

Whenuapai East Plan Change – Clause 23 Response

Attachment 1:

Further information requested under clause 23 Schedule 1 of the Resource Management Act 1991

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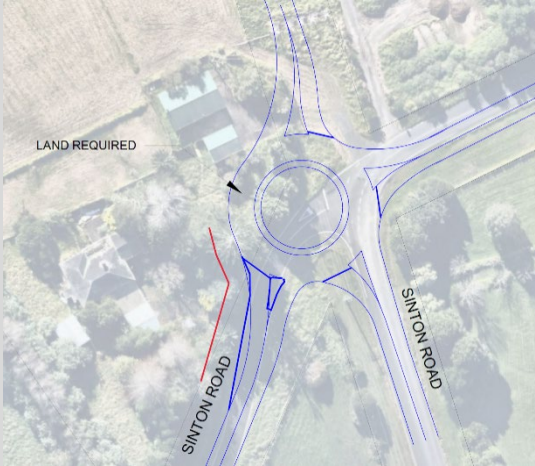
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No further information has been requested by:

- Watercare – Judah Panakal
- Ecology
- Urban Design

Table 1

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Transport matters – Auckland Transport, Katherine Dorofaeff.							
P1	It is not clear from the information provided that the new single lane roundabout at the intersection of Clarks Lane / Sinton Road will fit within the land available to be modified. Please can further information, such as a concept plan, be provided with supporting commentary.	This information is requested to demonstrate that a safe and operational design can be accommodated within the existing legal road and other land available to the applicant. This is needed to better understand how the traffic and other transport effects of the proposal may be mitigated.	Commute response: See attached plan of a concept roundabout. Additional land will be required however this can be provided from within the Whenuapai East Plan Change area.	The concept plan provided is fairly basic but it does indicate that the roundabout can be accommodated within the Cabra land at 10 Sinton Road and the existing legal road. Cabra will need to make sure it has access to any land needed for construction of the roundabout. AT's Transport Design subject matter expert suggests that the design is more likely to look like this:  Detailed design at later consenting stages will need to show safe provision for active modes at this intersection. No further information sought.	Resolved.		
Transport matters – Flow Transportation Specialists, Harry Shepherd							
P2	Please provide further information about the operation and available capacity of the SH18 / Brigham Creek Road	The Integrated Transport Assessment (ITA) currently includes the approved PC69 and PC86 plan changes in the modelling assessment. Private Plan Change 107 Whenuapai Business Park was notified on 8 November	Commute response: We note that the parameters regarding the modelling were agreed prior to lodgment / production of the ITA. We do however acknowledge that there have been other Plan Changes lodged including PC107 but not	While the modelling assumptions for the applicant's transport assessment were discussed prior to lodgement of Whenuapai East, since then, PC107 and PC109 have been notified, and we understand should be considered. Based on the request for information responses, we understand that the following additional traffic is assumed	Commute response: While PC107 and 109 are yet to be approved, they have now been included in the modelling. However, the Plan Changes include a mixture of both residential and employment zoning which will thus reduce	We note that the assessment has been updated to consider the notified plan changes. However, we think that further consideration is needed regarding the subsequent assumptions made about living and	Commute response: We have reviewed the latest request and comment as follows: • The general growth (outside Plan Changes) is around 10% of existing (2024) • Assuming a 10 year growth period, this is around 1% p.a.

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	interchange that incorporates trips from the recently notified Plan Change 107 and 109.	2024. This plan change seeks to rezone land near Brigham Creek Road / Trig Road from Future Urban Zone to Business – Light Industry Zone. The ITA was dated 8 November 2024, while the AEE was dated 21 November 2024 (after PC107 was lodged). The ITA for PC107 assumes 725 peak hour trips, many of which will access the external network via the SH18 / Brigham Creek Road interchange. If these trips are included in the assessment of the proposed plan change, this will affect the operation and available capacity of the interchange. <i>Note: there are currently other private plan changes in Whenuapai being processed that have not yet been notified, that could potentially be notified in the future and be relevant for any hearing</i>	approved. While not approved, the traffic generation of both PC107 and PC109 (Neils Whenuapai Green) has also now been considered. Of note, the analysis in the ITA not only included traffic from PC69 and PC89 but also included 2% background growth for 10 years (apart from Sinton Road). The reason for this was to account for other Plan Changes / growth in the area just like PC107 and 109. An increase in 20% background growth in practice equated to an increase of 330 vph in the AM peak and 414 vph in the PM peak. In terms of these plan changes: <u>PC107: Whenuapai Business Park:</u> The ITA was undertaken by TEAM and showed an additional 436 vph in the AM peak and PM peaks through the Brigham Creek / SH18 / Sinton Road roundabout. <u>PC109: Whenuapai Green.</u> The ITA was undertaken by Abley and contains significant cl23 requests for information and in particular additional traffic modelling. One of the cl23 responses provides a diagram showing an increase of approximately 74 vph in the AM and PM peak on Brigham Creek Road north of the roundabout	through the SH18/Brigham Creek Road interchange - Growth factors of 2% PA over 10 years - AM peak: 330 vph - PM peak: 414 vph - PC107 - AM + PM peak: 436 vph - PC109 - AM + PM peak: 74 vph - Combined PC107+109 - AM + PM peak: 510 vph The response considers that the growth factors account for the additional PC107+109 trips, and no further trips should be included in the modelling. However, the numbers above show that these combined PC107+109 trips would be 96-180 vph higher than what the growth factors predict, without any allowance for any growth from other areas. We consider that while the growth factor could potentially account for some of the PC107+109 trips, in this case, the applicant's traffic engineers want it to account for all of these trips, plus they want to apply a reduction due to trips being internalised. We accept there could be some internalised residential trips due to the PC107 business park, although we are not convinced that this would be on the scale of 96-108 vph. Our view is that the growth factor should allow for growth in traffic due to permitted land use changes/activities, including growth of through trips that are using Brigham Creek Road as a route to and from Northwest Auckland. The latter trips will continue to grow	overall external trip generation and encourage residents to live and work in the same area (ie internalised trips). There will also be some interaction between the Business area that may not need to travel “externally” out of the area. They include: - PC69 Business : Light Industry Zone - PC86 : Residential - PC107: Business Park - PC109: Residential - Current PPC: Residential Currently all previous Plan Change have been assessed individually (by others) as generating traffic on their own without any interaction with each other. It is our opinion that with the residential / employment zoning their will definitely be some interaction between each other and thus the traffic generated to the wider network (including the Brigham Creek interchange) will not be as significant as assessing them all individually. The exact reduction is very difficult to accurately predict. In this regard the 2023 Census information via Commute Waka¹ has been reviewed in relation to some nearby areas with both residential / employment and the percentage of people who live / work in the same area. Examples are: - Kumeū-Huapai North: 28% of departures and 41% of	working within Whenuapai, and other growth in traffic. Based on the Waka Commuter data, the amount of people that live and work in the same zone is likely less than the 20 – 40% range suggested, due people to working from home (WFH). These people would not be working and living within the same area. If WFH trips are deducted from departures from within the same zone, the following can be deduced from the WakaCommuter data: - Kumeū-Huapai North: 8% of departures and 9% of arrivals both live and work in the Kumeū-Huapai North area; - Kumeū-Huapai south: 6% of departures and 3% of arrivals both live and work in the Kumeū-Huapai south area; - Whenuapai: 14% of departures and 13% of arrivals both live and work in Whenuapai (we note this is skewed towards the Whenuapai Airbase) - Whenuapai West: 3% of departures and 1% of arrivals both live and work in Whenuapai West. This suggests that around 10% of people in the wider area live and work in the	- The original lodged ITA assumed 2% p.a. however that was prior to including the notified PC107 and PC109 trips - The 1% growth equals 123-145 vph in the AM/PM peaks - The approved + notified plan changes (before wider growth and PPC) equals around 4.0-5.3% growth p.a. compared to ‘existing’ or 5.2-6.7% pa (with the PPC and wider growth included) - There are factors in the wider area which will restrict further background growth, such as: - Wider network constraints (eg Kumeu, SH16 at absolute peak time which will likely lead to “peak spreading” rather than wider absolute peak growth - The inclusion of all the Plan Changes in the area comprises significant land area for the growth in the next 10 years. - The total traffic on Brigham Creek Road modelled in the PPC has been compared to that assumed in the Supporting Growth NoR ITAs - Section 8.3 of these SGA ITA’s has AADT volumes on Brigham Creek Road near Sinton Road - The SGA ITA indicates 26,600 vpd on Brigham Creek Road in 2048 (SH18 end) - This would indicate a peak hour of 2,600vph in 2048 (from 1,500 vph in 2024) - This shows a 73% increase in 24 years or 3% per year, significantly less than

¹ <https://commuter.waka.app/>

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			(with the more realistic scenario of 0.65 trips / dwelling). As such the ITA 2% growth included in the modelling accounts for the majority of PC107 and 109, while PC69 and 86 where explicitly catered for in the ITA modelling. It is important to also note that each Plan Change should not be assessed separately in relation to wider effects (such as that at the SH18 / Brigham Creek / Sinton Road roundabout). The four Plan changes include a mixture of both residential and employment zoning which will thus reduce overall external trip generation and encourage residents to live and work in the same area. As such it is considered that the ITA modelling essentially caters for PC107, 109, 69 and 86.	until a project such as the SH16/18 Connections is provided, which will provide an alternative route to Brigham Creek Road. Further information requested: Please provide information to substantiate the growth assumptions, preferably in the form of an underlying growth factor, to which you would add the PC107+109 trips. Please also provide details of assumptions and reasoning for any reduction due to internalising of trips, and how this relates to travel mode and accessibility. We note that the traffic associated with the notified plan changes can be determined from the information provided in the associated applications, and may include an inherent assumption relating to internalising of trips.	arrivals both live and work in the Kumeū-Huapai North area; - Kumeū-Huapai south: 30% of departures and 22% of arrivals both live and work in the Kumeū-Huapai North area; - Whenuapai: 35% of departures and 39% of arrivals both live and work in the Kumeū- Whenuapai; - Whenuapai West: 21% of departures and 35% of arrivals both live and work in the Kumeū- Whenuapai; The above indicated between 20-40% of people live and work in the same area if they have the opportunity. Revised modelling has therefore been undertaken assuming the previous four plan changes above with an overall 20% reduction to account of internal Whenuapai reduction (the current PPC traffic generation has been left unchanged). This is included in Item 4 below. Given the additional Plan Changes now included (two of which are yet to be approved), the background increase for 10 years has been reduced to 1% (10% for 10 years).	same area, when excluding working at home (who would potentially travel to destinations beyond the local area when not working at home). Based on this data, while we accept there could be a reduction in internal Whenuapai trips due to providing new business areas, we think it will be lower than the assumed 20%. We note that traffic growth on Brigham Creek Road is also influenced by growth from areas further northwest of Whenuapai, and therefore we consider that the 1% annual growth rate may be too low. Further information requested: Please reconsider assessment and conclusions regarding the internal Whenuapai trip reduction and growth rate assumptions.	what our PPC modelling has used (5-7%). As such the modelling and growth assumptions assumed are considered robust, if not conservative.
P3	Please provide further details of the surveyed trip generation rate for the Sinton Road area.	The ITA uses a 0.65 per dwelling peak hour trip generation rate for “medium density residential flat buildings”. As stated in the ITA, this rate is applicable where there is adequate public transport accessibility and connectivity to local	Commute response: The rate of 0.65 per dwelling is based on industry guidelines but also the existing Sinton area which based on surveys of the Sinton Road / Brigham Creek Road Roundabout (Figure 2-3 of the ITA). There will be accessibility created from the	Based on the Sinton Road surveys, the surveyed AM peak rate adopted is lower than the adopted trip generation rate, while the surveyed PM peak rate is higher than the adopted trip generation rate. The average trip generation rate of 0.69 is slightly higher than the adopted trip generation rate of 0.65.	Commute response: It is our opinion that the 0.65 trip rate is appropriate for the area. The reasons are: The site is considered to be in appropriate walking / cycling distance to both frequent public transport (Hobsonville Road) and	We note that the PC100 vehicle trip rates were based on the assumption of ‘peak spreading’ with residents in Riverhead likely to travel outside of typical peak hours. While this could potentially occur for the proposed plan	Commute response: A sensitivity test of 0.7 trips per dwelling has been provided previously. This combined with the conservative growth rates in item P2 above is considered

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		shopping, schools and local social visits. The bus stops on Hobsonville Road range from 0.8 to 1.5 km walking distance from the site once the roading / footpath upgrades are provided. Typically, 0.8 km is applied as a walkable catchment for public transport. Section 9.3.1 of the ITA states that 10 minutes walking distance is an acceptable walking time for a frequent service, but the anticipated walking times from the site are 15 to 20 minutes. During the pre-lodgement phase, the applicant discussed that the Sinton Road area has an average peak hour trip generation rate of around 0.69 per dwelling. We would like to understand the assumptions and results of this survey (such as timing of the survey, number of vehicle movements, number of dwellings), as it provides a potential comparison for the proposed plan change. We note that most of the existing dwellings in the Sinton Road area have a shorter walking distance to the bus stops. We note that the ITA states that this trip generation rate was agreed with Council in the pre-application discussions. We disagree. We had raised questions	Plan Change site to schools and local shops via new walking / cycling routes. The surveys show Sinton Road at the Brigham Creek Road roundabout has 54 vehicles per hour (vph) in the AM peak and 100 vph in the PM peak. There is only one way in and out of the area (through the roundabout) and thus all traffic in the Sinton Road area traverses through this roundabout. From aerial photo and review on-site there are approximately 112 dwellings the Brigham Restaurant / Café and some yard area that use Sinton Road. This translates to a trip rate of 0.48 per dwelling in the AM and 0.89 in the PM peak. The average of these is 0.69. Given a number of these existing dwellings are large standalone dwellings (which typically have higher trip rates) and the existing café included in the surveys, a rate of 0.65 is considered appropriate.	For this situation we do not agree with averaging an AM and PM peak hour trip rate to determine an appropriate trip rate for the assessment of these time periods. We note that the industry guidelines for 0.65 vehicle trips per dwelling in the peak hour relate to a situation where there is adequate public transport accessibility and connectivity to local shopping, schools and local social visits. As noted in our initial comments, we don't agree with the use of 0.65 vehicle trips per dwelling because of the current public transport provisions (bus stop locations and service frequencies). Further information requested: We suggest that the assessment consider more appropriate vehicle trips rates and provide comprehensive justification for them.	local shopping (Hobsonville). - The surveys mentioned in the initial CI23 response indicate 0.65-0.69 trips er dwelling - The ITA for PC109 (Whenuapai Green) initially assumed peak hour trip rate of 0.9 vehicle movements per hour per household (0.9 v/hr/hh) which was described in the ITA as a “highly conservative”, subsequently provided updated modelling with a rate of 0.65 vehicle movements per hour per household (0.65 v/hr/hh). - Nearby PC100 (Riverhead) traffic engineer, FLOW, used a trip rate for medium / high density residential rate of 0.6 trips er dwelling with a “short term” rate of 0.7 per dwelling. While we consider 0.65 trips per dwelling to be appropriate, we have undertaken a revised sensitivity test using 0.7 trips per dwelling (which matches that for PC100). This is discussed together with other change in Item 4 (P6) below.	change, we would like to understand the effects of a higher vehicle trip rate without peak spreading. This is to understand the sensitivity on effects at the Brigham Creek Road/SH18 roundabout, as the 2016 Whenuapai Structure Plan assumed that a connection from Sinton Road to Kauri Road would eventually be required. While we accept that the Site can access activities and frequent bus routes in Hobsonville, this entails a walk of 0.8 to 1.5 km, which is outside of a typical walking catchment of 0.8 km to an RTN station. A general guideline for bus catchments is 400 m. For regional centres/major transport stations, a 0.8 m to 1.2 km distance is typical for a walking catchment. Furthermore, use of the frequent bus route on Hobsonville Road may likely result in a transfer to either the Hobsonville Point ferry or other bus services at Westgate. Further information requested: Please undertake a test with a higher vehicle trip generation rate.	appropriate. Additional commentary can be provided in evidence.

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		about the appropriateness of this rate, and asked for further justification to be provided in the ITA.					
P4	Please include ramp meter signals for SH18 in both directions in the SIDRA Network model	Section 7.2.1 of the ITA outlines the assumptions used for the SIDRA Network model. For the SH18 ramp meter signals, the ITA states that these have not been included as the traffic demands are less than the capacity of the ramp signals. We understand that these ramp signals operate at variable times, and could potentially operate at shorter cycle times depending on the operation of the network. These ramp signals may need to operate at longer cycle times if there is more growth on the network. If trips from PC107 are included in the modelling assessment, then the available capacity of the ramps will be reduced. Therefore, we request that the SIDRA Network model includes the ramp meter signals (for on-ramps in both directions). This will help understand potential queueing back into the roundabouts, which could have safety or operational impacts.	Commute response: The operation of the ramp signals are highly variable and are controlled by the performance of the SH18 motorway (with some days the signals operating with longer cycle times and others not operating at all). These are operated in a similar way throughout the Auckland region and in a number of situations they queue back into nearby intersections. As such we consider that any modelling of these ramp-signals is highly subjective and in any event the effect of these signals is controlled by events a significant distance from the Plan Change site (in this case the performance of SH18 and in particular its performance as far away as Rosedale / Albany which is some 8km away).	While we accept that the ramp meter signals are variable, they have the potential to impact on the operation of the SH18/Brigham Creek Road interchange, and create queues. It is possible that these ramp meter signals could be triggered more frequently in the future when more development has occurred (ie in 10 years in line with the modelling assessment). We consider the ramp meter signals should still be included in the SIDRA models, and considered as a network. We consider an average cycle time could potentially be adopted, noting the variability. Further information requested: Please include ramp meter signals for SH18 in both directions in the SIDRA Network model.	Commute response: We have reviewed the current operation of the ramp petering signal for SH18. Information in the signal operation has been obtained from ATOC (Auckland Transport Operation Centre) for the week period of Monday 7 April to 11th April 2025 (one week before easter and school holidays). The two on-ramp meters functions as follows: - Eastbound (ATOC ref 8403) - Ramp signals only activated in morning peak and did not get activated at all during the evening peak period - For three of the five weekdays the signals started around 715am, one day started at around 7am and one day (Friday) they did not get activated at all - The time the signals turned off in the morning peak, ranged from 820am to 840am.	Resolved. We accept response that queue lengths are highly variable, and note that some ramp meter signal assumptions have been applied to the modelling.	

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					○ The “all red” time ranged from 4 seconds to a peak of 12 seconds with an average of approximately 8 seconds over the entire am peak period ● Westbound (ATOC ref 8404) ○ Ramp signals activated in morning peak for all five weekdays but only two evening peaks ○ The signals started around 630am ○ The time the signals turned off in the morning peak were quite variable and ranged from 830am to 940am. ○ One day they were activated again at 10am for approximately 5 minutes ○ On the two evening peaks the signals were activated at around 4pm and deactivated at 440 and 510pm ○ The “all red” time ranged from 3 seconds to a peak of 12 seconds with an average of around 8 seconds in the morning		

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					and 4 seconds in the evening (noting some evening days they did not get activated at all) The above data reinforced our original observations / comment that “<i>The operation of the ramp signals are highly variable and are controlled by the performance of the SH18 motorway (with some days the signals operating with longer cycle times and others not operating at all)</i>”. Given the above and the comments from the reviewer an average cycle time of 8 seconds has been used in the am peak and 4 seconds in the evening peak. This has been undertaken for both the morning and evening peak for both signals even though they do not currently both run in both peak periods. The results are contained in Appendix A and show that: • For the Sinton Road / Brigham Creek / eastbound on-ramp roundabout the 95%ile queue from the ramp signals does not reach the roundabout in either peak (am peak approximately 60m). • For the Brigham Creek / westbound on-ramp roundabout the 95%ile		

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					queue from the ramp signals does start to reach the roundabout (190m queue) in the morning peak (little queuing in the evening peak). Again, we consider the operation of the ramp signals is influenced by wider network operation as it is in the majority of on-ramps in the Auckland region. As such any queuing back to intersections resulting from the on-ramps (which occurs at most on-ramps in Auckland's isthmus) is out of control of any of the Plan Changes in the local area and is subject to daily / hourly fluctuations and the operation of the motorway system as a whole.		
P5	Please update the SIDRA model to include a merge on Brigham Creek Road.	The SIDRA model includes two full lanes on the departure leg of Brigham Creek Road. These lanes merge into one lane approximately 50 m from the roundabout. This could potentially overstate the capacity of Brigham Creek Road.	This has been altered in the SIDRA modelling in P6 below. The results show little change relating to the merge.	Noted thank you.	Resolved.		
P6	Please provide the SIDRA model files.	Providing the SIDRA files will make it easier to check the assumptions.	These can be provided electronically.	Thank you for providing the SIDRA files. We have the following observations about the SIDRA model layout The roundabouts assume a SIDRA default lane width of 4 m, whereas aerial maps indicate narrower lanes	Commute response: The SIDRA results have been revised as follows: The 4m lane width in the roundabouts are considered appropriate as per Appendix B attached	Noted.	

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				0% heavy vehicles are assumed. There should be some heavy vehicles modelled, particularly as there will be some existing movements, and PC107 will generate additional heavy vehicle trips - There appears to be a discrepancy of traffic volumes between the two roundabouts in the Post-Development scenario during the AM peak, with a mismatch of approximately 120 vehicles per hour in the westbound direction We consider that the SIDRA modelling should be updated to reflect these observations. The volumes used in the ‘Post Development’ and ‘Post Development – lh’ tests are different. It appears ‘Post Development’ corresponds to Scenario 3, whereas ‘Post Development – lh’ corresponds to Scenario 1 from the ITA. Please confirm if this is correct. We also note that there are volume differences for the movements which don’t directly serve the plan change site via Sinton Road. Please explain these differences. Further information requested: Please update the SIDRA modelling to take into account our review of the files. Please clarify the difference in volumes between the ‘Post Development’ and ‘Post Development – lh’ scenarios.	and as such no changes have been made; - Heavy vehicles are included; - The miss-match in volumes is due to the two roundabouts / sections of the interchange having different peaks in the AM peak. The original modelling in the ITA had assumed a worst case / conservative assessment using the absolute peak of both roundabouts rather than a “network” peak so that each individual roundabout peak can be considered. As such no change is considered necessary; and - The revised results (with the higher trip rate on 0.7 per dwelling) have been modelled using Scenario 3 (likely scenario). The results are included in Appendix A and Figures 1 and 2 below (AM and PM) – Refer letter attached for figures. Table 1 below compares the modelling results of the ITA to the modelling results in Figures 1 and 2 above. Table 1: Comparison of Modelling Results <table><tr><th></th><th>Worst LOS</th><th>Maximum Queuing</th><th>Maximum DoS</th></tr><tr><td>ITA Modelling</td><td>B</td><td>46.1m</td><td>0.679</td></tr><tr><td>Revised Modelling</td><td>B</td><td>56.8m</td><td>0.798</td></tr></table> The results confirm the results of the ITA which show the roundabouts are still under capacity with worst degree of		Worst LOS	Maximum Queuing	Maximum DoS	ITA Modelling	B	46.1m	0.679	Revised Modelling	B	56.8m	0.798		
	Worst LOS	Maximum Queuing	Maximum DoS																
ITA Modelling	B	46.1m	0.679																
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					saturation at 0.68, LOS A and B and worst 85th percentile queue of 60m or less.		
Stormwater and flooding matters – Healthy Waters, Lee Te, Carmel O’Sullivan, Brooke Waterson,							
P7	Table 7 of the Stormwater Management Plan (SMP) notes that communal bioretention devices are proposed to be located throughout the catchment. Can a plan be provided showing the indicative location and indicative number of bioretention devices, if not please provide further information on how this recommendation will be feasible given the characteristics of the plan change area.	Understanding the number of proposed communal bioretention devices will provide some certainty that what is proposed will work in the plan change area to manage quality effects (noting that the number of devices needs to be minimised).	Capture response: The location and number of bioretention needs to be developed at resource consent stage for the development as there are multiple other factors, such as, roading/access, lot layout and configuration, earthworks, ecology, servicing, environmental, site levels etc. that need to be coordinated together to achieve the best outcome for the development site. The final number and location will be largely driven by catchments and site levels and as a minimum, there are likely to be 5 communal devices. One for each catchment. A note can be added to SMP – proposed number of communal bioretention devices are to be minimised where site characteristics allow. The SMP will be updated to reflect this if the response is agreed by Healthy Waters – please advise.	There is enough information now, such as the contour, discharge locations, receiving environment, catchment size to provide indicative location. Please note the plan would outline that these are indicative location, and the location can change during resource consent. As these are communal devices, it is important there are indicative locations. Please also include in the SMP that life cycle cost needs to be assessed at resource consent stage. Please note the purpose for the standard below refers to specific outfall location, how will this be if there is a change in location during resource consent? It is recommended this be removed. IX.6.1.1 Precinct Plan Purpose: To deliver stormwater outfalls in accordance with the indicative locations on Whenuapai East Precinct Plan 1 No further information requested.	Resolved.	Precinct plan does not show indicative location of communal bioretention device as recommended. HWFR need to review SMP to check: - Communal bioretention device, one in each catchment, minimised number of devices - Life cycle cost comment	Capture response: The SMP has been updated – refer to Version C. The indicative location of communal bioretention devices shown on catchment plan – refer to SMP Appendix A. Life cycle comment added to Section 7.2.3 of SMP.
P8	Please provide further information as to how retention will be achieved (e.g. internal reuse),	This information will provide clarity around the proposed stormwater management measures and ensure effects are managed appropriately.	Capture response: Retention will be achieved via recommended GD01 reuse, for example, storage tanks plumbed to toilets, laundry, irrigation.	Please make it clear in the SMP that the retention tanks will be plumbed for <u>internal</u> reuse. Please make sure this is also reflected in the precinct provision.	Capture response: The changes to (4) are accepted and have been included in the updated version of the precinct provisions.	If the water from the roof runoff are not used within the required timeframe, how will the retention component for the required duration be met? Will any unused	Capture response: The SMP has been updated – refer to Version C.

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	and include this detail to the SMP.		The SMP will be updated to reflect this if the response is agreed by Healthy Waters – please advise.	It is recommended that the standard for stormwater runoff from roofs are amended to read as follow IX.6.1.8 Stormwater management (4) Stormwater runoff from Roofs must be <u>constructed from low contaminant generating inert building materials which:</u> (i) <u>have exposed surface(s) or surface coating of metallic zinc or any alloy containing less than 10% zinc; and</u> (ii) <u>have exposed surface(s) or surface coating of metallic copper or any alloy containing less than 10% copper; and</u> (iii) <u>avoid exposed treated timber surface(s); and</u> (iv) <u>avoid any roof material with a copper containing or zinc-containing algaecide.</u> (5) <u>Stormwater runoff from roofs must have internal non-portable reuse</u> No further information requested.	However, we do not support the incorporation at (5) as there are alternative solutions under GD01 for achieving retention. The precinct provisions shouldn't restrict design options or specify internal plumbing requirements.	retention volume be piped to the communal bioretention device and be treated? It is recommended that roof runoff be treated downstream before discharging into the receiving environment. Please clarify and update the SMP. HWFR need to review SMP to check • Retention details and internal reuse provided for • Table 10	Retention is to be provided as per SMAF requirements, and we've noted that if rain tanks are used, the tanks are to be plumbed into the dwellings for internal non-potable use – refer to SMP Table 10.
p9	Table 7 of the SMP recommended devices for lots include pervious pavement, and Table 8 includes infiltration devices and pervious pavement. However, it has been noted in the	To better understand the proposed stormwater management and ensure effects are managed. It is recommended that only feasible options are included in the Tables.	Capture response: Table 7 and 8 to be updated to note previous pavements for private lot trafficable areas are to be lined, which is a suitable GD01 device where soakage is not feasible. The SMP will be updated to reflect this if the response is agreed by Healthy Waters – please advise.	Please confirm this option has been confirmed to be feasible by a registered geotechnical specialist?	Engeo (Geotech Engineer) response: Incorporation of an impervious liner (in accordance with design considerations outlined Table 39 of GD001/2017) addresses geotechnical constraints relating to the saturation of soils deemed unsuitable for onsite stormwater soakage.	No further information requested. HWFR need to review SMP to check: • Previous pavements for private lot trafficable areas are to be lined, which is a suitable GD01 device where soakage is not	Capture response: The SMP has been updated – refer to Version C. Comment added to SMP Table 7 re. lining pervious paving where soakage is not feasible – <i>Private bioretention, proprietary devices or pervious pavement</i>

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	SMP that soakage is not a feasible option due to geotechnical constraint, please clarify and update the Tables accordingly.					feasible and geotech engineer comments.	<i>(lined where soakage is not feasible) to provide treatment prior to discharge to the public stormwater network. Devices to be designed in accordance with GD01 requirements.</i>
P10	We understand that the public stormwater network within the PCA will be vested with Auckland Council upon completion. We also understand from the application that runoff from roads and lots will be directed to the established outfall structures described in the AEE. Please can the applicant confirm whether any stormwater management devices are also proposed to be vested with Auckland Transport upon completion? This information will help clarify how	To better understand how effects from stormwater runoff from roads will be managed.	Capture response: There is the potential that some devices, i.e. rain gardens, that might be required to treat only public road areas that can't be directed to communal bio-retention devices and in this instance the devices will be vested to Auckland Transport. Therefore, add under Table 7 and 8 the following for recommended devices for public roads. <i>Public (communal) bioretention devices located throughout the catchment where required to provide treatment and SMAF mitigation and/or separate bioretention (eg rain gardens) to treat public road areas only, subject to AT approval.</i> <i>Any assets proposed to be vested to AT require separate approval from AT.</i> The SMP will be updated to reflect this if the response is agreed by Healthy Waters – please advise.	Satisfied. No further information requested.	Resolved.	HWFR need to review SMP to check: Comments regarding AT approval	Capture response: The SMP has been updated – refer to Version C. AT approval added to SMP Table 7 – <i>Public (communal) bioretention devices located throughout the catchment where required to provide treatment and SMAF mitigation and/or separate bioretention (eg rain gardens) to treat public road areas only, subject to AT approval.</i>

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	stormwater runoff from the roads will be managed. If future assets will be vested to Auckland Transport, please can the SMP be updated with the following text: “Any assets proposed to be vested to AT require separate approval from AT”.						
P11	Appendix A, page 36 (map) of the SMP: how were the proposed discharge locations and quantity of these locations determined, and what are the hydrological effects on the stream and natural wetland? Please update the SMP accordingly.	The AEE noted that the indicative location avoid three midden sites and the final locations of the outfalls will be determined at resource consent stage. What other considerations were considered? To better understand the proposed stormwater management and the effects on the stream and wetland, and how any identified effects will be managed.	Capture response: Proposed discharge locations are determined based on the following: • Site levels and natural discharge points of the existing catchments • Retain baseflows to wetland and streams • Site constraints i.e. gradients, access, middens, vegetation etc. • Ecology aspects The hydrological effects on the stream and natural wetland are to mimic the pre-development scenario as much as possible by retaining baseflows and limiting significant increases in post development peak flows. The stream stability assessment identifies potential impacts and	Satisfied. No further information requested.	Resolved.	HWFR need to review SMP to check: • Reasoning behind discharge location provided	Capture response: The SMP has been updated – refer to Version C. Refer to Section 7.2.2 of the updated SMP.

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			suspectable areas that need further consideration and assessment at detailed design stage. The locations shown in SMP Figure 9 are indicative and will be assessed in more detail and finalised at detailed design stage. These indicative locations do not intersect the location of the middens. The SMP will be updated to reflect this if the response is agreed by Healthy Waters – please advise.				
P12	In Appendix C of the SMP, Stream Stability Assessment, it is unclear what the findings are, please update the main body of the SMP to reflect the findings of the Stream Stability Assessment, please comment on the current stream condition e.g. incision, knickpoints, upstream effects etc.	To better understand the current state of the stream to ensure effects will be managed.	Capture response: Stream Stability Assessment recommendations are outlined in Section 7.2.4 of the SMP. Paragraph on the current stream condition to be added to Section 7.2.4 of the SMP when updated to reflect above.	Satisfied. Please update the SMP. No further information requested.	Resolved.	HWFR need to review SMP to check: - Section 7.2.4 – stream stability assessment and current stream condition - Table 10	Capture response: The SMP has been updated – refer to Version C. Refer to Section 7.2.2 of the updated SMP.
P13	Appendix C of the SMP, Stream Stability Assessment: 4.1 Stream Sections:	To better understand the current state of the stream to ensure effects will be managed.	Engeo response: These natural control points are a weak rock as defined by the NZGS field description of soil and rock, not a firm clay. Penetration	Please flag the knickpoints in the SMP as potential areas needing bed protection at detailed design stage. They can indicate the potential for some profound dynamic adjustment, it	Capture response: Yes, this will be noted in the SMP.	No further information requested. HWFR need to review SMP to check:	Capture response: The SMP has been updated – refer to Version C.

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	it is stated that 'weak rock noted in the base of the stream channel may reduce the potential upstream erosion from the knickpoint.' Is this a natural control point (bedrock) or just firm clay which still erodes just over a longer period of time or under extended threshold flows?		tests carried out during the walkover survey confirmed this.	is noted that one of the hotspot areas is already indicating this. No further information requested.		- Kickpoint identified and related information. - Table 10	This has been noted under Section 2.4 of the updated SMP and in Table 10.
P14	Appendix C of the SMP, Stream Stability Assessment: 5 Analysis: it is stated that bank stabilisation works can be undertaken without direct bed stabilisation, what information support this? Is it based on the assumption that bedrock is limiting the incision process, this would need to be confirmed before basing plans and designs on this assumption. As should the	To better understand the current state of the stream to ensure effects will be managed.	Engeo response: Ground conditions would need to be confirmed to inform detailed design, however the assumption is that bank erosion is occurring primarily within the secondary channel during flood events, and stabilisation works in this area are likely possible without direct bed stabilisation, subject to a detailed site investigation and detailed design at resource consent stage.	What information is used for the assumption that bank erosion is occurring primary within the secondary channel during flood events? Please comment on bankfull flow and effects of frequent storm events such as in a 2.3 ARI storm event when compared to larger storm events. Please discuss making space for the stream vs in-stream work, and how this would be prioritised.	Engeo (Hydrologist) response: The information used for the assumptions are based on a site walkover which indicated only minor erosion and no evidence of channel adjustment, and the cross-section data used within Council's own Erosion Screening Tool, in order to understand the susceptibility of the stream to hydraulic erosion and anticipate potential for stream incision/bank scour. This was a qualitative review only. Bankfull flow far exceeds the 100-year ARI, at cross-section 1 for example bankfull capacity is estimated using Auckland Council's EST tool to be 68.41 m³/s vs a 100 year ARI of 5 m³/s. Frequent storm events are presented within the report. The	What about vertical adjustment? i.e. headcuts. And how this relates to the results from the cross section in the EST assessment? Please discuss. What are the limitations of using visual inspections to determine the geomorphic trajectory of the stream. Please discuss. HWFR need to review SMP/EST report to check: - Information on effects of frequent storm event. - Stream vs instream work	Engeo response: The Erosion Screening Assessment has been updated – refer to Revision 2 attached to the updated SMP. Pre-development screening demonstrates existing erosion potential, which needs to be considered as part of further modelling at the detailed design stage. The limitations of visuals inspections include the lack of quantifying stream velocities and bank parameters such as shear stress. Such information will be incorporated into detailed design as

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	incision action continue or worsen, it would put any other stabilisation efforts at risk.				stream vs in-stream work is also discussed.		requisite inputs for specification of stabilisation measures. Updated recommendations include a 15 m minimum setback to allow sufficient space for engineering stabilisation, and the need to consider vertical changes in erosion particular around the referenced knickpoints. The need for consideration of stepped stabilisation measures is noted in reflection of existing elevation changes along the stream, particularly around knickpoints. This distance can be accommodated within the 20m riparian esplanade reserve.
P15	Please can the applicant clarify whether any stream protection measures are proposed for the streams in Catchment C and E respectively?	We note that the applicant states that the majority of the two intermittent stream reaches occur within the proposed 20 m esplanade reserve, and that it is unlikely they will be affected by future development. However, depending on the stream, a 10-20m riparian yard/esplanade reserve may not be sufficient and/or	Capture response: No stream protection measures are proposed for the two intermittent streams, apart from riparian setbacks and hydraulic energy management at stormwater outlets. These mitigation measures are considered appropriate for these two short intermittent sections of streams.	Satisfied. No further information requested.	Resolved.	HWFR need to review SMP/EST report to check: Catchment C and E stormwater outlet protection	Capture response: Awaiting HW review of the updated SMP – version C.

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		instream work may be needed.					
P16	Section 7.2.4: it is stated there is no discernible increase in erosion potential from the development. Can the applicant clarify what the erosion potential is pre-development? Understanding the existing condition of the stream is important as some streams are already showing signs of erosion. Whilst the change from development may not make it significantly worse, the existing stream condition is already a concern. This needs to be highlighted and acknowledged as it is not discussed fully in Section 4.4.	To better understand the current state of the stream to ensure effects will be managed.	Engeo response: Engeo will provide clarification on existing pre-development erosion and condition of stream in Appendix C of the SMP when the updated SMP is issued following HW review of the above responses.	Satisfied. Please update the SMP. No further information requested.	Resolved.	HWFR need to review SMP to check: - Appendix C information on pre-development erosion and condition of stream - Table 10	Capture response: Awaiting HW review of the updated SMP – version C.
P17	Section 7.2.4: it is stated that more assessment of	To better understand the current state of the stream to ensure effects will be managed.	Engeo response: Yes this will be required as part of a detailed site investigation to	Satisfied. Please update the SMP.	Resolved.	HWFR need to review SMP/EST Report to check:	Capture response: Awaiting HW review of the updated Erosion

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	the banks must be undertaken at the detailed design stage, and provides matters that will be considered as part of this process. Will consideration also be given to bed incision?		inform detailed design at resource consent stage.	No further information requested.		Bank assessment and bed incision mitigation information.	Screening Assessment – refer to Revision 2 attached to the updated SMP.				
P18	Table 9 – risks: in the stream stability row, in mitigation columns. Can the applicant comment on whether bed protection measures should be included as mitigation options? If so, can the table be updated accordingly.	To better understand the current state of the stream to ensure effects will be managed.	Capture response: To be added to SMP when updated to include the above at Table 9 as per below: <table><tr><td>Stream instability</td><td>Detailed hydraulic assessment of stream velocities and field testing of bank and bed parameters at detailed design stage to identify at risk areas.</td><td>Erosion planning and surfacing. Erosion protection measures at outlets. Bank stabilisation at risk areas. Bed protection/stabilisation at risk areas.</td><td>During the design and construction</td></tr></table>	Stream instability	Detailed hydraulic assessment of stream velocities and field testing of bank and bed parameters at detailed design stage to identify at risk areas.	Erosion planning and surfacing. Erosion protection measures at outlets. Bank stabilisation at risk areas. Bed protection/stabilisation at risk areas.	During the design and construction	Satisfied. No further information requested.	Resolved.	HWFR need to review SMP/EST Report to check: Bank assessment and bed incision mitigation information.	Capture response: Table 9 has been updated in the revised SMP version C.
Stream instability	Detailed hydraulic assessment of stream velocities and field testing of bank and bed parameters at detailed design stage to identify at risk areas.	Erosion planning and surfacing. Erosion protection measures at outlets. Bank stabilisation at risk areas. Bed protection/stabilisation at risk areas.	During the design and construction								
P19	We understand that the locations of the stabilised outfalls have been based on a consideration of topography and the context of the adjacent/receiving environment. Can the applicant confirm whether consideration	To better understand the proposed stormwater management and the effects on the stream and wetland in relation to the pressure on the channel network, and how any identified effects will be managed.	Capture response: The final outlet locations will be determined at resource consent stage as part of the further detailed stormwater design and stream assessments for each catchment. This will include consideration of downstream locations for the outfalls.	Satisfied. Please update the SMP. No further information requested.	Resolved.	HWFR need to review SMP/EST Report to check: - Table 9. - Outfall location – downstream consideration	Capture response: Table 9 has been updated in the revised SMP version C.				

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	was also given to a downstream location for the outfall?						
P20	In reference to page 155, coastal erosion, Significant Ecological Area, floodplain and wetland: it is stated that Appendix 7 confirms that the (conservation) spatial extent of the natural hazard measures 14-18m from the MHWS, and that the flood plain extent varies in width from 8m to 21m. Esplanade reserve is required to be 20m. Will the proposed 20m reserve boundary as a requirement of the esplanade reserve be sufficient to manage natural hazard effects, please also discuss what effects stream channel adjustment and coastal erosion	To better understand the proposed stormwater management and the effects on the stream, wetland and coast, and how any identified effects will be managed.	Capture response: The flood plain extent is 8-21m total width, where the esplanade reserve is 20m either side of the surveyed streambanks, therefore total reserve width is 40m + streambed width which exceeds the max width of the flood plain at 21m. The reserve width is sufficient to manage natural hazards, such as, stream channel adjustment. Due to the limited size of the upper catchment the peak channel flows aren't significant and the short channel length and relatively straight alignment means isn't less susceptible to channel adjustment.	The stream erosion assessment indicates that the stream is showing signs of erosion and channel adjustment, how does the result match with what is said about the upper catchment and the peak channel flows? What condition will the 20m esplanade reserve need to be to ensure it will provide for flood hazard management? It is recommended that, IX.6.1.6 Riparian and wetland planting and public access (a) Indigenous planting shall be planted to a depth of 40m <u>20m</u> of any intermittent or permanent stream, or wetland to ensure buildings are adequately set back from lakes, streams and the coastal edge to maintain water quality, provide protection from natural hazards <u>including stream erosion</u>, and enable sightlines between buildings to the coastal environment; and Yard standards Yard Minimum Depth Riparian <u>20m</u>10m from the edge of all permanent and intermittent streams	Capture response: The SEA indicates stream erosion and channel adjustment is only minor. The recommendation is a 10m setback is suitable by the geotechnical engineer and ecologist. There is no sign of noticeable channel adjustment in the historical aerial photos - 1950 aerial below shows the same channel alignment as the current state.  Engeo (Hydrologist) response: The results of the Council's Erosion Screening Tool also suggest only minor erosion potential. Viridis response:	Is 1950 aerial below old enough to reflect channel adjustment and stream erosion? Please discuss. The difference between pre and post development flows modelling are small. However, please comment on the current state of the stream and whether erosion is active and how this relates to the results from the cross sections. Noting that the recommended erosion threshold of 2 is exceed below the 1-year ARI. Please discuss. Regarding TP148 it states <i>“a 10m minimum buffer width is therefore recommended as a general guideline for the purposes of this Strategy and Guideline, with narrower or wider options being considered appropriate as indicated by site constraints or opportunities.”</i> How does this address stream erosion risk, the dynamic character of streams, and other aspects of this stream such as slope, geology, proposed land use, and flood plain extent. Please discuss.	Capture response: 75 years is a suitable indicator of channel adjustment. Engeo response: The Erosion Screening Assessment has been updated with a 15 m minimum setback from the stream channel to any developed buildings on the development side of the stream (eastern side). This setback allows for a 5m width (10m riparian margin to 15m set back parallel to the stream) in which engineering stabilisation measures can be incorporated at the detailed design stage without intrusion into the riparian margin. This 5m buffer is considered sufficient to allow for design of a range of stabilisation measures at the detailed design stage.

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	could have on the proposed esplanade reserve. Please consider how these effects could be mitigated through the proposed precinct provisions.				Auckland Council's TP148 recommends a minimum 10 m wide buffer to "allow for indigenous vegetation succession and should result in a relatively low-maintenance riparian zone." The guidance notes that edge effects can occur within the outer 1–2 m of the buffer, but that a 10 m width remains sufficient to promote a resilient, self-sustaining riparian environment where canopy closure is achieved. TP148 further advises that riparian buffers of 15 to 20 m should be considered for 'large waterways', although it does not explicitly define what constitutes 'large'. For the purposes of this assessment, we consider a 'large' waterway to be a stream with an average channel width greater than approximately 3 m. The streams within the site are small, with catchments ranging from 1.4 to 16 hectares, and relatively narrow channels. Based on the modest catchment sizes and channel dimensions, and in alignment with council's own riparian guidance, the proposed 10 m planted riparian yards are considered entirely appropriate to enhance ecological values, assist in stabilising stream banks, provide shading to reduce thermal stress on aquatic	The width of the riparian planting needs to be clearly specify at the plan change stage if that is what is required to manage the effects of the stream. The 10 m of riparian planting as stated is the minimum standard, what at resource consent stage would result in more than a 10 m riparian planting? If no site specific information is provided on all the functions of the steam to say why 10m is sufficient to protect the stream and all it's function, then it is recommended that a 20m minimum is provided, as that is more likely to meet all the functions provided by the riparian margins as stated in TP148. Please discuss.	

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					habitat, and support overall stream function. We note that the 10 m of riparian planting proposed for each stream bank in the precinct provisions will serve as a minimum standard, and there will be no restrictions on additional planting at future resource consent stage.		
P21	Policies IX.3(8)(c)) refers to the SMP and water quality, hydrology mitigation, protection of the receiving environment and archaeological sites. Given the state of the receiving environment, does it also need to include having regard to stream erosion to ensure the design of the outfalls specially address any erosion risk to the stream. Please clarify and update accordingly.	To better understand how the precinct provisions will be consistent with the stormwater management proposed to ensure effects are managed.	Capture / Forme response: Policy IX.3(8)(c) – to be updated as per below (new text in red): <i>8c. requiring appropriate design, sizing and location of all stormwater outfalls, including having regard to stream erosion and the location of archaeological sites in the coastal environment.</i>	Satisfied. No further information requested.	Resolved.		
P22	Please can the applicant consider rewording the	To better understand how the precinct provisions will be consistent with the stormwater management	Forme Planning response: Standards IX.6.1.6 and IX.6.1.7 relate to the provision of vegetation and access to	The original question was intended to relate to the function that the riparian margin also provides for flood management. Apologies for the	Capture response: Reference to flood management has been included in the updated set of precinct	The SMP stated that all impervious areas are treated for water quality, therefore 'where	Capture response:

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	purpose of IX.6.1.6 Riparian and wetland planting and public access to better reflect the intention of the provisions and address protection of the hydrological/stormwater management functions that the existing streams and wetland already provide?	proposed to ensure effects are managed. Wording to consider includes: - Purpose: To ensure that stormwater in the Precinct is managed and, where appropriate, treated, to ensure the health and ecological values of the streams are maintained. - Purpose: To ensure that stormwater in the Precinct is managed and, where appropriate, treated, to ensure the health and ecological values of the streams are maintained. Ensure that flooding risks within the Precinct and further downstream are not exacerbated by development within the Precinct.	esplanades. We consider any changes to be more appropriate at Standard IX.6.1.8 – bullet point 2 has been replaced to incorporate these proposed changes as per below. IX.6.1.8 Stormwater management Purpose: • To ensure that there is sufficient stormwater infrastructure at the time of development. • To manage effects on freshwater and coastal water quality: stormwater in the Precinct is managed and, where appropriate, treated, to ensure the health and ecological values of the streams and environments are maintained. • To manage reverse sensitivity effects on RNZAF Base Auckland relation to bird strike.	confusion. It is recommended the wording be updated as follows: IX.6.1.6 Riparian and wetland planting and public access Purpose: • To provide public access to, and maintain and enhance indigenous biodiversity, ecosystem health, freshwater quality, <u>flood management</u>, and intermittent and permanent streams and wetlands within the Precinct. IX.6.1.8 Stormwater management • To ensure that stormwater in the Precinct is managed and, where appropriate, treated, to ensure <u>flood risk is not increased, and</u> the health and ecological values of the streams and coastal environments are <u>improved or maintained</u>.	provisions. This has been added to IX.6.1.6 riparian and wetland planting and public access and IX.6.1.8 Stormwater management.	appropriate’ adds uncertainty that this won’t occur. It is recommended to please remove. <i>IX.6.1.8 Stormwater management</i> <i>To ensure that stormwater in the Precinct is managed and, where appropriate, treated, to ensure flood risk is not increased, and the health and ecological values of the streams and coastal environments are maintained or improved.</i>	“Where appropriate” has been removed from standard IX.6.1.8.
P23	The SMP notes that detailed hydraulic assessment of the stream velocities and field resting of bank parameters at detailed design is required. This is not reflected in	To better understand how the precinct provisions will be consistent with the stormwater management proposed to ensure effects are managed.	Capture response: The proposed precinct provisions require subdivision and development to be consistent with the approved SMP and the SMP outlines the requirement for further detailed hydraulic stream erosion assessments, so this doesn’t need to be specifically stated in the precinct provisions.	How will a stream erosion assessment be triggered? What guidance is provided in the SMP that will require further stream assessment for development that affects the stream?	Capture response: The SMP will trigger further hydraulic assessment at the time of subdivision of the adjoining properties at 15 and 17 Clarks Lane. The SMP states: - <i>More detailed hydraulic assessment of stream velocities and field testing</i>	The stream will change over time and will need to be reassess not only during subdivision stage. It is unclear if a stream assessment will be triggered for other changes for development/use on the sites adjacent to streams, as the SMP may not be referred to later on or for	Capture response: The SMP (Version C) has been updated to require more detailed stream assessment which will outline areas that require remediation / stabilisation. This will mitigate the potential effects of

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	the proposed precinct provisions. Does the applicant consider that including a special information requirement would be necessary to address stream instability? (Please see the following example below). If not, why not?: IX Special information: (X) Stream health and stabilisation plan assessment (1) Any application for land modification, development and subdivision which adjoins a permanent or intermittent stream must be accompanied by the				<i>of bank parameters, such as shear stress, is undertaken at detailed design stage to support the design of appropriate erosion protection measures in identified erosion susceptible locations.</i> The SMP will be updated to include reference to this being required at the time of subdivision of 15 and 17 Clarks Lane.	development/use that effects the stream but not stormwater management. It is recommended that the stream assessment be required in the Precinct provision in some form if not under IX Special information, it can reference the SMP specifically for stream assessment and be included in the appropriate section of the precinct provision. Please discuss. HWFR need to review SMP/EST Report to check to see details of stream assessment requirement.	future erosion, and along with the inclusion of riparian planting, ensure potential changes to the stream post-development will be minor. The Erosion Screening Assessment has been updated to address this, confirming on the eastern side of the stream (within Cabra's land), these mitigation works will be contained within the 20m esplanade reserve. At the time of land use consent, the SMP will be referred to in order to confirm development is consistent with it, as required by standard <i>IX.6.1.8 Stormwater Management which states:</i> (1) All land use and development shall be managed in accordance with approved <i>Stormwater Management Plan</i> certified by the <i>Stormwater network utility operator.</i> A Special Information Requirement is not required therefore.

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	information requirements set out below; a. A stream health and stabilisation assessment by a qualified fluvial geomorphologist and stream ecologist b. A stream health and stabilisation plan informed by (X)(a) that i. sets out the type and scale of instream and/or stream margin work required to ensure the ecological and geomorphological effects from the develop						

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	ment is manage d and there is resilienc e to any effects of future flow. ii. demonstr ates that any instream and/or stream margin work is of a standard that will allow the stream channel to progress ively improve over time where it is degrade d, or maintain high stream values where these values are present.						

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	iii. prioritise s nature based solutions and green infrastru cture that demonst rate resilienc y and adaptabi lity to changes in climate and flow, instead of relying on permane nt hard engineer ing solutions .						
Landscape matters – Landscape architecture specialist, Stephen Quin							
P24	Please describe/identify the extent of earthworks and retaining that is likely to be required, and in what areas, to enable the development	This assessment is requested to understand if the proposal meets the Auckland Unitary Plan: Operative in Part (AUP:OP) objective of a quality built environment that responds to the intrinsic qualities and physical characteristics of the site and area, including its	LA4 response: This application is for a plan change, and the subdivision layout has not been confirmed, including earthworks and retaining wall requirements. These will be assessed as part of the future subdivision and land-use consent applications post PC approval. The engineers advise that earthworks will be required over	The applicants have provided a response to the initial request which is appreciated. From a landscape perspective, there is concern with future earthworks being undertaken which lacks sensitivity to the landscape and natural character of the sites and their connections to the wider Whenuapai area - particularly around the possibility of retaining walls along the coastal edge as a consequence of earthworks. As	LA4 response: We suggest that adding an assessment criteria relating to retaining wall height when assessing 3+ dwellings in the MHS zone along the coast provides Council a mechanism to consider the appropriateness of the design, noting the design of retaining walls are already referenced in the relevant Matter	P24: Appreciate the additional assessment criteria provided relating to retaining walls. In order to make a valid assessment at the consent stage, it is suggested to make this assessment criteria consistent with the matters of discretion. I.e: Assessment Criteria	Forme Planning response: Policy IX.6.3(2) addresses the potential effects of development on the character and amenity of natural and coastal environments, so adding this wording at (3) will duplicate this.

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	sought through the proposed zones and provisions. Please provide an assessment of the effects that earthworks and retaining will have on natural and landscape character and amenity. Please consider how these effects could be mitigated through the proposed provisions.	setting (Objective B2.3.1.(1)(a)). The landform is an intrinsic quality and characteristic of the area so it needs to be understood how the plan change's anticipated earthworks and retaining could affect these. Consideration of bespoke provisions to manage these effects can be made (as per precedents in existing precincts) which would be appropriate in the context of the coastal environment.	the extent of the proposed residential area to create suitable gradients across the site, to facilitate roading and access, infrastructure servicing and building platforms. Based on the flat to moderately sloping topography of the area it is not anticipated that large scale land modification would be required, with maximum cuts and fills expected to be generally less than 1m (as stated in the AEE). The extent and volume of earthworks will be determined in the future, when each site is designed, and Resource Consents applied for. It is anticipated that both District and Regional Land-use consents will be required when each development site is undertaken in the future.	such the following provisions (or words to the effect of) are recommended to be included within the proposed precinct: 1. The overall cut and fill approach undertaken with earthworks at subdivision stage will not be detrimental to the overall landscape, topography and natural character of the area as it exists already, particularly within the coastal environment. As such, retaining walls along the coastal edge must be avoided. 2. Engagement with a council specialist landscape architect must also be undertaken at the subdivision consent stage.	of Discretion. Additional assessment criteria relating to retaining walls is shown in red. <u>Matters of Discretion</u> (1) Development of three or more dwellings per site in the Residential – Mixed Housing Suburban Zone (a) The effects of the design, bulk, massing and location of land use and development (including fencing and retaining walls) on the natural character and amenity of the riparian and coastal environments; and (b) The matters of discretion listed in H4.8.1(2). <u>Assessment Criteria</u> (1) Development of three or more dwellings per site in the Residential – Mixed Housing Suburban Zone (a) Refer to Policy IX.6.3(2); (b) The assessment criteria listed in H4.8.2(2); and (c) The extent to which adverse effects of building length, massing and retaining walls is managed parallel to the coast.	(1) Development of three or more dwellings per site in Residential – Mixed Housing Suburban Zone a. Refer to Policy IX.6.3(2); b. The assessment criteria listen in H4.8.2(2); and c. The extent to which adverse effects of building length, massing, fencing and retaining walls, and the natural character and amenity of the riparian and coastal environments is managed parallel to the coast.	
P25	Please assess if additional provisions could assist with a place-based neighbourhood character through the integration of the proposal into the coastal environment. For example,	This assessment is requested to understand whether place-based planning tools could be used to recognise and provide for existing and planned neighbourhood character (Policy B2.4.2.(8)). This request acknowledges that the neighbourhood character will be significantly influenced by the coastal environment.	LA4 response: The PC provisions include a suite of landscape based provisions to assist integrate the future development into the landscape. These include: i) The objectives and policies require the ecological values of streams and wetlands to be protected and enhanced. Policy IX.3(3) requires riparian planting and the	LA4s response is appreciated. With regards to iii. It is questioned as to whether 10m planting from any intermittent or permanent stream is enough to uphold the physical integrity of the landscape as this is interlinked with the biophysical and ecological function of the streams. As such, it is advised to confirm such matters with a Council ecologist. In addition, an explanation is requested for why the recommended 30m setback	LA4 response: From a landscape visual perspective, a riparian margin of 20m is the standard and accepted width (i.e. 20m from MHWS or 10m either side of the stream or wetland). Viridis response: As discussed in the P20 response above, a total planted riparian width of 20 m (approx. 10	Satisfied.	

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	consider whether specific landscaping provisions, building materials and colours, fence and retaining walls materials and colours could assist with this integration and neighbourhood character.		provision of public access to and along the edge of the permanent stream, wetland and the coastal environment within an esplanade reserve. ii) Standard IX.6.X Precinct Plan, outlines the requirement to implement the indicative visual and physical connections and pathways shown on Precinct Plan 1. This will ensure good visual and physical connections to the coastal edge providing access to the coastal esplanade reserve. iii) Standard IX.6.X Coastal esplanade planting and public access, requires indigenous planting to a depth of 10m of the mean high water spring and the provision of a public shared pedestrian path to be constructed and operational adjacent to, and not within, the 10m planted area. Standard IX.6.X Riparian and wetland planting and public access requires indigenous planting to a depth of 10m from any intermittent or permanent stream or wetland and the provision of a public shared pedestrian path to be constructed and operational adjacent to, and not within, the 10m planted area except where the shared path crosses over a stream or wetland. iv) Standard IX.6.5 Fences, requires fences, or walls, or a combination of these structures, within a side or	with enhancement planting of Wairohia Stream as recommended within the Cultural Impact Assessment (appendix 19, recommendation no. 4) is not being proposed.	m on each side of the stream) is sufficient to achieve the intended outcomes of riparian restoration, stream health improvement, and habitat enhancement on this site. Auckland Council's TP148 guidance recommends a 10 m buffer for small waterways to allow for indigenous vegetation succession, bank stabilisation, and shading to support aquatic ecosystem health. Given Wairohia Stream's relatively small catchment size (~16 ha) and channel characteristics, a 30 m riparian planted setback on each side is not required to achieve effective restoration and ecological benefit. Wider setbacks, while potentially offering incremental gains, are generally only necessary where streams are large. In this case, a 20 m total planted width, alongside the wider 40 m esplanade reserve proposal, is considered appropriate. We note that the 10 m of riparian planting proposed for each stream bank in the precinct provisions will serve as a minimum standard, and there will be no restrictions on additional planting at future resource consent stage.		

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			rear yard adjoining a publicly accessible open space, including esplanade and riparian reserves, to be at least 50 percent visually open to promote the open space character and enable opportunities for passive surveillance of public open spaces and streets. v) The rules reduce the permitted dwellings from three to two in the MHS zone to discourage terraced dwellings along the coastal edge and streams resulting in lower density and finer grained buildings considered more appropriate to respond to the natural environment and the proximity to existing residential on the western side of the Waiarohia Inlet. This will also allow views between the buildings through to the coastal environment. vi) Engagement with Te Kawerau ā Maki and other interested iwi in preparing the riparian planting plans - IX.9. Special information requirements vii) Controls on lighting to avoid glare or light spill that could affect flight safety or aircraft operations - IX.6.1.10 Lighting I consider these provisions within the Whenuapai East Precinct will ensure that a suitable level of landscape amenity will be achieved through the retention				

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P26	Please identify how the proposed esplanade reserve along the coastal edge and stream will be ensured through the planning provisions, including public access to and along them and ecological restoration of them. Please identify whether zoning these esplanade reserves as open space was considered an option.	This request notes the conflict of these outcomes with the proposed Mixed Housing Suburban zoning and questions whether the provisions are sufficient to achieve the outcomes sought. It is considered that open space zoning in the esplanade areas could provide more assurance of these intended outcomes.	and enhancement of the existing landscape features and the creation of a quality urban development, which is anticipated by the relevant AUP and WSP planning strategies for the site. Forme Planning response: A 20m esplanade is required at the time of subdivision of land less than 4ha in area pursuant to s230 of the RMA, and in accordance with Chapter E38 Subdivision of the AUP. This is to be measured from the MHWS at the coast or from the top of the bank of a stream, which have not been surveyed to a high degree at plan change stage and because the plan change area includes land which the proponent does not own (and cannot access for the purpose of survey field work). Therefore, at the time of subdivision, the MWHS/top of bank will be surveyed and the first 20m will be calculated and vested to Auckland Council, at which time it will be rezoned to Open Space as per standard practice for subdivision applications in coastal locations. The RMA alone does not require riparian vegetation or public access along the coastal edge in the form of a walkway. As such, the proposed precinct provisions (re. vegetation and walkways) are intended to 'fill this gap' and deliver over and above what is required by the RMA when vesting public land.	Clause 23 satisfied. However, with regards to the specificities of riparian planting refer to comments above.	Resolved.		

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P27	The Landscape Visual Assessment (sections 5.6 – 5.8) identifies the site and surrounding area as a ‘modified coastal environment’. Please clarify if the full extent of the site (and surrounds) is considered within the ‘coastal environment’. I ask this as, in my opinion, the landward extent of the coastal environment does not fully cover the site, changing how this part of the site (outside) is assessed. Please clarify what is considered to be the coastal environment and provide a map identifying the landward extent of the coastal environment relative to the response to NZCPS Policy 1.	As the proposal responds to the coastal environment (landward extent) through its zone pattern it would be useful to understand the mapped landward extent of the coastal environment, to assess the proposal’s response.	LA4 response: The full extent of the site is by no means considered as the coastal environment. For the purpose of the assessment, it was considered that the first row of dwellings flanking the esplanade reserve were considered as part of the coastal environment, but beyond that is not.	Clause 23 satisfied, noting it would still be beneficial to have this coastal environment area mapped.	Resolved, noting this is mapped spatially as it corresponds to the extent of the Mixed Housing Suburban Zone.		
P28	To demonstrate regard has been	This request notes the proposed change of land use	LA4 response:	The applicants have provided a response, and it is appreciated that this refined level of detail is proposed to	LA4 response: Council’s proposed text reflect a level of detail not typical of	P28: The additional assessment criteria is appreciated, however, this	Forme Planning response:

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	given to the Upper Harbour Ngahere Action Plan, please provide analysis of the ngahere canopy cover in the neighbourhood, and how this may be impacted by the proposed plan change. Please consider if any proposed provisions could assist in mitigating the effects of the potential loss of tree canopy and help to achieve the Council's and Local Board's urban ngahere targets. For example, consider whether minimum canopy targets could be provided as provisions.	could reduce the extent of ngahere canopy cover in the area and in the context of Hobsonville currently having less than 10% cover ² . This request also notes that the Upper Harbour Local Board's objective is for a 2% increase in tree canopy cover by 2030, and that the loss of canopy through the plan change proposal may hinder this objective to be met ² .	This application is for a plan change, and the subdivision layout has not been confirmed, let alone the extent of riparian and street tree planting. It is at the resource consent stage that it will be demonstrated how the proposed street tree planting will achieve the required 12-15% tree canopy closure within the road corridors, in alignment with Auckland Transport's sustainability requirements and the Auckland Urban Ngahere Strategy.	occur in the consenting stage. However, to ensure that future works remain consistent with the Council's and local boards urban ngahere targets, the following provisions (or similar words to the effect of) are recommended: 1. As part of all subdivision and land use consents, ensure landscape plans are provided that demonstrate the following: a. Indigenous planting across both the public and private realm that is consistent with Council's guidance on local ecosystem planting; b. Work with Te Kawerau Iwi Tiaki on ecologically sensitive design that incorporates tikanga, including ecosourced restoration planting, a 100% native plant commitment (as per CIA's recommendation 5); and c. Ensures that existing trees are retained where practicable, and tree canopy cover is increased through tree planting in the public and private realm.	precinct provisions. Rather, it is proposed to include reference to consideration of the urban ngahere strategy in the event that compliance is not achieved with the road design specifications listed in the plan change at Appendix 1. This includes the design of new local roads within the plan change area. New proposed text shown in red below: (8) Subdivision that does not comply with standard IX.6.1.3 Road design (a) Whether there are constraints or other factors present which make it impractical to comply with the required standards; (b) The extent to which a suitable alternative to the transport-upgrades-listed design elements specified at Table IX.10.1 Road Function and Required Design Elements is provided; (c) Whether the design of the road, and associated road reserve achieve Policy IX.3(7); (d) Whether there is an appropriate interface design treatment at proper boundaries, particularly for pedestrians and cyclists; and (e) Whether the proposed design and road reserve: (i) incorporates measures to achieve the required design speeds; (ii) can safely accommodate required vehicle movements; (iii) can appropriately accommodate all proposed infrastructure and roading elements including utilities and/or any stormwater treatment; (iv) assesses the feasibility of upgrading any interim design or road reserve to the ultimate required standard. (e)(v) achieves the anticipated outcomes of Auckland Council's urban ngahere strategy.	limits the assessment of outcomes of the urban ngahere strategy only to road designs which do not comply with the details outlined in appendix 1 (as per IX6.1.3 Road Design). To ensure the urban ngahere is consistently applied throughout the precinct, it is additionally recommended to include the following – or words of a similar matter- into the provisions: IX6.1.3 Road Design Purpose: • To ensure that any development or subdivision complies with functional and design requirements for roads. (1) Any development and / or subdivision that includes new or upgraded roads, must comply with IX.10.1 Appendix 1: Road Function and Design Elements Table. (2) Any development and/or subdivision that includes new or upgraded roads must achieve the outcomes sought within Auckland Council's urban ngahere strategy or similar. In addition, is it recommended to include a higher level policy relating to the Urban Ngahere Strategy to ensure its achievement extends to design and development beyond the	Precinct standards requiring compliance with non-statutory documents is not considered best practice – this is a matter can be considered at the time of resource consent. Compliance with the Road Elements Table will in turn demonstrate there is sufficient space in the road cross-section design to accommodate street trees, and this design will require Council approval at EPA stage. If the road design does not comply with the Road Elements Table, there is indeed a risk that insufficient trees are able to be accommodated, and it is suitable in that scenario to assess whether the Strategy or a similarly acceptable outcome can be delivered. As such, the proposed insertion of reference to the Strategy in at Assessment Criteria IX.8.2(8)(e)(v) will provide suitable consideration of tree cover/provision for these reasons.

^{2, 2} The site is included in the Hobsonville area in this Upper Harbour Ngahere Action Plan <https://www.aucklandcouncil.govt.nz/about-auckland-council/how-auckland-council-works/local-boards/all-local-boards/upper-harbour-local-board/Documents/upper-harbour-ngahere-action-plan-2021.pdf>

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						road corridor – to something of the like of: IX.3. Policies 9. Ensure subdivision and development is consistent with the outcomes sought within Auckland Council's Urban Ngahere Strategy or similar.	
Parks and Open Spaces – Andreas Lilley, Consultant Parks Planner, Parks Planning, Parks and Community Facilities							
P29	Proposed standard IX.6.1.7 Fences requires Fences, or walls, or a combination of these structures, within a side or rear yard adjoining a public open space, including esplanade and riparian reserves, must not exceed 1.8m in height and must be at least 50 percent visually open, measured from the ground level at the boundary. Parks Planning seek additional wording in the standard to encourage passive surveillance of open space areas with either low height fencing	To provide an interface between private residential lots and public open space areas that encourages good passive surveillance and CPTED outcomes within public open spaces.	Boffa Miskell response: From an urban design perspective, amendments are supported to proposed standard IX.6.1.7. It is recommended that the standard is amended to refer to the maximum height of fences, walls, or a combination of these structures, when within a side or rear yard adjoining a public open space, including esplanade and riparian reserves, being either (i) 1.2m; or (ii) 1.6m and at least 50 percent visually open, as viewed perpendicular to the boundary. This is the same wording as used in the operative Hingaia 1 Precinct standard I449.6.1.4. A reduction in maximum fence height from 1.8m (lodgement version of standard) to 1.6m (now proposed) will increase opportunities for passive surveillance over adjoining open space. The proposed control on landscape planting is not supported. Compliance with this control would be both difficult to assess, monitor and enforce.	Parks response: The proposed change to standard IX.6.1.7 Fences is supported. Clause 23 satisfied.	Resolved.		

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	(maximum 1.2m) or at least 50% visually permeable with a max height 1.8m as currently drafted. Landscape planting may be implemented on the private lot and must be maintained to ensure 50% visual permeability. Will the applicant consider an amendment to the proposed standard for additional provisions to reflect these requirements in relation to open spaces? It is noted that the I605 Hobsonville Point Precinct fencing standard requires a more stringent outcome: (1) Standard HXXXXX side and rear fences and walls in HX Residential – (XX Zone) does not apply.						

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	(2) Fences on a road boundary, or adjoining a public open space, must not exceed 0.9m in height.						
P30	Would the applicant consider a setback of buildings from open space boundaries in the standard so that outdoor living areas that adjoin the open space areas provide visual connectivity with the public open space? This is in relation to the proposed yard setback standards in relation to public open space areas for MHS IX.6.2.1 Yards and MHU IX.6.3.3 Yards.	To provide for passive surveillance over public open space areas from the living areas of future dwellings and avoid poor CPTED outcomes and poor visual connectivity of the residential built form with open space areas.	Boffa Miskell response: The concern raised is in relation to CPTED outcomes / passive surveillance of public open space. As discussed below, a combination of Precinct Standards IX.6.1.7 and IX.6.2.1 and underlying zone Height in relation to boundary standards enable overall good opportunities for passive surveillance of public open space. No amendments are therefore considered necessary. <u>Precinct Standard IX.6.1.7</u> Proposed Standard IX.6.1.7 Fences introduces a rule managing fencing along the boundary of residentially zoned lots and public open space within the Precinct. The stated purpose of the standard includes enabling opportunities for passive surveillance of public open spaces. The standard, as now proposed to be amended in response to Clause 23 query P29, requires that the maximum height of fences, walls, or a combination of both, within a side or rear yard adjoining a public open space including esplanade and riparian reserves must not exceed either	Parks Response: In light of the changes made to proposed standard IX.6.1.7 Fences, the response is accepted. Clause 23 satisfied.	Resolved.		

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			(i) 1.2m; or (ii) 1.6m where it is at least 50 percent visually open. This compares to the general fencing standard in the Mixed Housing Suburban (‘MHS’) and Mixed Housing Urban (‘MHU’) zones, which does not specifically manage the form of fencing within side or rear yards that adjoin public open space, enabling a default 2m high fence with no visual permeability within these yards. The proposed Precinct standard enables substantially greater opportunities for passive surveillance of adjoining public open space. <u>Precinct Standard IX.6.2.1</u> Proposed Standard IX.6.2.1 requires that rear yards for Mixed Housing Suburban (‘MHS’) zoned lots in the Precinct have a minimum depth of 5m. This is greater than the minimum 1m deep rear yard that normally applies in the MHS zone. Should a future subdivision within the Precinct’s MHS zone propose residential lots adjacent to the coastal edge or stream corridors, those lots are likely to position their rear yards towards the coastal or riparian esplanade reserves. This is given both the amenity gained from outlook over these open spaces and the generally northern aspect which would result. The required minimum depth of 5m for these yards, in addition to the low height				

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			/ visually open fences required by proposed standard IX.6.1.7, would enable good opportunities for passive surveillance over the public open spaces from living areas of houses on these lots. <u>Height in relation to boundary standards</u> The MHS and MHU zones do not apply the Height in relation to boundary standards of those zones to boundaries of sites greater than 2,000m² in area with Open Space – Informal Recreation zoning (proposed to apply to the Precinct’s Neighbourhood Park) and open space zonings typically applied to esplanade reserves (H4.6.5 and H5.6.5). This is to encourage development within the Precinct to address and overlook the future esplanade reserves and Neighbourhood Park.				
P31	Has consideration been given to adding a clause to proposed precinct standards IX.6.1.5 and IX.6.1.6 prescribing the width and formation of the proposed shared pedestrian and cycle paths required in the	To remove uncertainty of the council requirements for the shared path from the future subdivision applications.	Boffa Miskell response: The coastline of the Precinct has a varied topography, ground conditions and is highly indented in areas such that a site specific approach where achievable path width is adjusted to conditions is preferred. Auckland Council’s Local Path Design Guide (available on The Auckland Design Manual website in the Open Space portal) states that in most cases a 3m wide path is adequate, however paths may be narrower where there are site	Parks Response: The response is accepted. Clause 23 satisfied.	Resolved.		

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	publicly vested esplanade reserves?		constraints. This document provides clear guidance as to Council expectations for path design within the future esplanade reserves and therefore further specification within the Precinct provisions is not required.				
Geotechnical Matters – Nicole Li, Auckland Council							
P32	Sections 2 and 4.3.2 of the provided geotechnical document (prepared by ENGEO Ltd and dated 22 April 2024) indicate that a site geotechnical investigation/assessment has not been undertaken at 17 and 17a Clarks Lane and 12 Sinton Road and only a desktop assessment has been relied on. Please provide supporting site geotechnical investigation, assessment and recommendations for these properties.	This information is requested to ensure that geohazard and associated risks have been adequately addressed for all properties included in this application.	For the purpose of the plan change application, we are confident that the data obtained by ENGEO through site-specific investigation, as well as data contained within the NZGD, is sufficient to suitably cover the PPC area for the purposes of a geotechnical suitability assessment. Refer to Figure 6 in the ENGEO Geotechnical Assessment report for the extensive data set used to inform this scope of work. From our review we do not believe there are additional geohazards contained within those properties that are not already considered by the assessment. Site-specific testing for those sites not yet investigated will be undertaken to support the Resource Consent application. The AEE report explains this rationale, also.	Clause 23 satisfied	Resolved.		
P33	Please provide a natural hazards	This is to better understand the risk which geohazard can	Please find enclosed the Geotechnical Risk Assessment	Clause 23 satisfied	Resolved.		

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	risk assessment (including risk classification based on likelihood and consequences and proposed geotechnical control) for the site in a table form.	pose to the proposed Private Plan Change and proposed geotechnical measures to reduce the risk.	prepared by ENGEO dated 19 February 2025.				

The advisory comments below are not further information requests but provide feedback on aspects of the proposed plan change and precinct provisions that the applicant should consider.

Table 2

Provision(s) or Topic	Comment / recommendation	Plan Change Requestor Response	Review Comments	Plan Change Requestor Response	Review comments 27 May 2025	Plan Change Requestor Response 27 June 2025
Planning						
Activity Table	Delete (A1), (A4), (A7), (A13) and update numbering given all relevant overlay, Auckland-wide, designations and zone activity tables apply unless the activity is specifically listed in Activity Table IX.4.1.	Closed – Council planner advised no changes are required.		Resolved.		
Transport – Auckland Transport						
MDRS	IX.6.1.2 Transport Infrastructure Requirements should be identified as a qualifying matter.	Forme Planning response: Transport infrastructure is not a matter that is listed at s77J of the RM Amendment Act 2021, unless AT is relying on ss 77I(j), in which case please can AT advise the extent to which s 77L is satisfied in regard to transport infrastructure? We are open to discussing this further with AT but would first like to clarify their position.	The transport infrastructure requirements are considered to be qualifying matters under s77I(j) of the RMA. This is similar, for example, to the transport requirements in the I610 Redhills Precinct, which PC78 identifies as a proposed qualifying matter. Another example is the recently operative I458 Beachlands South which identifies the staging of subdivision and development with transport upgrades as a qualifying matter under s77I(j).	Our view is that the upgrades required to unlock the plan change area are not bulk or major upgrades beyond the immediate plan change area, and therefore this would not meet the further information requirements at 77L. Other much larger plan changes such as PC100, which do require broader infrastructure upgrades have included MDRS.	AT does not oppose the inclusion of MDRS but remains of the view that the transport infrastructure requirements are qualifying matters.	Noted.
Policies	Amend Policy 6 as follows: 'Avoid subdivision, development and land use prior to the delivery of road upgrades in accordance with <u>IX.6.1.2 Transport Infrastructure Requirements</u> and IX.10.1 Appendix 1.' Standard IX.6.1.2 is the more critical standard as it requires the transport infrastructure to be constructed and operational prior to occupation of dwellings, or issue of s224 certificate.	Accept – refer updated precinct provisions.	No further comments	Resolved.		
Activity table	Amend (A12) and (A19) as follows: 'Development that does not comply with Standard IX.6.1.2 Transport Infrastructure <u>Requirements</u> '	Accept – refer updated precinct provisions.	No further comments	Resolved.		

Provision(s) or Topic	Comment / recommendation	Plan Change Requestor Response	Review Comments	Plan Change Requestor Response	Review comments 27 May 2025	Plan Change Requestor Response 27 June 2025
	'Subdivision that does not comply with Standard IX.6.1.2 Transport Infrastructure Requirements'					
	Amend (A14) and (A16) as follows: 'Subdivision that complies with standard IX.6.1.1 Precinct Plan' 'Subdivision that does not comply with standard IX.6.1.1 Precinct Plan'	Accept – refer updated precinct provisions.	No further comments	Resolved.		
IX.6.1.2 Transport Infrastructure Requirements	The transport infrastructure which is required to be provided should be clearly listed here rather than relying on a cross-reference to Table IX.10.1. The following list is suggested: (a) upgrade Clarks Lane / Sinton Road intersection to a single lane roundabout. (b) urban frontage upgrade of Sinton Road including pedestrian and cycle facilities. Includes 1m road widening. (c) urban frontage upgrade of Clarks Lane between the proposed roundabout and the eastern end of the precinct. Includes pedestrian and cycle facilities. (d) footpath upgrade between east of precinct and Ockleston Landing. (e) footpath upgrade on the portion of Clarks Lane serving the Worker's Cottages to connect with Clarks Lane Footbridge. I consider that the formation of the unformed road does not need to be listed as a transport infrastructure requirement. It can be covered sufficiently by the precinct plan and the Road Function and Design Elements table.	Accept – refer updated precinct provisions.	AT's recommended amendments have mostly been adopted. However the '1m road widening' has been omitted from (b), and 'includes pedestrian and cycle facilities' has been omitted from (c). I consider that the additional wording should be included to fully describe the upgrade requirements.	Cabra agrees to incorporating the requirement to facilitate a 1m road widening in the event AT deliver the collector road in the future. Cabra notes the road widening is not required to 'mitigate' the effects of this development and therefore consideration of development contribution reductions should be considered as a separate matter at the time of resource consent stage.	AT's previous position remains re the omissions from (a) and (c). In general, AT does not deliver or fund collector roads but expects upgrade of existing roads to collector status to be provided as developer mitigation. The draft DC policy only provides funding for some specific portions of collector roads where it is considered unrealistic for a developer to deliver. The DC policy does not identify funding for this portion of collector road.	Forme Planning response: Standard IX.6.1.2 has been updated to include reference to pedestrian and cycle facilities as per AT request at (c). Regarding (b), the Road Elements Table confirms that the minimum road reserve along Sinton Road is 21m whereas the existing width is 20m. The need to deliver an additional 1m is not an 'upgrade' per se and therefore does not need to be specifically listed at IX.6.1.2(2).
IX.8.1 Matters of discretion	Amend (8) to include ' <u>Any design constraints</u> ' as a matter of discretion for	Accept – refer updated precinct provisions.	No further comments	Resolved.		

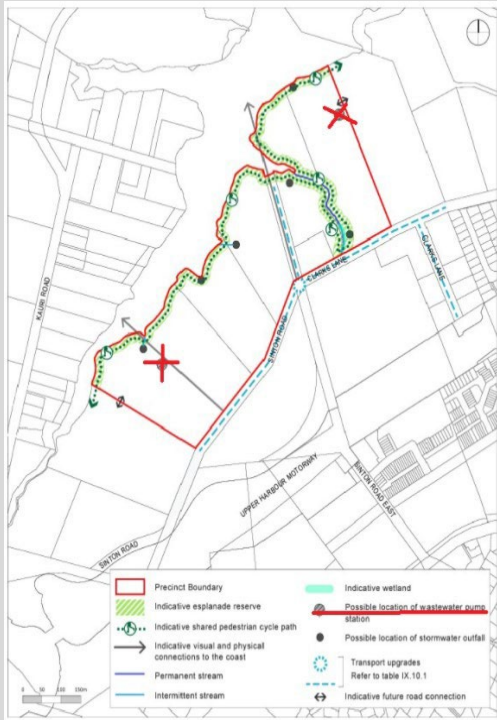
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	subdivision or development that does not comply with standard IX.6.3 Road Design. This is consistent with the assessment criteria.					
IX.8.2 Assessment criteria	Amend (7) Subdivision and development that complies with standard IX.6.1.1 Precinct Plan, as follows: '(a) Refer to Policy IX.6.3(1) <u>and (7)</u>; (d) The design, <u>efficacy</u> and location of stormwater infrastructure <u>and devices</u> and the extent to which they are designed to integrate with the surrounding environment, including the road corridor where relevant, and can be accessed, maintained, and operated by the asset owner.' For (d), AT's interest is in the efficacy of stormwater management devices such as raingardens located in the road corridor.	Accept – refer updated precinct provisions.	The previous Policy 7 is now Policy 6. so this should be amended accordingly. Otherwise no further comments.	Resolved – numbering updated accordingly.		
	Amend (8) Subdivision that does not comply with standard IX.6.1.3 Road design as follows: '(b) The extent to which a suitable alternative to the transport upgrades listed design <u>elements specified</u> at Table IX.10.1 Road Function and Required Design Elements is provided;' Alternatively delete (b) as the matter is already covered in (8)(e). The existing wording is misleading as transport upgrades are required by standard IX.6.1.2 (rather than IX.6.1.3), with non-complying activity status applying when the standard is not met.	Accept – refer updated precinct provisions.	No further comments	Resolved.		

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Table IX.10.1 Appendix 1 - Road Function and Design Elements table	Attachment A contains a marked up Road Function and Design Elements table showing the recommended amendments. They are also summarised below.	Refer to comments below and tracked changes appended. The items in three coloured boxes in the appended table have not been accepted, for the reasons set out in the coloured text below.	Changes are noted. There remain unresolved matters with AT seeking: 21m width for Sinton Road, and identification as a 'future collector'. - references to 3m shared cycle paths to be deleted (instead enter 'yes' for both cycle provision and pedestrian provision) 18m width for any new local roads Some further comments are provided below. For the cycle provision on the current unformed road - AT does not normally require separated cycle facilities on local roads (only on collector roads). However specifying that the facilities are only going to be provided on the western side implies either a shared path or a bi-directional cycleway - both of which would need to be considered further at later consenting stages. It is premature at plan change stage to specify that the cycle facilities will only be on one side of the road when both frontages are included within the plan change area.	As above, Cabra agree to facilitate the 1m road widening which will provide AT the ability to deliver a collector road in the future. In the meantime, an interim solution can be provided in the form of a shared path or a bi-directional cycleway. We note that both frontages are not included in the plan change area as mentioned by AT – only the north / north western side of Sinton Road and Clarks Lane are in the plan change area, hence the proposal to provide a shared path on the side within the plan change area.	The following changes in response to AT concerns are noted: - entries in the table for cycle provision and pedestrian provision are acceptable to AT. The outstanding matters are: - identify the role and function of Sinton Road in precinct areas as 'future collector' - a 18m minimum width should be specified for new local roads. This is addressed further below. It is noted that the clean copy of Road Function and Design Elements table provided by the Applicant did show 18m, but the marked version suggested that this AT request was not accepted.	Forme Planning response: The Road Elements Table has been updated to reflect the 'future collector' road status in respect of the Sinton Road upgrade to the west of the roundabout (to the western end of the plan change area). <u>Local road width</u> Apologies for the confusion regarding the local road width. A min width of 16m remains proposed which is the typical road width in a medium density residential development. This is suitable in this instance in a particular as the Road Elements Table confirms that the road reserve is not required to accommodate a cycle lane, will not serve buses or require a median lane. Therefore, the remaining functions can be accommodated within 16m width.
	Delete all references to shared cycle footpaths and replace with requirements for pedestrian and cycle facilities. It is premature to determine at plan change stage that a shared path will be an appropriate form. Shared paths require a departure from AT standards and may only be used where numbers of cyclists and pedestrians are low enough to avoid frequent conflict. In addition the preferred width for shared paths is 4m, with 3m specified as the minimum width as a guide for departure where existing site constraints prevent achieving preferred width. See section	Cabra does not accept the deletion of reference to the 3m shared cycle lane. The 3m shared cycle path provides immediate and upfront two-way cycle connectivity in both directions. If a one-way cycle path is provided, the cyclists travelling west or south west will be required to cycle on the road, as there is no certainty as to when the southern side of Sinton Road will be upgraded.	The response from Cabra provides valid reasons why a shared path may be the appropriate design response. These are matters that would be considered as part of a departure from standards at a later consenting stage. At plan change stage, AT is unable to confirm that a 3m shared path will be acceptable. AT's concerns could be partly addressed by including a footnote indicating that 'a shared path may be appropriate subject to further assessment at resource consent and engineering plan stages'.	A footnote has been included in the table at Appendix 1 regarding the shared cycle path option.	The Applicant has proposed the following wording for the footnote relating to pedestrian and cycle provision for the Sinton Road upgrade: 'Until such time that the collector road is delivered by others, a bi-sectional / shared path cycle footpath may be provided along the frontage of the precinct subject to the final approval of Auckland Transport'. AT does not support the suggestion that the collector road will be delivered 'by	Forme Planning response: The footnote has been amended as follows: A bi-directional cycleway or shared path may be appropriate along the frontage of the precinct, subject to further assessment by Auckland Transport at resource consent and engineering plan stages.

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	3.5.3.4, Chapter 3 Transport, The Auckland Code of Practice for Land Development and Subdivision³. Sections 9.3.2 and 3.10 of the ITA explain why a shared path is proposed. These are matters that would be considered as part of a departure from standards. However I note that the 3m wide shared path is not of sufficient width to allow later conversion to a complying width footpath and uni-directional cycle lane.				others'. The following wording would be acceptable: 'A bi-directional cycleway or shared path may be appropriate subject to further assessment by AT at resource consent and engineering plan stages.'	
	Delete all widths given for footpaths and shared cycle footpaths. Widths are addressed in the Code of Practice. In addition, as noted above, 3m below the preferred width for shared paths.	Accept deletion of footpath widths. Cabra does not accept deletion of reference to the 3m shared cycle path - refer above.	No further comments on footpaths. At plan change stage, AT is unable to confirm that a 3m width for a shared path will be acceptable - refer above.	A footnote has been included in the table at Appendix 1 regarding the shared cycle path option.	See above as to alternative wording that would be acceptable to AT.	Refer above.
	Delete the first row 'Clarks Lane / Sinton Road roundabout'. This intersection upgrade should be listed in IX.6.1.2 Transport Infrastructure Requirements, but is not needed in the Road Function and Design Elements table.	Accept – refer updated Table IX.10.1 Appendix 1.	No further comments	Resolved.		
	'No' should be entered in the vehicle access restriction where nothing applies in addition to that already in E27. Alternatively, if the applicant does not think this is clear enough, a footnote could be added e.g. 'this column identifies if there any vehicle access restrictions additional to those in E27 Transport, which continue to apply'.	Accept – refer updated Table IX.10.1 Appendix 1.	No further comments	Resolved.		
	For Row 2, Sinton Road upgrade, identify that this is a potential future collector and that it will need 1m widening across the frontage of the plan change area. This is noted in Section 8 of the ITA.	Cabra does not accept the increase of 1m in width as this is not required to deliver the proposed shared path arrangement – refer above.	Sinton Road is a future collector - rather than a 'possible' future collector as described previously. It will require a minimum 22m width. This means 1m road widening from properties on either side of the existing 20m road. The upgrade and road widening should occur as developer mitigation in	Cabra accepts the facilitation of a future 1m widening as per above. AT's proposed changes have been accepted in Row 2 of Table IX.10.1, however a footnote has been added regarding the bi-sectional cycle footpath.	Sinton Road should be described as a 'future collector' rather than a possible future collector. AT also remains of the view that the 1m road widening is developer mitigation. As part of urbanisation, collector roads	Refer above.

³ [Infrastructure Codes of Practice](#)

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			conjunction with adjacent subdivision and development. This plan change is occurring in isolation from rezoning other land within the Sinton Peninsula. However when future rezonings are taken into account, a collector road is required.	Cabra does not accept however that this is 'developer mitigation' as there is sufficient road width to mitigate the effects of the development – this is however a matter for RC stage.	are expected to be provided by developers. See above for comments on the proposed footnote.	
	It appears that it is intended to apply additional vehicle access restrictions to the Sinton Road upgrade. This which would enhance safety for cycle facilities. However these needs to be applied by a specific standard, as the entry in the table is unclear and may be overlooked.	Accept – refer updated Table IX.10.1 Appendix 1. A note has been added to the Road Elements Table as suggested to clarify that a VAR applies.	I remain of the view that the vehicle access restrictions should be included in a specific standard as the footnote may be overlooked. It is appropriate to restrict vehicle access on collector roads and / or where cycle facilities are proposed.	The table confirms that 'yes' there is a restriction, which will flag readers to refer to the footnote to understand the access restriction.	AT remains of the view that vehicle access restrictions should be included in a specific standards as the footnote may be overlooked.	Forme Planning response: We have considered this further and consider the current footnote approach to be suitable. Te table confirms that 'yes' there is a restriction, which will flag readers to refer to the footnote to understand the access restriction.
	Add a row for 'any new local roads' as some may be included in later subdivision applications.	Accept, subject to amendment from 18m to 16m being the typical width of a local road.	The 18m width should be retained at Plan Change stage, but it could be refined to a lesser width at resource consent and engineering plan stages when a specific design and subdivision layout can be assessed. AT is open to including a footnote with the 18m width e.g. 'This may be reduced subject to detailed design at later consenting and engineering plan stages'.	Accept insertion of the row relating to new local roads, however the minimum width of the road reserve should instead reference 16m rather than 18m, which is the typical road width in a medium density residential development. This is suitable in this instance in a particular as the table confirms that the road reserve is not required to accommodate the cycle lane, buses or median lane. Therefore, the remaining functions can be accommodated within 16m width. This is a minimum, not a maximum.	AT remains of the view that the 18m width should be retained for the local road at plan change stage. The precinct provisions provide a mechanism for lesser width to be assessed on its merits at later consenting stages via a restricted discretionary application. At resource consent and subdivision stage more information will be available about the network layout and the specific road design. There may also be more information about the extent to which on-street vehicle parking should be provided for. AT subject matter experts will then be able to better assess how the road functions and design elements will be accommodated within the corridor width	Refer above.
Civil Servicing – Watercare, Judah Panakal						
Proposed Precinct Plan	The following amendments are recommended to recognise that the	Accept – refer to updated Precinct Plan.	Thank you, WSL is satisfied with the response. No further information is	Resolved.		Refer to Legal Opinion provided by Russell

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	local water supply and wastewater networks required to support development of the PPC Area are a matter for assessment under the Resource Consent and Engineering Plan Approval Stage. The final locations of any wastewater pump stations cannot be confirmed at the plan change stage. Therefore, it is recommended to remove reference to possible wastewater pump station locations from the Precinct Plan. 		required.			Bartlett KC in respect to the memo received from Watercare dated 19 June 2025.
IX.3. Policies	The PPC has proposed two viable options for wastewater servicing (option 1 and option 3 identified in Appendix 10 Infrastructure Report) and two viable options for water supply servicing. All viable options will require upgrading of the local networks which are the responsibility of the developer to design and construct at their cost. The development of this PPC Area does not rely on the delivery of any bulk water supply or wastewater pre-requisites.	Forme Planning response: Thank you – Accepted; refer to updated precinct provisions. The AEE will also be updated in due course to reflect this approach.	Thank you, WSL is satisfied with the response. No further information is required.	Resolved.		

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	Therefore, the proposed non-complying rule and supporting provisions are not required to manage effects on the bulk water supply or wastewater networks. Subdivision chapter E38 and underlying zone chapters are considered sufficient to manage the delivery of the local network infrastructure required to support the subdivision and development. The following amendments (in <u>underline</u> and striketrough) are therefore recommended. (4) Avoid land use and development prior to the delivery of bulk water and wastewater to service development in the Precinct.					
Table IX.4.1 Activity table	As above, the development of this PPC Area does not rely on the delivery of any bulk water supply or wastewater pre-requisites. Therefore, the proposed non- complying rule and supporting provisions are not required to manage effects on the bulk water supply or wastewater networks. The following amendments (in <u>underline</u> and striketrough) are therefore recommended. (A11) Development that does not comply with Standard IX.6.1.4 NC ... (A18) Subdivision that does not comply with Standard IX.6.1.4 Water and Wastewater Infrastructure NC	Forme Planning response: Thank you – Accepted; refer to updated precinct provisions. The AEE will also be updated in due course to reflect this approach.	Thank you, WSL is satisfied with the response. No further information is required.	Resolved.		
IX.6.1 Precinct-wide Standards Precinct Plan IX.6.1.1 Precinct Plan	As above, the local water supply and wastewater networks required to support development of the PPC Area are a matter for assessment under the Resource Consent and Engineering Plan Approval Stage. The final	Forme Planning response: Thank you – Accepted; refer to updated precinct provisions.	Thank you, WSL is satisfied with the response. No further information is required.	Resolved.		

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	locations of any wastewater pump stations cannot be confirmed at the plan change stage. The following amendments (in <u>underline</u> and striketrough) are therefore recommended. IX.6.1.1 Precinct Plan Purpose: To deliver land use, subdivision and development integrated with infrastructure and key elements of urban form as demonstrated on Whenuapai East Precinct Plan 1. • To deliver stormwater outfalls and wastewater pump stations in accordance with the indicative locations on Whenuapai East Precinct Plan 1. • To implement the indicative visual and physical connections and pathways, as shown on Whenuapai East Precinct Plan 1. • To provide a connected, safe and efficient transport network, including walking and cycling. (1) Development and/or subdivision must occur in general accordance with Whenuapai East Precinct Plan 1.					
IX.6.1 Precinct-wide Standards IX.6.1.4 Water and Wastewater Infrastructure	As above, the development of this PPC Area does not rely on the delivery of any bulk water supply or wastewater pre-requisites. Therefore, the proposed non-complying rule and supporting provisions are not required to manage effects on the bulk water supply or wastewater networks. The following amendments (in <u>underline</u> and striketrough) are therefore recommended. IX.6.1.4 Water and Wastewater	Forme Planning response: Thank you – Accepted; refer to updated precinct provisions.	Thank you, WSL is satisfied with the response. No further information is required.	Resolved.		

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	Infrastructure Purpose: • To ensure bulk water supply and wastewater infrastructure with sufficient capacity is available to support development within the Precinct. • To achieve the integration of land use and water supply and wastewater infrastructure. (1) Bulk water supply and wastewater infrastructure required for water and wastewater servicing of all development within the Precinct must be completed and commissioned: (a) in the case of subdivision, prior to release of Resource Management Act 1991 section 224 certificate for any residential lots; and (b) in the case of land use only, prior to the construction of any dwelling(s) or residential activities.					
Parks Planning						
Pocket park development	The land at 17a Clarks Lane was purchased by Auckland Council in 2018 under s17 of the Public Works Act (1981). The land was transferred to council in its current state and remains undeveloped and inaccessible. Council has no growth funding budgeted at this time for development of 17a Clarks Lane. There is no requirement on the developer to provide any level of service and undertake any asset development as part of the plan change on the council owned land. Ideally, the developer would invest into this site as a 'pocket park' to activate the open space as part of their development.	This was discussed at a pre-application meeting with Council (including Andreas Lilley from Parks) where Cabra asked if it was required to provide any amenities within the Open Space zoned neighbourhood park, and the Council parks planner firmly confirmed there was not.	Parks were interested in whether there was any change in the discussion from the pre-app meeting when the applicant had asked of any obligations to provide amenities within the neighbourhood park. As there is no council funding forecast for this site, this non cl23 question was another attempt to gauge the applicant's interest in collaborating with council on some short-term pop-up type amenity. No further action required.	Resolved. Further discussions regarding a collaboration may be discussed at resource consent stage and with regards to development contributions for reserve development.		

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	Is the applicant open to this outcome?					
Healthy Waters – Updates to the SMP						
Water quality	Table 10 of the SMP, under Water quality, information about the use of low contaminant roof/material is not outlined, please clarify why? Please update the SMP.	Capture will add this to Table 10 of the forthcoming updated SMP.	See comments above for Healthy Waters reply.		See comments above for Healthy Waters reply.	
Stream Stability Assessment findings	In Appendix C of the SMP, Stream Stability Assessment, it is unclear what the findings are, please update the main body of the SMP to reflect the findings of the Stream Stability Assessment, please comment on the current stream condition e.g. incision, knickpoints, upstream effects etc.	Capture/Engeo will add this to Table 10 of the forthcoming updated SMP.	See comments above for Healthy Waters reply.		See comments above for Healthy Waters reply.	
Stream Stability Assessment – Riparian setbacks	Appendix C of the SMP, Stream Stability Assessment: 6 Recommendations: in reference to the 10m and additional 20m riparian setbacks, please clarify if this means 30m total setback and update the SMP and the proposed precinct provisions. Are there any sections of the stream/wetland that have high erosion risk and require more riparian setback, if so how are these sections identified? Please consider how these effects could be mitigated through the proposed precinct provisions.	No further provisions are required as all works will be undertaken in accordance with the SMP, which is proposed to be updated as per below.	See comments above for Healthy Waters reply.		See comments above for Healthy Waters reply.	
Discharge outlets	Executive summary, erosion protection (table): What are the effects of the height of discharge outlets and what would be the recommendations? Please add into the Table on page 5 the recommendation outlet design considerations. It is recommended that closer to the bed/base flow level is usually preferred.	The following will be added to the table (erosion protection): - Minimise level drops at outlets to stream bed/base flow level. - Avoid steep reticulation lines upstream of outlet and implement velocity reduction design	See comments above for Healthy Waters reply.		See comments above for Healthy Waters reply.	

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		elements, i.e. sumps in chambers. SMP to be updated accordingly, if HW in agreement.				