

12th September 2023

Heather Perring
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Marcia Christian
Consents Planner, BOPRC
Via email: Marcia.Christian@boprc.govt.nz

Section 92 response information and Public Notification Request– Enabling development for industrial activities within Te Puna Business Park – 297 Te Puna Station Road

Dear Heather and Marcia,

Further to our s.92 response in January 2023 on this application, and correspondence from March 2023 concerning outstanding information for a complete response. In particular flooding effects information being previously premised on catchment information BOPRC or WBOPDC did not agree with.

All of the information attached has been previously submitted across March – July 2023 prior to the decision being made to volunteer public notification, save for Appendix 5 stormwater and flooding information. For completeness, accompanying this letter and uploaded to the WBOPDC planning portal is the following information addressing all outstanding information which has been the subject of correspondence since March 2023:

- Revised Assessment of Environmental Effects (AEE) dated September 2023;
- Revised WSP site plans dated 25th July 2023;
- New MPAD drawings 004, 011 and 012, in respect of alternative workshop design, and dual stormwater/floodwater mitigation alternatives;
- Revised Appendix 5 to AEE – containing a revised WSP engineering report, two flooding memorandums (one each to WBOPDC and BOPRC addressing specific RFI points) dated 17th August 2023, with independent modelling data utilised in the WSP assessment prepared by Golovin consulting;
- Revised Appendix 6 to AEE – Transport Assessment Report, dated September 2023;
- Addition to Appendix 9 of AEE – Written approval from Waka Kotahi;
- Revised Appendix 11 – Detailed Contamination Site Investigation, dated 13th March 2023
- Revised Appendix 13 – Operational Noise and Vibration Report, dated 6th April 2023;
- Addition to Appendix 13 – Noise Expert Responses to RFI;
- Additional Appendix 17 – Proposed Site Wide Management Plan.

It is acknowledged the WSP site plans dated 25th July 2023 include a legend item of 'lot boundaries'. This is an incorrect term and for completeness, no subdivision of land is proposed.

The collective information is considered sufficient and proportionate in addressing outstanding RFI points of clarification requested to date. And is considered appropriate from which to publicly notify the application. Which is formally requested by the applicant Te Puna Industrial Limited, pursuant to s.95A(3)(a) of the RMA, further to the initial request letter sent by lawyers Russell McVeagh dated 19th July 2023.

Stormwater management and flooding response:

It is acknowledged that the addressing of flooding effects has been the most prominent outstanding item to be resolved through the RFI process. This is now addressed as follows:

- WSP stormwater engineers have responded to the particular RFI points in further detail in individual memorandums to WBOPDC and BOPRC, as well as generally in a revised engineering report.
- Flooding effects are hereby proposed by the applicant to be appropriately mitigated by the delivery of one of two dual conceptual alternatives, as depicted on Momentum Planning and Design Drawings 011 (Option 1) and 012 (Option 2) now submitted.
- The precise option to be delivered will depend on the outcome of negotiations with other business park landowners.
- Delivery of either option is proposed on an *Augier* basis, acknowledging for complete delivery, work will be required on third-party land.
- Option 1 delivers what is fundamentally required of the Structure Plan/historic agreements with Council, with features enlarged in places. Specifically:
 - 2ha of stormwater ponds, OLFP and planted wetland within the TPIL site (1.7ha required by Structure Plan);
 - A 45m-wide OLFP through the site at 245 Te Puna Station Road to roadside drains (a 30m-wide OLFP being required by the Structure Plan); and
 - A third 1600-mm diameter culvert installed under Teihana Road as required by way of historic agreement supporting the Environment Court decision approving the Te Puna Business Park for development in 2005.
- Option 2 delivers the same features as above, with additional features, being:
 - Flood flapgates to the three culverts under Teihana Road;
 - Decommissioning of a culvert transferring water from the northern side of Te Puna Station Road under the road to the southern side;
 - Installing a widened open drain along the northern side of Te Puna Station Road between 250-264 Te Puna Station Road and Teihana Road.
- The Structure Plan baseline is a baseline of the developable areas within the Structure Plan being developed (generating runoff, based on 2012 contours pre-introduction of Floodable Area hazard) and stormwater management features and correct OLFP being functional. Modelling of this scenario has removed any unlawful fill within the OLFP at 245 Te Puna Station Road. This is Run No. 1 in the Golovin modelling attachment. Option 2 is Run No.6b.
- Both options deliver floodwater mitigation in excess of what is required by the Structure Plan, with expert modelling unequivocally demonstrating that Option 2 would deliver a reduction in flooding effects when compared to the structure plan baseline. This conclusion is also supported in respect of the Option 1 by WSP engineers.

Next steps:

We respectfully consider that all s.92 points have now been proportionately and adequately responded to. Should there be any further clarification required, please do not hesitate to contact me at the earliest possible opportunity.

I look forward to WBOPDC and BOPRC assessment and processing resuming and progressing this consent to completion, with public notification proceeding as requested without delay.

Yours sincerely



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