

Minutes

What:	Whenuapai Infrastructure discussion
Where:	Via Microsoft Teams
When:	Thursday 21 July 2022 – 3pm-4pm
Why:	<p>A meeting to engage with Fletcher & Neil Group to understand the proposals, to explore opportunities to set up for a collaborative process to answer the following questions.</p> <ol style="list-style-type: none"> What development is being proposed. what is the required infrastructure to support these developments at Kauri Rd? how, when and where is the infrastructure required against the timing of the development and what is currently in planning by Council? what is the cost for the required infrastructure to service this development at Kauri Rd, what of this is funded vs unfunded, and how will the unfunded be addressed against the timing of planned need?

Who:

AC/AT Attendees Karen Foster (AC - DPO), Holly Berry (AC-DPO), Todd Elder (AC - Plans and Places), Kelly Seekup (AT), Christina Robertson (AT)

Developer Attendees Mitchell Tweedie (Fletcher Living), Scott Williams (Fletcher Building - Industrial), Trevor Canty (Neil Group – Senior Development Manager), Matt Ashworth (Neil Group), David Paige (Neil Group)

Apologies Pieter Human (AC - DPO), Eryn Shields (AC - Plans and Places), Warren MacLennan (AC - Plans and Places)

Item	Who
1. Introductions	Karen Foster
2. Overview of Fletcher/Neil Group development proposal – PPC and Fast Track Consents <i>Background</i> <ul style="list-style-type: none"> Mitchell noted that Fletcher have been advised that Auckland Council withdrew Plan Change 5 as there is no money available for the next 10 years to spend on infrastructure. Mitchell noted that it is not a viable option for anyone (Council nor the private sector) to restrict development for 10 years. Mitchell advised there was no local employment in the new developments occurring in the North West and that the proposed schemes by Fletcher and Neil would provide much needed local employment, reducing the strain on the transport network. 	Mitchell Tweedie, Scott Williams, Trevor Canty

Item	Who
<ul style="list-style-type: none"> • Mitchell and Trevor expressed frustration with Auckland Council that Whenuapai has been indicated by Auckland Council as a growth area for a number of years. This was confirmed in the FULSS and the notification of PC5. • Mitchell and Trevor advised that development would continue in the PC5 area via private plan changes and fast track consents and requested that all parties seek to work together and look for opportunities where developers could help fund infrastructure as we know we are not able to solve the whole problem. • Karen confirmed that the 'North West' is identified as an Investment Priority Area in the LTP, therefore some funding has been allocated to the area over the next 10 years, however this is likely to still be a funding gap on what is needed for full build out. <p><i>Proposals</i></p> <ul style="list-style-type: none"> • Mitchell provided an overview of the proposed plan change proposal: <ul style="list-style-type: none"> ○ Approx. yield - 300 dwellings ○ Approx yield – 20 lots ~ ranging in size from 2000m2 – 5000m2 • Trevor provided an overview of the fast-track consents. <ul style="list-style-type: none"> ○ Whenuapai Business Park (Trigg and Brigham Creek Roads) – 21 Industrial lots. <ul style="list-style-type: none"> ▪ The AEE for Whenuapai Business Park Fast Track (South side of Brigham Creek Road) is expected to be finalised late August. Neil Group are committed to the fast-track process for Whenuapai Business Park. ○ Whenuapai Green (Totara Road) – Approx. yield 348 residential lots <ul style="list-style-type: none"> ▪ The AEE for Whenuapai Green is still to be developed. <p><i>Note: the COVID-19 Recovery (Fast Track Consenting) Act 2020 will be repealed on 8 July 2023. If an application is received prior to 8 July 2023, the provisions of the Act continue to apply for that application until the application process is completed. https://www.epa.govt.nz/fast-track-consenting/about/</i></p>	
<p>3. Overview of engagement with asset owners to date</p> <ul style="list-style-type: none"> • Mitchell and Trevor advised that engagement with asset owners has been ongoing since 2019. They advised that the SG network is a gold plated 30-year package of works and this is not what is needed for their development; they seek to know the short to medium term requirements. • Trevor confirmed that AT has advised Neil Group that they would need to enter into the pre application process to engage on the fast-track applications. Trevor confirmed, Neil Group are not supportive of this approach. • Karen advised that the fast-track transport discussions will need to be brought into the transport discussions for the proposed private plan change. There was general support from all parties for this to occur. • Kelly advised details on the proposed yield and gross floor area for the industrial area would need to be addressed in the ITA. 	<p>Mitchell Tweedie, Scott Williams, Trevor Canty</p>

Item	Who
<ul style="list-style-type: none"> • Mitchell and Scott confirmed the ITA for the private plan change is still to be developed and is open to engaging with AC/AT to agree the study area and the ITA scope. • Trevor confirmed the ITA for the Whenuapai Business Park fast track consent is almost complete with the ITA for the Whenuapai Green yet to be started. 	
<p>4. Discussion on process to work with Fletchers/Neil Group</p> <ul style="list-style-type: none"> • Holly provided an overview of the high-level work that has been undertaken by DPO to date: <ul style="list-style-type: none"> ○ DPO commissioned Supporting Growth (SGA) to undertake an assessment of the future transport planning needs for the Northwest including the Whenuapai area. This work does not go down to a “development/site” level and does not provide the funding solution. ○ The SGA work looks at the preferred transport network for the FUZ areas including, active modes and public transport needs and route protection. SGA has been engaged to route protect, and not construct. • Trevor questioned whether the project information was available that made up the cost figure to deliver the infrastructure for Whenuapai. Mitchell/Scott added that an understanding of the costs, and assumptions within, was fundamental to progress. If these are in-fact inflated (as they assumed) the fundamental problem of infrastructure funding may not be as big as Council is currently forecasting. <p>Action: Holly to check if the costing information is available to be shared with developers.</p> <ul style="list-style-type: none"> • Mitchell confirmed that Fletchers and Neil Group are wanting to understand what local upgrades are required to deliver their developments. • Todd confirmed the issue Auckland Council/Auckland Transport is dealing with relates to the cumulative effects of multiple developments within catchment area (Whenuapai) and the cost associated with mitigating these effects. • Mitchell/Scott noted there is a disconnect between our responsibilities to contribute a fair share based on the transport effects of our developments vs council’s belief that we should be fixing historic issues in the wider network. • Kelly confirmed that the ITA’s will need to consider the cumulative effects as well as any local effects that are required to be mitigated by the developer. Kelly also noted safe travel choice as essential to support growth. This includes active modes and PT as well as connections to the wider network to achieve a well-functioning urban environment. The full transport network requirements will need to be identified and implemented in a staged manner if necessary to support the full development(s). SG’s network is based on the structure plan land use assumptions so there will need to be consideration of any changes to this. 	Karen Foster

Item	Who
<ul style="list-style-type: none"> Trevor confirmed that Neil Group are happy to assist with providing a catchment view from a private sector point of view and confirmed Neil Group have a good relationship with all the developers within the area. Mitchell questioned whether the infrastructure assessments could be undertaken as developer based as opposed to catchment based. Alternatively enabling a review by the private sector would drive efficiencies in the design and methodology of such upgrades, saving Council money. Karen confirmed she will take the information gathered today and work internally within the DPO to develop a process to be applied. Karen sought suggestions on how frequently Fletchers and Neil Group would like to meet. Mitchell, Scott and Trevor suggested fortnightly meetings would be sufficient. <p>Action: Karen develop a process to answer the following questions (see post meeting note below):</p> <ol style="list-style-type: none"> what is the required infrastructure to support this development at Kauri Rd? how, when and where is the infrastructure required against the timing of the development and what is currently in planning by Council? what is the cost for the required infrastructure to service this development at Kauri Rd, what of this is funded vs unfunded, and how will the unfunded be addressed against the timing of planned need? 	
<p>5. Questions and next steps</p> <p>Recap actions: Action: Holly to check if the costing information is available to be shared with developers. Action: Karen develop a process to work with Fletchers/Neil Group (see post meeting note on "Process" below).</p>	Karen Foster

Post meeting note: Process
<p>To be able to discuss the local infrastructure needs for both the private plan change and fast track consents Auckland Council need to work through the following process.</p> <ul style="list-style-type: none"> STEP 1: DPO to coordinate with infrastructure providers to finalise high level assessment of North-West (Redhills, Whenuapai, Westgate) infrastructure needs – largely complete. Timeframe: 2 weeks to finalise. Transport approach TBC. STEP 2: Information sessions with asset owners to understand the whole of Whenuapai infrastructure needs and document, including identifying information gaps (Whenuapai level) – To progress once Step 1 is complete. Timeframe: approx. a month, depending on information availability. <ul style="list-style-type: none"> Asset Groups to lead this work and DPO to coordinate. STEP 3: Understand impacts of specific PPCs and engage with developers at this point (PPC level) – To progress once Step 1 & 2 are completed. Timeframe: approx. a month (TBC). This timeframe depends on information availability.

- Asset Groups to lead this work and DPO to coordinate. Fortnightly Cross Council Working Group meetings to be arranged.

Noted Risk- timeframes to work through the steps outlined above are unlikely to align with Fletchers/Neil's private plan change or fast track consent submission timeframe.

Plan showing location of PPC and Fast Track consents

