

## Appendix 14: Summary of Consultation with Stakeholders

Date	Matters Discussed	Comments
<b>Auckland Council Plans &amp; Places</b>		
19th May 2023	No significant concerns were raised by Plans & Places, with the key topics of discussion being transport, particularly the upgrade of the Heights Road frontage, the implementation of stormwater mitigation, landscape and visual effects, and the alignment with Auckland Council's plans and strategies.	Noted.
<b>Auckland Council Cemetery Services</b>		
17th May 2023	<p>Interface between the PPC land and the Heights Park Cemetery to the west. Cemetery Services sole concern was potential noise and vibration from future industrial activities on the PPC land. In response to these concerns, the following is noted:</p> <ul style="list-style-type: none"> <li>• Future industrial activities are anticipated to be warehousing and servicing of agricultural machinery, rather than heavy manufacturing or similar activities that may generate significant noise and vibration. This is in line with the BLIZ purpose and permitted activities; and</li> <li>• Any future buildings that establish on or near the boundary with Heights Park Cemetery are likely to face away from the cemetery, with noise directed across the PPC land rather than the cemetery site.</li> </ul>	The PPC is in line with the Structure Plan which anticipates BLIZ for the land. The Indicative Masterplan also demonstrates a form of development can be achieved on the PPC land that addresses the concerns raised by the Cemetery Services. This includes showing that buildings can be orientated away from the cemetery site. Further, the AUP:OP provisions relating to noise and vibrations will apply to any future development requiring resource consent.
<b>Auckland Council Healthy Waters ('HW')</b>		
11th December 2020	HW advised that the PPC land must be treated as a greenfield site under the NDC and therefore must meet Schedule 4 of the NDC. Healthy Waters recommended that the applicant use HW's flood model as a basis for future modelling.	These recommendations were built into the SMP lodged with the PPC request in July 2023.
17th May 2023	<p>Meeting to discuss feedback on the draft PPC and the draft SMP.</p> <p>HW advised that the discharge of stormwater from existing private assets (culvert underneath SH22 held by Waka Kotahi) are not authorised under the Regionwide NDC because as set out Advice Note 1(f) of the NDC: "Private network discharges and any associated stormwater infrastructure that directly connect to a stormwater network that is not owned and operated by the Auckland Council, and/or are</p>	In response, the SMP was updated to specify performance criteria for future devices. Further geotechnical investigations have also been undertaken to confirm ground infiltration rates, attached as Appendix 6A to this request.

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	<p>not subsequently vested to the Auckland Council” are not authorised under the NDC.</p> <p>As such, HW have advised that future discharges from the existing outfall cannot be authorised under the NDC, and that a private discharge consent under Chapter E8 of the AUP:OP will be required at the time of development.</p>	
<p>Council Clause 23 RFI: 25 Sept 2023 16 Jan 2024 22 May 2024 11 October 2024</p>	<p>Various RFI matters discussed as set out in the Council Clause 23 tables to be notified with the PPC request. Matters related to pre development and post development flows, consented development, the type of proprietary devices proposed, upstream and downstream effects, use of the NDC requirements, climate change resilience, temperature and water quality, and various other technical inputs such as volume details, flood displacement, effects on the NZTA culvert and hydrological mitigation strategy.</p>	<p>A final Clause 23 RFI position was provided back to Council on 18 October 2024. A revised SMP has been prepared to address the outstanding RFI matters and has been submitted with this PPC request application as <b>Appendix 8</b>.</p>
<b>Auckland Transport (‘AT’)</b>		
<p>15 March 2023</p>	<p><b>Heights Road frontage:</b> AT advised that they will seek upgrades to road frontages to Heights Road, and would be seeking a precinct plan or similar mechanism to provide confidence to AT that this would be provided.</p> <p><b>Access Point:</b> AT queried the eastern access point, asking whether this would cause any problems for SH22 due to its proximity to the Heights Road / SH22 intersection. This was a heads up for any future engagement with Waka Kotahi rather than a concern for AT.</p> <p><b>Future Function of Heights Road:</b> Based on advice shared by Te Tupuna Ngātahi Supporting Growth, AT advised that the Pukekohe Ring Road will not utilise Heights Road, but rather would be aligned through Butchers Road to the south.</p>	<p><b>Heights Road frontage:</b> The applicant is willing to enter into a private agreement with AT and apply a land covenant to the titles requiring the upgrade of the southern side of Heights Road to kerb and channel, with sufficient road reserve width to accommodate footpath, berms and street lighting in the future. The timing of the delivery of the urban frontage would be sequenced to align with future industrial development on the site.</p> <p><b>Access Point:</b> Discussed in relation to feedback from Waka Kotahi.</p> <p><b>Future Function of Heights Road:</b> The PPC and associated upgrade to Heights Road will not conflict with the design of the planned Pukekohe North-West Arterial.</p>
<p>Council Clause 23 RFI 21 August 2024</p>	<p>Various RFI matters discussed as set out in the Council Clause 23 tables to be notified with the PPC request. Matters included additional traffic volume information, summary of the existing environment, assessment with the inclusion of the forecast traffic volumes and arterial road network upgrades, further</p>	<p>A final Clause 23 RFI position was provided back to Council on 30 April 2024. A revised ITA has been prepared to address the outstanding RFI matters and has been submitted with this PPC request application as <b>Appendix 4</b>.</p>

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25 Sept 2024 2 February 2024 22 February 2024 8 April 2024	information to address the indicative masterplan build out scenario, trip distribution and additional modelling to demonstrate effects on the road network.	
<b>Watercare Services Limited ('WSL')</b>		
12th December 2022	Discussions regarding wastewater and water supply servicing of the PPC land. WSL did not express any concerns with the approach to wastewater and water servicing of the PPC land.	Noted.
14th April 2023	<p>WSL provided an update of the progress on key network improvements relevant to the PPC including proposed resilience improvements to water supply and the Isabella Drive wastewater pump station and in relation to water supply. WSL advised in 2022 and 2023 that whilst the existing watermain extending along SH22 can cater for future development, a resilience option is required to service the PPC land. This resilience improvement to watermains is planned for late 2025 / early 2026. WSL did not express any fundamental concerns with relying on the private bore currently servicing the PPC land as an interim solution.</p> <p>In relation to wastewater WSL has advised that the current public network is at capacity until the Isabella Pump Station is completed.</p>	<p>Noted.</p> <p>The private bore can adequately supply water to the PPC land until which time that reticulated water can be delivered to the PPC land.</p> <p>An existing onsite wastewater pump solution which has capacity will be used in the interim until which point Isabella PS comes online.</p>
July 2024	Council advised that the Isabella Pump Station timing would be delayed from 2025 until 2028.	The applicant has had further discussions and correspondence with WSL since receiving that advice, the outcome of which is that in terms of utilising the existing onsite pump station until the Isabella Pump Station came online, WSL confirmed they it had no objections to this in principle, assuming there is no increased discharge into the network as to what is currently happening.
1 August 2024	WSL met with council and discussed servicing the proposed plan change area. Watercare is not the consenting authority, so are not in a position to comment on the viability of the on-site solution. That said, they noted some challenges with on-site	This PPC process commenced 5 years ago on the basis that elements of the infrastructure network would be coming online to support the servicing of the development at a much earlier stage

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	<p>solutions including high-risk of performance failure, non-compliance with standards, having the public network built under capacity, losing our mechanism to collect IGC and the possibility of Watercare taking over the private solution in the future. For these reasons, WSL are averse to the implementation of such solutions, noting again though that they are not the decision-maker.</p> <p>In terms of utilising the existing pump station, WSL will need to look at this in more detail. However, WSL has no objections to this in principle, assuming there is no increased discharge into the network as to what is currently happening. This is due to the current network being at capacity until the Isabella PS is completed.</p> <p>WSL noted that the PPC is outside of the FDS. Watercare does not support out of sequence development that impacts their ability to deliver their planned infrastructure programme.</p>	<p>than what is now being communicated through the FDS. Earlier timeframes were communicated to the applicant during the early stages of the PPC development.</p> <p>Both the Pukekohe Paerata Structure Plan and Future Urban Land Supply Strategy prior to August 2023 last year had identified the staging of development to be sequenced in the 2023-2027 / Decade One tranches.</p> <p>It is WSL's responsibility to deliver infrastructure to their published and set programmes to provide certainty to developers and help deliver the land supply capacity in areas where demand is high, particularly in the south and north of Auckland. That way ICGs would be able to be collected in a more coordinated manner. That being said, ICGs can still be collected from developed land at that point in time where connection points are made available for servicing.</p> <p>The infrastructure prerequisites include three items – Isabella PS, Adams Road reservoir, and the Pukekohe North West Arterial and relate to the full scale build out of the Pukekohe-Paerata area. The first two prerequisites are in WSL's remit.</p> <ul style="list-style-type: none"> <li>• We note their position on Isabella PS being no concerns in principle. By the time the PPC land is developed (possible consenting commencement late 2025) the timeframe between availability to connect to the public network will be minimal. Our infrastructure reporting confirms that there is sufficient capacity with the existing system in any case.</li> </ul>

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		<ul style="list-style-type: none"> <li>Adams Road reservoir: WSL advised in 2022 and 2023 that whilst the existing watermain extending along SH22 can cater for future development, a resilience option is required to service the PPC land. This resilience improvement to watermain was planned for late 2025 / early 2026. WSL did not express any fundamental concerns with relying on the private bore currently servicing the site as an interim solution in earlier correspondence.</li> </ul> <p>The expert reporting confirms that the PPC will not impact WSLs ability to deliver their planned infrastructure programme.</p>
<b>Franklin Local Board</b>		
28 March 2023	The Franklin Local Board did not express any fundamental concerns with the PPC, with the key matters raised relating to stormwater management and water quality, flooding, access and traffic.	These matters have been addressed in the various expert reports prepared to support the PPC request.
<b>Waka Kotahi / NZTA</b>		
14 April 2023	<p><b>Access location:</b> Waka Kotahi expressed concerns with the eastern accessway to Heights Road shown on the indicative masterplan, noting that:</p> <ul style="list-style-type: none"> <li>Limited visibility to the left caused by the hill crest on Heights Road coupled with a right hand bend</li> <li>Waka Kotahi's RTS-6 identifies a minimum safe intersection sight distance requirement of 140m.</li> <li>Although technically a driveway, the access will be open to all traffic and will be constructed as a three-lane access and will have heavy goods vehicles entering and existing, and therefore it can be argued that intersection sight distances should be used.</li> <li>A potential solution having one access as entry and the other as exit.</li> </ul> <p>Waka Kotahi requested the following:</p> <ul style="list-style-type: none"> <li>Sensitivity analysis on right turn out traffic movements from Heights Road</li> </ul>	<p>The ITA has been updated with additional commentary on the eastern access location, and further assessment against RTS-6. The ITA finds that sight distances from the eastern access will be appropriate and provide for safe ingress/egress to/from the site.</p> <p>With respect to sensitivity testing, a higher trip generation rate for general industrial activity has been adopted, whereas warehousing and storage activities anticipated on the site will have lower traffic generation demands.</p>

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	<ul style="list-style-type: none"> <li>• Comparison between traffic generation for what is proposed versus what is presently allowed</li> <li>• Worst-case scenario traffic generation that could be generated by this site under this proposed rezoning.</li> </ul>	
	<p><b>Signage:</b> Waka Kotahi advised that there are to be no digital billboards facing SH22, and site related signage should be limited to branding, not advertising.</p>	<p>No digital billboards are proposed as part of the PPC, and the signage bylaw in conjunction with Chapter E23 of the AUP(OP) provide a framework for future signs/billboards to be assessed.</p>
	<p><b>Stormwater:</b> Waka Kotahi are anticipated potentially substantial increased stormwater management risk at SH22, particularly at the low point of SH22 near the rail underpass which is served by a pumpstation. With substantial change to the impervious area profile there is concern that Waka Kotahi will get increased risk of unsafe surface flooding as well as increased risk to the access and availability of SH system.</p>	<p>The SMP contains a detailed flooding assessment and presents two options, the first being to pass flows forward, and the second being flood detention/ storage on the PPC land. As outlined in Section 7 of the SMP, no flooding effects on SH22 are anticipated to arise from the PPC under either option.</p>
	<p><b>Site boundaries:</b> Existing development appears to be located outside of the existing property boundary adjoining the Paerata Road reserve. WK require confirmation from applicant that all proposed development will be located within their own site boundaries and that any WK land previously occupied will be reinstated. S176A approval must be sought in relation to Designation 6705.</p>	<p>The applicant advises that this reflects a prior agreement with the Franklin Local Board.</p>
	<p><b>Sequencing:</b></p> <ul style="list-style-type: none"> <li>• The sequencing of land use in Pukekohe could change, as the Council is reviewing its FDS and sequencing plan.</li> <li>• Infrastructure delivery timing and services may not be alignment, in particular Pukekohe arterials, active modes and PT services</li> <li>• Councils Housing and Business Development Capacity Assessment (HBA) assessment has not yet been released which will demonstrate the</li> <li>• demand for industrial land and identify any supply constraints (noting the structure planning would have been based on previous business capacity assessments)</li> <li>• The site layout design should not preclude connectivity to active mode corridors between public transport and residential areas, consider</li> </ul>	<p>In terms of infrastructure delivery timing, the ITA concludes that vehicle movements from the plan change area can be accommodated on the existing network.</p> <p>With respect to industrial demand, the Economic Assessment finds that there is substantial short-term and long-term demand for industrial activities within Auckland and the southern sector. An urban frontage to Heights Road will be delivered, providing sufficient berm space for future footpaths. Cycle parking and end-of-trip facilities will required in accordance with the standards of Chapter E27.</p>

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	<p>end of trip facilities, cycle facilities, electric charging facilities</p> <ul style="list-style-type: none"><li>• Site layout should enable connectivity to walking cycling linkages</li></ul>	