

Attachment C - Consultation Outcomes

This section summarises the consultation undertaken on the project up to September 2022, primarily in relation to the private plan change request and masterplan.

Mana Whenua

The Manuhiri Kaitiaki Charitable Trust (for Ngāti Manuhiri) was consulted at a very early stage in the preparation of the plan change both in terms of the possible name for this area (Waimanawa) and the proposed urban development of this area.

Subsequent to this, the Trust has prepared a CVA.

On the 30th of June 2022 an email introducing the wider project was sent to the following representatives of iwi identified by Auckland Council as having mana whenua status (in addition to Ngati Manuhiri):

- s 9(2)(a) [redacted]
- s 9(2)(a) [redacted]
- s 9(2)(a) [redacted]
- s 9(2)(a) [redacted]
- s 9(2)(a) [redacted]
- s 9(2)(a) [redacted]
- s 9(2)(a) [redacted]
- s 9(2)(a) [redacted]
- s 9(2)(a) [redacted]
- s 9(2)(a) [redacted]
- s 9(2)(a) [redacted]

The following responses were received:

- Te Kawerau a Maki deferred to Ngāti Manuhiri

- Ngā Maunga Whakahii o Kaipara Development Trust deferred to Ngāti Manuhiri

This email was resent on the 27th of September 2022. As at 7 October 2022 no other responses had been received.

Rodney Local Board

An initial presentation on the proposed wider project was given to the Rodney Local Board on the 19th of May 2021. This presentation introduced the then applicant, the project (plan change) area and the vision for Waimanawa. Various questions were raised in respect to pedestrian and cycle connections and a recommendation made that the Matakana Coast Trails Trust was consulted (and this was subsequently undertaken).

The main area of feedback related to the sequencing of this development against the growth strategy at the time, the Future Urban Land Strategy, and whether this was deemed to be 'early'.

It was intended to update the Local Board in October 2021 and then in early 2022. Despite written requests to the Local Board to undertake the presentation (including an update on the infrastructure funding request and proposed infrastructure for Warkworth South), the Board declined the requests. Further input into the masterplan process from the Local Board was therefore not possible.

Auckland Council

Planning and Urban Design

An initial meeting to introduce the proposal was held with the relevant Council officers on the 4th of November 2020. This meeting covered the possible project (plan change) area, the project philosophy in terms of the design and how it reflects the Warkworth Structure Plan and studies to be undertaken. Council Officers identified that the provision of infrastructure and the timing of this would be the key issue and confirmed that Council would be opposing private plan changes where infrastructure funding fell on Council. Council Officers were also of the opinion that the funding of social infrastructure (ie libraries) would also need to be included and the developers would need to undertake all roading development.

A second meeting was held with the relevant Council Officers on the 25th of May 2021 to updated Council on the development including the vision document and the proposed layout. Council officers reiterated that infrastructure funding remained the key issue for Council. Having considered the Vision document and its alignment with the Warkworth Structure Plan, Council Officers considered that the main focus on discussions would need to be on the provision of infrastructure and funding of it.

It was confirmed that costings for the infrastructure and lot yields were being confirmed and that work was progressing on methods to fund this infrastructure. Once this had progressed further, then further meetings would be held with Council to confirm the approach being taken.

Although Council was to look at the zoning in further detail, no significant issues were immediately obvious, but Council would not want the local centre constructed as the final stage of the development of Waimanawa.

It was agreed that there would be one further meeting before a formal pre-application process was entered into for the plan change. This formal pre-application process enabled a 'soft lodgement' to occur, giving Council (and asset owners) the opportunity to review various documentation and provide feedback, namely reports and information regarding Planning, Urban Design, Transportation, Māori Heritage, Contaminated Lands, Economics and Parks.

Healthy Waters

The applicant's engineers liaised with Health Waters, Auckland Council in respect to the stormwater modelling and the proposed stormwater train. Health Waters indicated conceptual support with the proposal and responded to the soft lodgement and sought a number of clarifications to the stormwater report and modelling, and these have subsequently been addressed.

Supporting Growth (AT/AC/NZTA)

The three organisations asked to be consulted together given their related interests in this area. An initial meeting was held on the 18th of May 2021. The key outcomes were:

- Confirmation that the project would incorporate and provide for the WWLR. The indicative route shown was considered appropriate for further investigation.
- Confirmation that SH1 would revert to the control of Auckland Transport upon the opening of the Puhoi-Warkworth Motorway and would be an urban arterial. The plan change would need to take account of that.
- Confirmation that the speed environment on the SH1 into the southern approach for Warkworth would need to be reviewed and changed over time. This may require some physical works on SH1 when it becomes an urban arterial and potentially as part of the development of Waimanawa.

A number of subsequent meetings were held between the parties and Supporting Growth were provided the updated Masterplan and the proposed route of the WWLR along with supporting information for feedback. At a meeting on the 14th of April 2022, Supporting Growth advised that they could not provide feedback on the proposed WWLR rather any feedback would have to come from Auckland Transport and Auckland Council.

Auckland Transport provided on the 14th of April 2022 a plan showing an indicative WWLR route and their preferred position for the public transport interchange. The route provided by Auckland Transport differed from the WWLR route released by Supporting Growth on the 29th of April 2022 for public

consultation. Supporting Growth subsequently confirmed that the route released by them was the preferred route and not that provided earlier by Auckland Transport.

A site meeting was held with Supporting Growth staff on the 18th of May 2022 to discuss the proposed WWLR cross-section (including riparian planting width) where the road is proposed to run alongside the watercourse adjoining the Morrison Orchard boundary. Supporting Growth staff advised at that meeting that the riparian planting width would need to be determined by Council and the proposed cross-section reduction (from 24m to 22m) would need to be discussed directly with Auckland Transport.

Consultation was then undertaken directly with Auckland Transport in respect to the reduced carriageway width for part of the WWLR. On the 20th of July 2022, Auckland Transport confirmed that this reduction would not be supported by Auckland Transport at this stage.

A site meeting was held with a representative of Auckland Council (Parks and Community Facilities) to discuss the proposed minimum riparian yard width along the WWLR. It was confirmed that as an esplanade reserve was not required along this section of the watercourse a reduction in the riparian yard could potentially be supported given the restraints. Possible options of integrating walkway and cycling provisions within the riparian margin along this part of the WWLR was raised as a matter which could be further explored with Auckland Council and Auckland Transport at the detailed design stage. The riparian yard, if not incorporated into the road reserve, could be vested in Auckland Council either as open space or as part of a stormwater reserve.

A meeting with Supporting Growth was held on the 1st of December 2022. At that meeting it was confirmed that Supporting Growth remains supportive of the WWLR alignment. Through the notice of requirement process (hearings have occurred and a decision is still pending) an agreement has been reached between Supporting Growth and the project applicant as to the location of the WWLR/old SH1 intersection and in turn alignment.

Watercare Services Ltd

The applicant's engineers engaged with Watercare Services Ltd in respect to the proposed wastewater and potable water infrastructure. Through the submission process for the plan change, it has become evident that Watercare have concerns regarding the capacity of the network, particularly the Wastewater Treatment Plant and Water Treatment Plant. As part of the project, the applicant is considering its options, and has significantly progressed a concept for a self-sufficient proposal of a Wastewater Treatment Plant and Water Treatment Plant within and serving the project area.

Ministry of Education

Prior to the plan change process being initiated, the Ministry of Education had been liaising with the original landowner for a number of years on a possible primary school site on the land holdings. Various

meetings have been held with Ministry of Education representatives. The representatives have confirmed that the Ministry remains very interested in establishing a new school in Waimanawa, potentially adjacent to or opposite the proposed recreational park.

The Ministry does not currently have the funding to undertake the site identification study or land acquisition. This funding is expected to be confirmed once the need for the new primary school is confirmed. On-going consultation has and will continue to occur with the Ministry of Education.

Matakana Coast Trail Trust

A meeting was held on site (27 May 2021) with the representatives of the Matakana Coast Trail Trust. Although the exact route of the future cycle trail from Thompsons Road to the vicinity of the Honey Centre has not yet been confirmed, it is proposed to provide a connection to the Avice Miller Reserve. This could potentially be achieved through a connection through the eastern side of Waimanawa. This can be determined at a later date once the detailed design of the eastern side of Waimanawa is underway and the Trust has further refined its plans for this area.

The Trust was supportive of the green network and the provision of cycle/pedestrian connections through Waimanawa.

One Mahurangi

A meeting with held with a One Mahurangi representative on the 25th of May 2021 to discuss the roading layout. One Mahurangi supported the provision of the Wider Western Link Road but considered it should be constructed to a four-lane standard.

The location of the WWLR and SH1 intersection was supported.

Subsequent to this, regular updates were provided to the Infrastructure and Roding Forum hosted by One Mahurangi.

Adjoining Residents

A pop-in afternoon was held for adjoining residents on the 31st of July 2021 at the former Ransom Vineyard. Various members of the applicant's were present to answer questions and information was provided including the vision, the draft masterplan, the draft zoning layout and key points from the various draft specialist studies.

This pop-in afternoon provided an opportunity for adjoining residents to learn about the vision and plan change process and to provide their initial views. Subsequent to that meeting there has been further correspondence/questions from a couple of residents which have been responded to.

Generally, most residents were aware and accepting that the area was to be urbanised. A couple of residents expressed their thoughts that it was being undertaken earlier than they had anticipated. There was support for the Vision for Waimanawa and the Masterplan, although there were various questions on future roading connections and relationship with adjoining properties when they are developed (including future infrastructure connections).

A second pop-in afternoon for adjoining residents was held at the former Ransom Vineyard on the 9th of April 2022. An update on the findings of the studies and the plan change process was provided at that session. There was continuing support for the plan change.

Mahurangi Sports Collective

An initial discussion has been held with a representative of the Mahurangi Sports Collective. The Collective seeks to be consulted further when the design of the recreational park progresses.

Landowners within the Plan Change Area

The landowners within the plan change area have been liaised with through the process by meetings, three pop-in afternoons, and email updates. Landowners have generally provided access for various specialists who required access to certain properties.

Landowners were supportive of the Vision. Feedback was received on earlier draft masterplans and as a result of that feedback, the roading network was refined as were certain zone/land-use boundaries.

The majority of landowners are very supportive of the plan change and have been identified as cooperating landowners. The three property owners with access off Mason Heights have been less involved. One landowner is based overseas and there has been limited correspondence from them. One property was on the market and the current owner has a different development and zoning expectation than what is being proposed. The third property owner has taken a very limited interest and this property has limited development potential.

Key Consultation Outcomes

The consultation with various parties raised a number of valid issues which have subsequently been addressed. These are:

- 1 The project largely reflects the Warkworth Structure Plan. The alignment of the Wider Western Link Road still achieves the transportation purpose of this road but the alignment better reflects the local topography and fits comfortably within the proposed zone layout. A number of landowners have indicated their strong support for the road alignment compared to the earlier proposed alignment by Supporting Growth (which is no longer being pursued by Supporting Growth).

- 2 An infrastructure funding package is being developed. The required infrastructure for wastewater, potable water and stormwater will be provided for as part of the development of Waimanawa.
- 3 The Wider Western Link Road will be constructed to a collector road standard as part of the development of Waimanawa. The width of land vested is to allow for the future upgrading of the road to an arterial standard.
- 4 SH1 will be transformed to an urban arterial standard as part of the development of Waimanawa and this will include a pedestrian/cycle connection to the existing Warkworth pedestrian network.
- 6 Refinements to the key roading routes and zone/land-use patterns have been undertaken through the process reflecting feedback received.