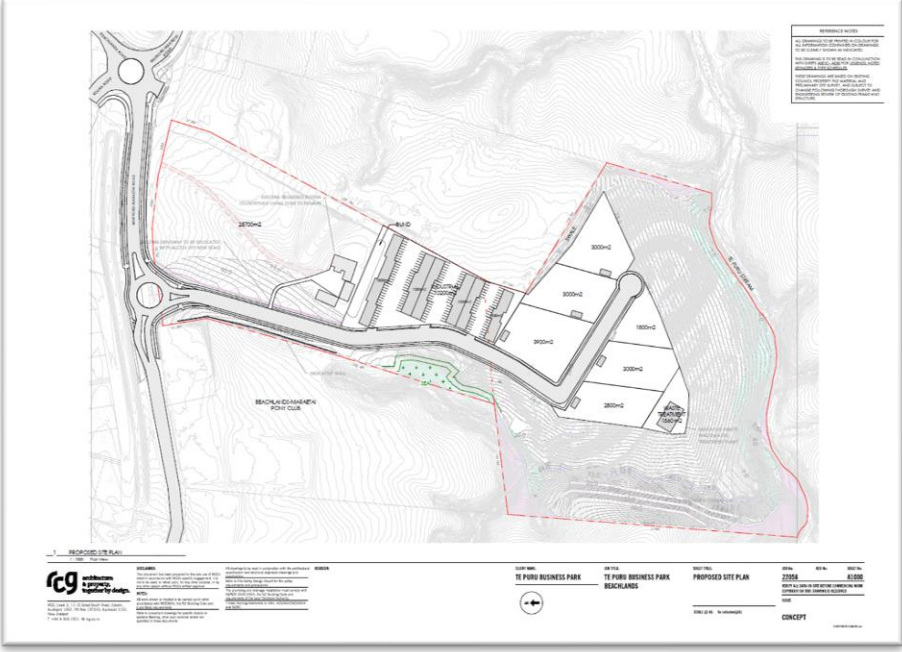


Te Puru- 867 Whitford- Maraetai Road, Whitford

Date: 16 March 2023
Time: 12:30 pm
Venue: Teams meeting
Attendees: Elmira Vatani (EV) – Auckland Transport (AT)
Chris Freke (CF) – Auckland Transport (AT)
Terry Church (TC) - Flow
Renee Fraser -Smith (RF) - Tollemache

Purpose	<p>An introductory meeting was requested to discuss the potential redevelopment of the Manukau Quarries site for an industrial business park (Te Puru Business Park).</p> <p>The meeting was intended to bring AT up to speed with two (2) high-level concepts for the proposed access via Whitford-Maraetai Road before the Applicant applies to have their project referred for fast-track consenting under the Covid-19 Recovery (Fast-track Consenting) Act 2020.</p>
Pre-App Agenda	
Introduction	<p>Terry Church (TC) provided an introduction to his client's proposal, specifically explained that:</p> <ul style="list-style-type: none"> • The proposed Business Park will be accessed by new access that will be located to the south of the existing roundabout, rather than using the existing service lane (quarry access), • A new roundabout will be constructed at the intersection of this new access with Whitford-Maraetai Road, • The proposed new access will likely be privately owned, but the intersection itself would be upgraded to a roundabout with all associated roading assets vested to Council, • As part of this development, the section of Whitford–Maraetai Road between the existing and proposed roundabouts will also be upgraded with separate pedestrian and cycling facilities, • As a result of the new access, the existing quarry access and one residential driveway will be closed. However, the existing service lane adjacent to the existing roundabout will remain open and in use as it provides access to neighbouring sites, the Chorus site, and water tanker loading. <p>Prior to the meeting, two plans were provided to AT that presented two different internal layouts and yields. However, TC explained that Option 1 was the preferred option as Option 2 had ecological constraints impacting it's viability. Below is a screenshot of the preferred conceptual plan:</p>

	 <p>A cover letter prepared by TC, dated 16 March 2023 was also sent to both EV and CF following the close of the meeting further explaining the proposed development.</p>
<p>Proposed access and a roundabout</p>	<p>During the discussion, EV raised concern about potential visibility issues due to the steep contour of the access point. Additionally, a question was raised about the closure of the service access lane at the Beachlands Road roundabout. In response, RF explained that the neighbouring property has a water-take consent that is not yet implemented, and therefore the access to the neighbouring site cannot be removed. No discussion has been held with the neighbouring site regarding the closure of this service lane. However, access to the subject site will be provided from the proposed access.</p> <p>TC confirmed that the access gradient will be 5% and will comply with the AUP requirements for all modes of transport. He also stated that the visibility assessment has been conducted and taken into consideration during the design of the roundabout.</p> <p>RF explained that the intention is to design the private access in accordance with AT's local road standard, but not to vest it to the Council. However, a public access easement will be provided over this access for pedestrians and cyclists. During the inquiry, CF raised a question about the Pony Club's access to the proposed accessway. RF clarified that the Pony Club will have its access off Whitford-Maraetai Road and no discussion has been carried out to relocate their access off the proposed accessway. However, they can relocate it if they wish, provided that the gradient from this access is acceptable; but, if they choose to relocate, then it will require a right-of-way easement (if not vested as public road).</p> <p>CF mentioned that Whitford-Maraetai Road may be upgraded to four lane, as AT has a road widening designation over this corridor. An assessment is required to demonstrate the proposed roundabout and access can safely and efficiently operate in the event corridor is upgraded to four</p>

	<p>lanes. It was acknowledged by AT that this section the road may not ultimately require 4 lanes though, something that PC88 (if approved) would be unlikely to change. However, any significant infill in the event the PC78 qualifying matter is not upheld may necessitate the need for 4 lanes.</p> <p>TC expressed view that proximity to and future upgrading of Jack Lachlan Drive to either roundabout or signals would be unlikely lead to any operational issues with the proposed roundabout.</p>
Post meeting comments/ information required	<ul style="list-style-type: none"> - The intersection, its treatment, and the active mode facilities along Whitford-Maraetai Road are supported in principle and are not considered to have any outright “fatal flaws” that cannot be resolved through a consenting and subsequent detailed design process. - The proposed land use would create some additional business land to support the current Beachlands dormitory suburb and is supported in principle. It is a discrete piece of former quarry land with clear natural boundaries and therefore presents very low risk of encouraging further urban expansion to adjoining sites. - It is agreed the new roundabout presents a better access option than the current one serving the quarry. - AT supports ancillary “tidying up of the current access to the quarry” and removal of current driveways onto Whitford-Maraetai Road. It therefore would support the new access being used by the pony club in the event this proved feasible. Any required treatment of run off from the new roundabout needs to be located within a public road reserve or protected by way of easement if within a private access. - AT would be open to the new access being design, constructed and vested as public road. - A visibility assessment should be provided in support of the preferred access Option as the contours are very steep. Guard railing may also be required. - The proposed intersection and a roundabout should be subject to a Road Safety Audit to ensure that the design/layout is safe and functional as part of detailed design (Engineering Approval stage) before any road assets are constructed and vested to the Council. The overall assessment and ‘general’ design needs to occur as part of the resource consent (or Fast Track) process and there needs to be a high level of certainty that the design / layout agreed as part of a resource consent (or Fast Track) is safe, functional and workable. - A s176 approval should be provided as part of the resource consent (or Fast Track) application for the proposed works located within AT’s Designation – 1806, Road Widening – Beachlands Road, Designation. Otherwise, the effects should be assessed/addressed in the AEE accordingly.