250
Auckland 1142

Telephone: 021 204 9623

Email: spatialplanning@at.govt.nz

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.	Amend Objective 3 to include the following or similar: <p style="margin-left: 40px;"><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"> <i>a) mitigates significant adverse effects of traffic generation on the surrounding road network;</i> <i>b) encourages in a mode shift to public and active modes of transport;</i> <i>c) Ensures public transport can operate efficiently at all times; and</i> <i>d) <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.	Amend Objective 8 as follows or to similar effect: <p style="margin-left: 40px;"><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	Insert a new objective as follows or similar: <p style="margin-left: 40px;"><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	14.23
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	14.23
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	14.24
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	14.25
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>	14.26
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	14.27
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.	14.28

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

14.29

14.30

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)

14.31

14.32

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"> - <i>Highgate Overbridge constructed and operational</i> - <i>Pine Valley Road / Dairy Flat Highway signalisation</i> - <i>Pine Valley Road upgrade (including provision of a cycle lane and footpath infrastructure) from Argent Lane to Dairy Flat Highway completed; and</i> - <i>Argent Lane completion from John Fair Drive Dairy Flat Highway to Wainui Road with roundabout at Argent Lane / Wainui Road intersection</i> - <i>SH1 shoulder bus lanes from SH18 to Oteha Valley Road</i>

14.33

14.34

14.35

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.	<p>Amend Row(b) in Column 2 of Table IX.6.7.1 to include the following or similar:</p> <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> <p>Make consequential amendments to IX.11.3 Appendix 3: Transport Infrastructure Upgrades</p>
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.	<p>Amend IX6.8 as follows or similar:</p> <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.

14.36

14.37

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

14.38

14.39

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>

14.44

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	<u>Yes</u>	<u>Yes</u>	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	<u>Yes</u>	<u>Yes</u>	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

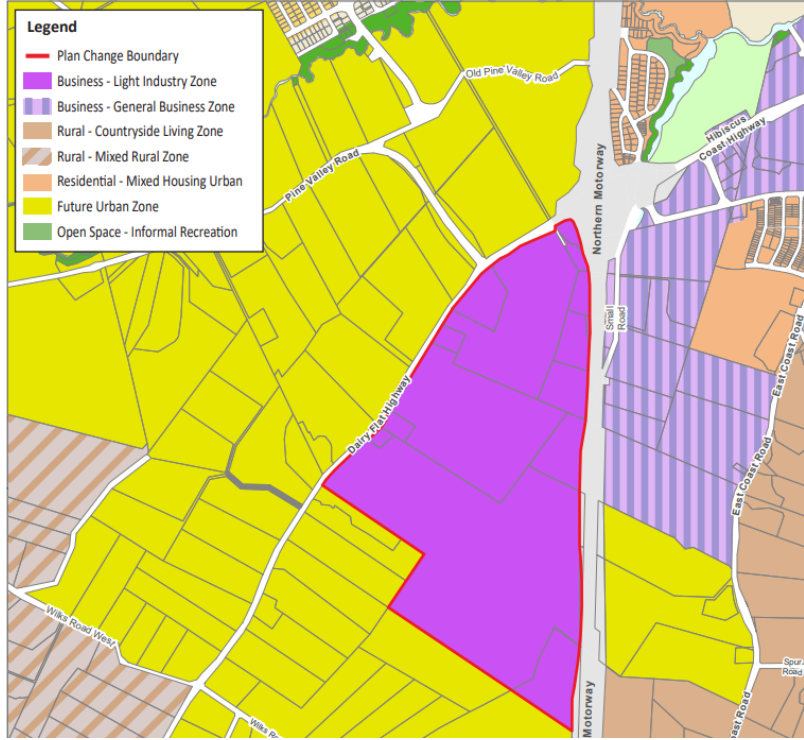


Figure 2 – Plan Change area noted in purple

- 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.

15.5

15.6

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.

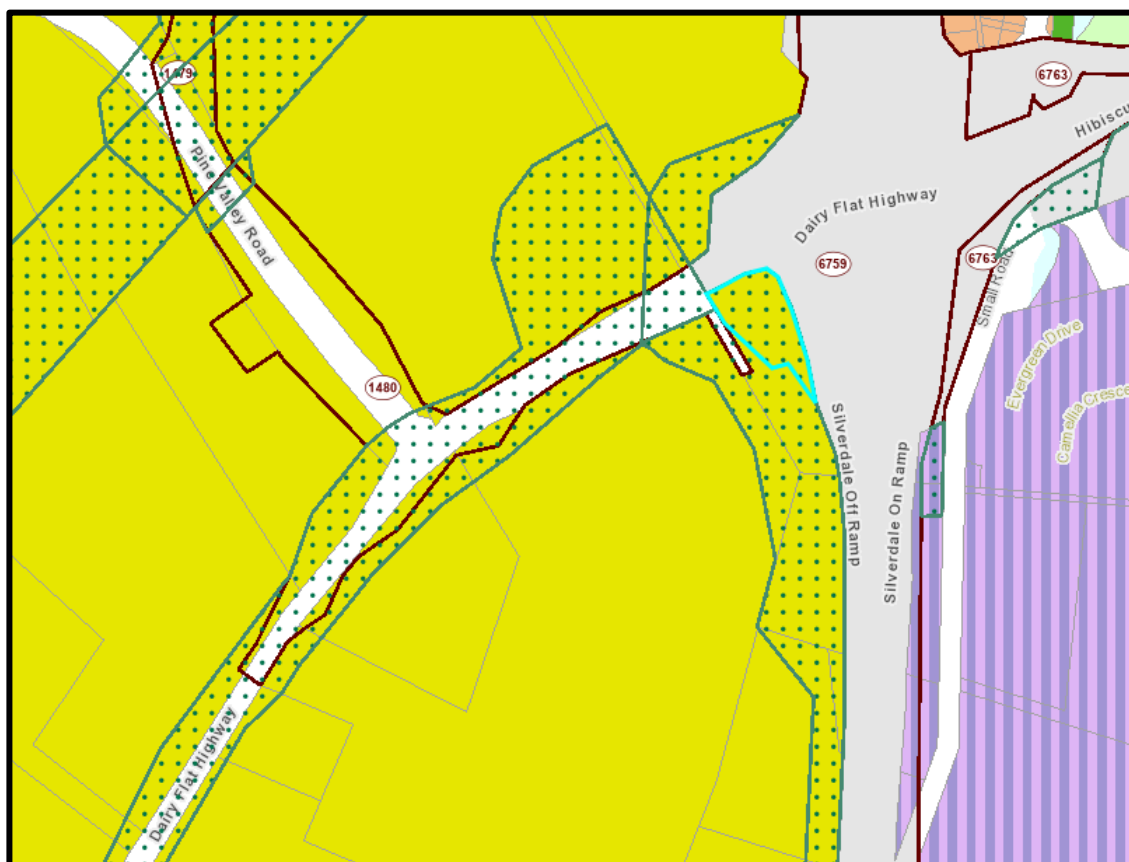


Figure 2: Notices of Requirement and Designations

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 .
- 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.
- Add transportation and urban design matters of discretion and assessment criteria in IX.8
- Any other alternative or consequential amendments to the Precinct that reflect or respond to the reasons for this submission.

16.1

16.2

16.3

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 and 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>

17.8

17.9

17.10

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.

...

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.

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.

19.2

19.3

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), Aany 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

<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.

[Do you know your flood risk? Check your address and get prepared.](#)



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