Land Use Development through Resource Consents and the role of Auckland Transport

Pragati Vasisht (presenter)
Aut Karndacharuk

Introduction

• Auckland Transport’s role in resource consents
  • Background on establishment of Auckland Transport
  • Approach taken towards resource consents
  • Case study of implementation
  • Factors in successful collaboration

Pre-amalgamation Issues

• Royal Commission examines transport governance
  • Fragmented decision-making
  • Constrained ability to take integrated view

Establishment of Auckland Transport

• Cabinet authorises a Regional Transport Authority
  • Plan and deliver local roading and public transport

Resource Consent input & AT

• Resource consent:
  • Required by any activity (unless permitted by District Plan)
  • Adverse effects must be avoided, remedied or mitigated

• Pre-amalgamation
  • Post-amalgamation
  • Risk of limited ability to review traffic impacts

Resource Consent input & AT

• Service Level Agreement
  • Regulatory Arm (AC) and Operational Division (AT)
  • Development proposals complement aspirations for road reserve and vice versa

• Includes
  • Relationship Protocols
  • Triggers for reference
    • Road reserve modification
    • Trips
  • Stages of review
    • Pre-app
    • Consent
    • EPA
  • Implementation method
    • Principal Consent Specialist

Auckland Transport
SLA Case Study: Lynnmall

- Arterial downgraded to town centre main street
- 18,000 sqm (60% GFA addition)
- New Lynn subject to Plan Change 17 and Urban Plan (non-statutory)

Factors in successful collaboration

1. Established process and early engagement (AC+AT)
   - Early identification of showstoppers
   - Design solutions vs. effects management via conditions

2. Single point of contact and decision-making
   - Principal Consent Specialist primary agent
   - Visibility of proposal from pre-application to detailed design
     ↔ Consistent input
   - High-level objectives translate into design elements

3. Clear understanding and demarcation of roles
   - Does the site design result in impact on the network?
   - Does it undermine network objectives to be achieved, including the road’s place function?

4. Perception of fairness
   - Engineers from applicant, Council and AT
   - Can only be cemented if previous factors also present
Conclusion

- Successful collaboration with Council through SLA by:
  1. Established process and early engagement
  2. Single point-of-contact
  3. Clarifying AT’s remit within consent process
  4. Facilitating fair decision-making environment

Thank you.