



Addendum Report to the Section 42A Hearing Report for Proposed Plan Change 5: Whenuapai Plan Change

Report to: The Hearing Commissioners

Date: 30 April 2018

Subject: Proposed Plan Change 5: Whenuapai Plan Change

File Name: Addendum Report – Proposed Plan Change 5 (PPC5)

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Abbreviations

Abbreviations used throughout the text of this report are:

Abbreviation	Meaning
PPC5	Proposed Plan Change 5
RMA	Resource Management Act 1991
AUP (OP)	Auckland Unitary Plan (Operative in Part)
AT	Auckland Transport

Attachments	
Appendix 1	Experience and qualifications of the reporting team
Appendix 2	Updated Appendix 5 of the Hearing Report
Appendix 3	Recommended changes to PPC5 as a result of submitters' evidence
Appendix 4	Maps and precinct plans with recommended changes from Hearing Report and Addendum Report
Appendix 5	Specialist Response to Evidence for Hearing - Stormwater
Appendix 6	Whenuapai Airbase Engine Testing Noise Response to Evidence

1. Introduction

1. The Hearing Chairperson issued a Direction on 14 March 2018. This set out a timetable for circulation of the council's Hearing Report and expert evidence from submitters.
2. The Direction stated that pursuant to section 42A of the Resource Management Act 1991 (RMA) a Hearing Report must be made available by 12 April 2018. Council officers prepared the Hearing Report and it was made publically available on the council's website on 10 April 2018. The Hearing Report evaluated the issues raised in submissions and provided council officers' recommendations on the summary of decisions requested to Proposed Plan Change 5 (PPC5).
3. The Direction also stated that any person who made a submission on PPC5 and intends to call expert evidence at the hearing, is to provide that evidence to the council by 12pm, Monday 23 April 2018. Council received 28 pieces of evidence. Some pieces of evidence were received after 12pm, Monday 23 April 2018, however council officers have considered all evidence received.
4. The Direction also stated that council may, in response to the expert evidence provided by submitters, provide an updated set of plan provisions as an addendum to the Hearing Report by 5pm, Monday 30 April 2018. This report is the Addendum Report with a set of updated plan provisions in Appendix 3.
5. This report provides commentary on submission topics where submitter evidence has raised new or additional information on PPC5, or where further clarification on matters raised in evidence is required in order to assist the Hearing Commissioners reach their decision.
6. This report does not cover all submitter evidence received on PPC5. The reporting team is working with Auckland Transport and the council's transport experts to address matters raised by submitters about the indicative road network. This is discussed in section 3.2 of this Addendum Report and a written update will be provided at the hearing. All other evidence will be responded to verbally at the hearing if necessary.
7. The reporting team has reviewed the evidence provided by the submitters. This report covers specific amendments to the following topics for which evidence was received:
 - i. Integration of subdivision and development with the provision of infrastructure
 - ii. Indicative road network shown on Whenuapai 3 Precinct Plan 2
 - iii. Stream network and Policy I616.3(18)
 - iv. Aircraft engine testing noise and the Whenuapai Airbase
8. For all other topics, the reporting team supports their analysis and recommendations in the Hearing Report and we do not repeat these in this report.
9. The discussion and recommendations in this report are intended to assist the Hearing Commissioners, and those persons or organisations that lodged submissions on PPC5. This report is to be read in conjunction with the Hearing Report.
10. The recommendations contained within this report are not the decisions of the Hearing Commissioners. The Hearing Commissioners will consider all the information in the submissions together with the evidence presented at the hearing.
11. The reporting team has read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note and we agree to comply with it. We confirm that we have considered all the material facts that we are aware of that might alter or detract from the

opinions that we express, and that this evidence is within our area of expertise. The experience and qualifications of the reporting team is attached in Appendix 1.

12. I recommend that PPC5 be approved with amendments, see Appendix 3 for recommended amendments.

2. Appendix 5 of the Hearing Report

13. After the Hearing Report was made available on the council’s website, the reporting team noticed errors in Appendix 5 – Recommended changes to PPC5. Some of these errors were also picked up by the experts and mentioned in evidence. These errors are as follows:
 - The incorrect rule was struck out in Table I616.4.1 – Rule I616.4.1 (A14) was struck out instead of Rule I616.4.1 (A15);
 - Standard I616.6.8(2) – the word “and” at the end of clause (a) was not shown in strikethrough and the addition of “and” after clause (b) was not underlined;
 - Standard I616.6.11 – the recommended amendment was not shown in underline;
 - Assessment criteria I616.8.2(1)(i) – the recommended amendment to delete the word “public” was not shown in strikethrough.
14. An updated Appendix 5 to the Hearing Report showing the recommended changes to PPC5 in response to submissions is attached in Appendix 2 of this report for completeness.

3. Analysis of submitters’ evidence

15. The reporting team has reviewed the evidence provided by the submitters. This report covers the following submission topics for which evidence was received:

Table 1: Evidence topics and the section of the report they are discussed in

Report section	Topic heading	Section author
3.1	Integration of subdivision and development with the provision of infrastructure	Anne Bradbury
3.2	Whenuapai 3 Precinct Plan 2	Anne Bradbury
3.3	Stream network and Policy I616.2(18)	Wayne Siu
3.4	Aircraft engine testing noise and the Whenuapai Airbase	Emily Ip

16. All recommended amendments to PPC5 in response to submissions and evidence, are provided in Appendix 3. This is the most up to date version of PPC5 as recommended by the reporting team.
17. Black text with ~~strikethrough~~ and underline show recommended changes in the Hearing Report. Green text with ~~strikethrough~~ and underline show recommended changes proposed in this Addendum Report in response to expert evidence received from submitters.
18. The most up to date version of the precinct plans and maps for PPC5 are shown in Appendix 4 for ease of reference.

3.1 Integration of subdivision and development with the provision of infrastructure

19. A statement of evidence was received from Karen Bell on behalf of Auckland Transport (submitter 42).
20. Karen Bell's evidence relates to the amendments to the Whenuapai 3 Precinct provisions sought by Auckland Transport (AT), amongst other things. In this section of the Addendum Report I will address AT suggested amendments, and Ms Bell's evidence on:
- i. Objective I616.2(4) - paragraphs 62-66 of the evidence
 - ii. Objective I616.2(5) – paragraphs 67-69 of the evidence
 - iii. Policy I616.3(4) – paragraphs 77-79 of the evidence
 - iv. Policy I616.3(5) – paragraphs 80-82 of the evidence
 - v. Policy I616.3(7) – paragraphs 88-91 of the evidence
 - vi. Standard I616.6.2 – paragraphs 97-114 of the evidence.
21. I am not responding to other parts of Ms Bell's evidence in this section of the report. Ms Bell gives evidence on the Sinton to Kauri Road indicative collector road shown on Whenuapai 3 Precinct Plan 2¹ which I address in section 3.2 of this report. I do not address the rest of Ms Bell's evidence because I support my initial analysis and recommendations in the Hearing Report.
22. AT's submission requested amendments to some provisions in the Whenuapai 3 Precinct. However, there was little or no explanation given in the submission about the reason for these suggested amendments. Ms Bell's evidence helpfully lays out the reasons for these suggested amendments and I have considered her evidence in conjunction with the original submission.

Objective I616.2(4)

23. Objective I616.2(4) as notified reads:

The adverse effects, including cumulative effects, of subdivision and development on existing and future infrastructure are managed to meet the foreseeable needs of the Whenuapai 3 Precinct area.

24. I did not recommend any changes to Objective I616.2(4) in the Hearing Report in response to the submission points received from the New Zealand Defence Force (submitter 41) and AT (submitter 42) on the objective. Objective I616.2(4) is discussed in section 10.5.1 of the Hearing Report.

25. AT in submission point 42.12 seeks to amend Objective I616.2(4) as follows:

The adverse effects, including cumulative effects, of subdivision and development on ~~existing and future~~ infrastructure are managed to meet the foreseeable needs of the Whenuapai 3 Precinct area, including through the provision of new and upgraded infrastructure.

26. Ms Bell, in paragraphs 62-66 of her evidence, explains why she supports AT's suggested amendment. I agree with Ms Bell's explanation that the objective as notified did not account for upgraded infrastructure. This was the intention of the objective, however I agree that it could be taken that "existing and future infrastructure" does not include upgraded infrastructure. As the infrastructure in the plan change area is currently mostly

¹ Ms Bell's evidence, paragraph 123(a)(v)

designed for rural activities, the transport network is made up of rural roads. These roads all need to be upgraded to an urban standard as subdivision and development progresses. The words “new and upgraded infrastructure” reflects this. Therefore I support the suggested amendment in paragraph 25 above.

Objective I616.2(5)

27. Objective I616.2(5) as notified reads:

Subdivision and development does not occur in a way that compromises the ability to provide efficient and effective infrastructure networks for the wider Whenuapai 3 Precinct area.

28. I did not recommend any changes Objective I616.2(5) in the Hearing Report in response to the one submission point received on the objective, submission point 42.5. Objective I616.2(5) is discussed in section 10.5.1 of the Hearing Report.

29. AT in submission point 42.5 seeks to amend Objective I616.2(5) as follows:

Subdivision and development does not occur in a way that compromises the ability to provide efficient and effective infrastructure networks ~~for~~ within the wider Whenuapai 3 Precinct area and with the wider network.

30. Ms Bell, in paragraphs 67-69 of her evidence, explains why she supports AT’s suggested amendment. I agree with Ms Bell that there are potential effects on the wider transport network resulting from subdivision and development in the precinct area. An applicant for subdivision and development would be required to consider effects on the wider network in their Integrated Transport Assessment. As Ms Bell states², this would form part of the assessment for non-complying and discretionary activities. Therefore I consider that it is appropriate to refer to the wider network and I support the suggested amendment in paragraph 29 above.

Policy I616.3(4)

31. Policy I616.3(4) as notified reads:

Require subdivision and development to be managed and designed to align with the coordinated provision and upgrading of the transport network within the precinct, and with the wider transport network.

32. I did not recommend any changes to Policy I616.3(4) in the Hearing Report in response to the four submission points received on the policy. Policy I616.3(4) is discussed in section 10.5.2 of the Hearing Report.

33. AT in submission point 42.7 seeks to amend Policy I616.2(4) as follows:

Require subdivision and development to be staged, managed and designed to align with the coordinated with the provision and upgrading of the transport infrastructure, including regional and local transport infrastructure. ~~network within the precinct, and with the wider transport network.~~

34. Ms Bell, in paragraphs 77-79 of her evidence, explains why she supports AT’s suggested amendment. Ms Bell states that AT’s submission is seeking recognition of the fact that transport infrastructure will not all be delivered at the same time. As I state in paragraph

² Ms Bell’s evidence, paragraph 69.

201 of the Hearing Report, the precinct does not control for staging so in my opinion the word “staging” is not appropriate in the policy. In my opinion the word “coordinated” recognises that transport infrastructure will be delivered at different times and subdivision and development does need to coordinate with the provision of infrastructure.

35. In addition, I do not support using the words “regional and local transport infrastructure” in this policy. In my opinion the words “the wider transport network” in Policy I616.3(4) are consistent with my recommended amendment to Objective I616.2(5) discussed in paragraphs 27-30 above.
36. For the reasons outlined in paragraphs 34 and 35 I do not support the suggested amendment to Policy I616.3(4).

Policy I616.3(5)

37. Policy I616.3(5) as notified reads:

Avoid, remedy or mitigate the adverse effects, including cumulative effects, of subdivision and development on the existing and future infrastructure required to support the Whenuapai 3 Precinct.

38. I did not recommend any changes to Policy I616.3(5) in the Hearing Report in response to the two submission points received on the policy. Policy I616.3(5) is discussed in section 10.5.2 of the Hearing Report.

39. AT’s submission point 42.8 seeks to amend Policy I616.3(5) as follows:

Require subdivision and development to avoid, ~~remedy~~ or mitigate the adverse effects, including cumulative effects, ~~of subdivision and development on the existing and future infrastructure required to support the Whenuapai 3 Precinct, including through the provision of new and upgraded infrastructure.~~ required to support the Whenuapai 3 Precinct.

40. Ms Bell, in paragraphs 80-82 of her evidence, explains why she supports AT’s suggested amendments. I agree with Ms Bell that the word “remedy” should be removed from the policy³. The word remedy in the context of effects on infrastructure usually occurs after the infrastructure is constructed and so is hard to achieve. As Ms Bell states, avoid and mitigate are more desirable. As I have stated in paragraph 26, I agree with Ms Bell that the upgraded infrastructure has been left unaccounted for in Objective I616.2(4) and Policy I616.3(5), this was unintentional. I therefore support the suggested amendment in paragraph 39 above.

Policy I616.3(7)

41. Policy I616.3(7) as notified reads:

Require subdivision and development to provide the local transport network infrastructure necessary to support the development areas 1A-1E shown in Whenuapai 3 Precinct Plan 2.

42. In the Hearing Report⁴ I recommended to delete Policy I616.3(7) in response to submission point 36.26. I state that I recommend that the development areas are removed from Standard I616.6.2 as the projects remaining have benefits across the whole precinct area. I

³ Ms Bell’s evidence, paragraph 81.

⁴ Hearing Report, section 10.5.2, paragraph 217.

also state that Policy I616.3(8) requires the roads shown on Whenuapai 3 Precinct Plan 2 to be provided so in my opinion Policy I616.3(7) duplicates Policy I616.3(8) and is not needed.

43. Ms Bell's evidence⁵ states that AT supported the policy as notified and she does not support the policy being deleted. Paragraph 91 of Ms Bell's evidence states that Policy I616.3(8) as notified focuses on roads, while Policy I616.3(7) as notified considers the full transport network which includes public transport, cycle paths and walkways. The Whenuapai 3 Precinct needs to be read in conjunction with the AUP (OP) and in my opinion *E27 Transport* and *E38 Subdivision – Urban* of the AUP (OP), along with the Auckland Transport Code of Practice and AT's Roads and Streets Framework are sufficient to ensure the provision of public transport, cycle paths and walkways. In addition, Assessment Criteria I616.6.8.2(1)(e), (f) and (g) refer to public transport and other forms of transport other than roads. Therefore I maintain my recommendation as stated in the Hearing Report that Policy I616.3(7) can be deleted.

Standard I616.6.2

44. I attributed removing the development areas from Standard I616.6.2 to submission points 42.9 and 42.10 from AT's submission. Ms Bell states⁶ that she does not consider that removing the development areas were enabled by AT's submission. In my opinion, as I state in the Hearing Report⁷, the removal of the local projects from the table as requested by submission point 42.9, means the remaining projects have benefits that spread across the development areas that were shown in the notified Whenuapai 3 Precinct Plan 2. This is shown in the Technical Note received from Flow in April 2018⁸ where they recommend adding some of the projects in the table to neighbouring development areas.
45. I note that Ms Bell states⁹ that she supports the deletion of the word "local" from Standard I616.6.2 but again questions relying on submission points 42.9 and 42.10 to recommend this. I recommended to delete the word "local" from the standard as the remaining projects in Standard I616.6.2 have wider benefits than just their local area.
46. As Ms Bell states in paragraph 99 of her evidence, many submitters requested clarity about Standard I616.6.2. In my opinion, the submission points requesting clarity on Standard I616.6.2 give scope to remove the development areas and the word "local" from the standard and from Whenuapai 3 Precinct Plan 2. I have added in other submission points that give scope, submission points 21.3, 34.15, 35.4, 46.17 and 47.17, to the recommended changes in Appendix 3 to show scope.

Response

47. On reading the evidence of Ms Bell, I agree with AT's suggested amendments to Objectives I616.2(4) and (5), and Policy I616.3(5). These amendments can be seen in the box below and in Appendix 3.

Black text with ~~strikethrough~~ and underline show recommended changes in the Hearing Report.

Green text with ~~strikethrough~~ and underline show recommended changes proposed in this Addendum Report in response to expert evidence received from submitters.

⁵ Ms Bell's evidence, paragraphs 88-91.

⁶ Ms Bell's evidence, paragraph 100.

⁷ Hearing Report, section 10.5.3, paragraph 233.

⁸ Technical Note from Flow Transportation Services, Appendix 8 of the Hearing Report.

⁹ Ms Bell's evidence, paragraph 108.

I616.2 Objectives

- (4) The adverse effects, including cumulative effects, of subdivision and development on ~~existing and future~~ infrastructure are managed to meet the foreseeable needs of the Whenuapai 3 Precinct area, including through the provision of new and upgraded infrastructure.
- (5) Subdivision and development does not occur in a way that compromises the ability to provide efficient and effective infrastructure networks ~~for~~ within the ~~wider~~ Whenuapai 3 Precinct area and with the wider network.

I616.3 Policies

- (5) Require subdivision and development to ~~A~~avoid, remedy or mitigate the adverse effects, including cumulative effects, ~~of subdivision and development~~ on the ~~existing and future~~ infrastructure required to support the Whenuapai 3 Precinct through the provision of new and upgraded infrastructure.

3.2 Indicative road network shown on Whenuapai 3 Precinct Plan 2

48. I have chosen to respond to statements of evidence received from Peter Hall, Max Robitzsch and Evita Key about two indicative roads shown on Whenuapai 3 Precinct Plan 2. The first is the indicative arterial road from Spedding Road to Marina View Drive. The second is the indicative collector road from Sinton Road to Kauri Road. I will address these two roads and the submitters' evidence about these roads in that order.

Indicative arterial road from Spedding Road to Marina View Drive

49. Peter Hall provided evidence on behalf of Charles Ku, submitter 34. Submitter 34 has an interest in the property at 55 Trig Road. Mr Hall's evidence covers various matters relating to the indicative arterial road from Spedding Road to Marina View Drive¹⁰. Mr Hall calls this "the Spedding Road arterial extension" and I will do the same in this section of the report.
50. I am not responding to all parts of Mr Hall's evidence about the Spedding Road arterial extension, I am responding to his commentary on the position and alignment of the road. This is covered in section 6 of Mr Hall's evidence.
51. Mr Hall states that the Spedding Road arterial extension traverses the property at 49 Trig Road and is separated from 55 Trig Road by two narrow access strips. This is the current indicative alignment as shown on Whenuapai 3 Precinct Plan 2. I understand from submission 34 and Mr Hall's evidence¹¹ that the submitter's concern is that the arterial road does not front immediately on to the site at 55 Trig Road.
52. I note there is an indicative collector road shown on Whenuapai 3 Precinct Plan 2 that crosses 55 Trig Road and provides access to the Spedding Road arterial extension.

¹⁰ Mr Hall's evidence, paragraph 1-8.

¹¹ Mr Hall's evidence, paragraphs 6.4-6.5.

53. Section 4.3 of Auckland Transport Code of Practice states that:

arterials are so defined because they perform a significant role in enabling through trips compared with non-arterials which perform a greater role in providing access to adjacent land use.

54. Table 2 of the Auckland Transport Code of Practice is the Road Classification Table. This table has different classifications of arterial roads. This table generally states that access to arterial roads is limited.

55. AT's Roads and Streets Framework has descriptions of service priorities for different types of arterial roads. I am unsure which type of arterial road the Spedding Road arterial extension will be classed as, however from my reading of the framework, vehicle access is restricted to all types of arterial roads.

56. After reading Auckland Transport Code of Practice and AT's Roads and Streets Framework I consider that it is not appropriate for 55 Trig Road to have access to the Spedding Road arterial extension along the length of the site. In my opinion the access provided by the indicative collector road that runs through 55 Trig Road is sufficient to provide the connectivity that submitter 34 seeks.

57. In addition, as I state in the Hearing Report¹², it is important that the intersection of the Spedding Road arterial extension lines up with the existing Spedding Road and Trig Road intersection.

58. To assist the commissioners it may be helpful for Auckland Transport to provide more clarity on this matter at the hearing.

Response

59. I do not support changing the alignment and location of the Spedding Road arterial extension on Whenuapai 3 Precinct Plan 2 as suggested by submitter 34 and Mr Hall. I do not consider access to the proposed arterial along full length of 55 Trig Road is appropriate. The collector road that traverses 55 Trig Road will give access to the site. In addition, the intersection of the arterial extension needs to line up with the existing Spedding Road and Trig Road intersection.

60. I recommend that no change is made to the location and alignment of the Spedding Road arterial extension on the Whenuapai 3 Precinct Plan 2 in response to submission 34 and Mr Hall's evidence.

61. There are no amendments associated with this recommendation.

Indicative collector road from Sinton Road to Kauri Road

62. Max Robitzsch and Evita Key provided evidence on behalf of Sinton Development Auckland, submitter 33. Submitter 33 has an interest in 18 Sinton Road. In Mr Robitzsch's and Ms Key's evidence, they express the submitter's concerns with the indicative collector road from Sinton Road to Kauri Road shown on Whenuapai 3 Precinct Plan 2.

63. Mr Robitzsch states in section 6 of his evidence that he met with Mr Winter from AT to discuss the feasibility of the indicative collector road from Sinton Road to Kauri Road. Following receipt of Mr Robitzsch's evidence the reporting team has met with Mr Winter and the council's transport experts, Flow Transportation Specialists. At the time of writing I am

¹² Hearing Report, section 10.6.5, paragraph 383.

unable to provide any further information on a way forward for this indicative collector road. I will table a written statement at the start of the hearing that outlines an agreed approach to this indicative collector road.

3.3 Stream network and Policy I616.3(18)

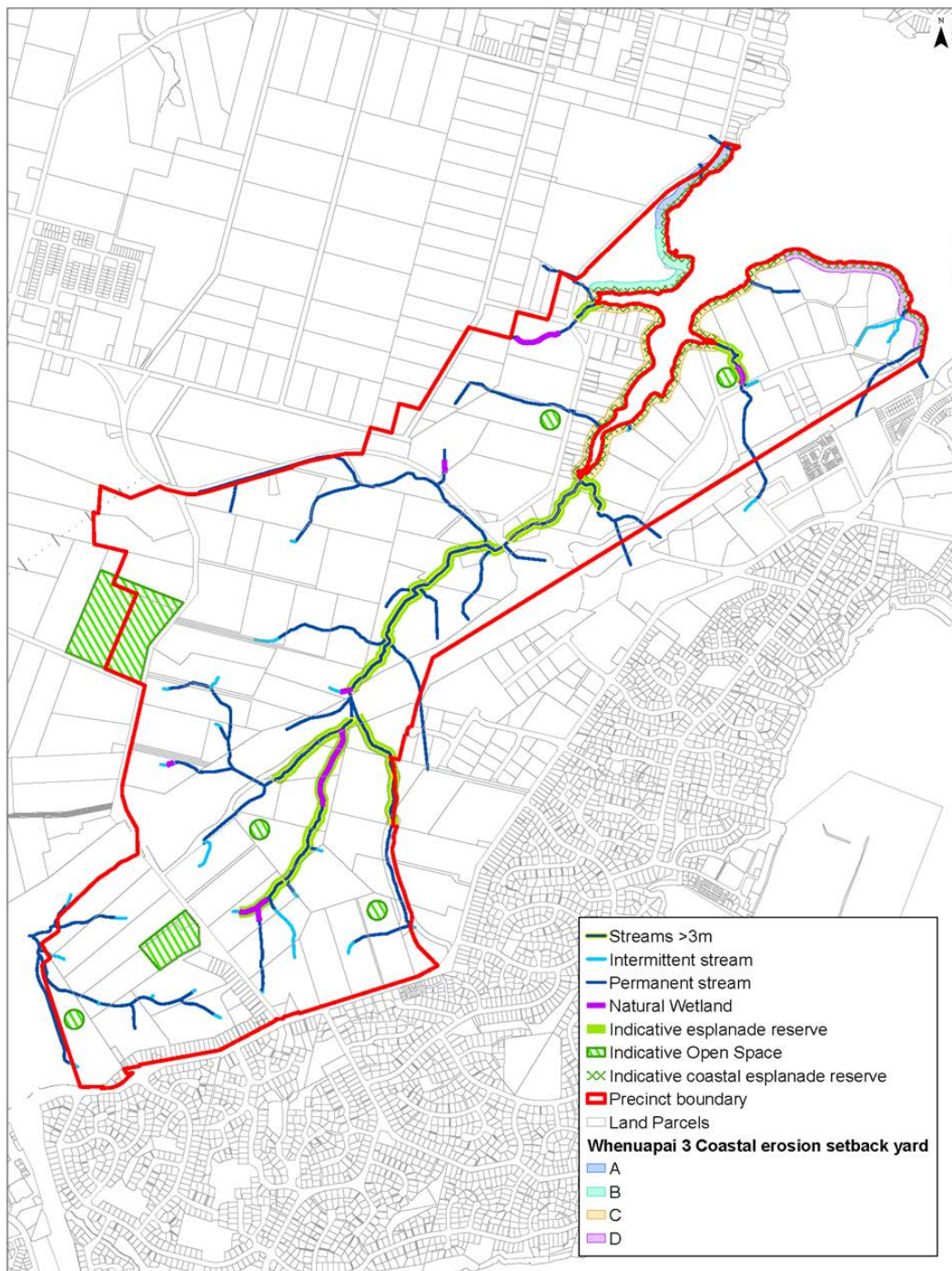
Removal of the permanent stream on 12 Sinton Road

64. A statement of evidence was received from Evita Key on behalf of GRP Management Limited, submitter 26. Ms Key's evidence relates to amending Whenuapai 3 Precinct Plan 1 to remove the notation of the permanent stream from 12 Sinton Road.
65. PPC5 seeks to protect and enhance freshwater systems including all permanent or intermittent streams and wetlands consistent with RPS Objective E3.2 (2). *Chapter J* Definitions of the AUP (OP) sets out the definition for a permanent and intermittent streams.
66. I did not recommend any changes to the Whenuapai 3 Precinct Plan in the Hearing Report as GRP Management Limited did not present any new evidence at the time.
67. I agree with Ms Key's assessment in paragraphs 8, 9, and 10 of her evidence that the definition of a permanent stream does not include an artificial watercourse containing no natural portions from their confluence with a river or stream to their headwaters. Ms. Key relies on the evidence of Stuart Bilby to outline the reasons why the watercourse on 12 Sinton Road should not be included as a permanent stream.
68. On reviewing Mr Bilby's evidence and following advice from council's Healthy Waters department¹³, I am satisfied with his assessment that the watercourse is a farm drain due to the lack of flow and natural upstream watercourses. Notwithstanding this, I remain supportive of the importance of Standard I616.9(2) which requires the identification of all permanent and intermittent streams and wetlands as part of a resource consent application.

Response

69. After reviewing Ms Key's evidence, I agree with the submitter's suggested amendment to the Whenuapai 3 Precinct Plan 1. This amendment can be seen below and in Appendix 3.

¹³ Section 4 of the Specialist Response to Evidence for Hearing – Stormwater in Appendix 5



Policy I616.3(18)

70. A statement of evidence was received from Karen Bell on behalf of Auckland Transport (AT), submitter 42. Paragraphs 95-96 of Ms Bell’s evidence discuss Policy I616.3(18). Ms Bell states that AT lodged a further submission in relation to Policy I616.3(18) which was opposed the amendments to this policy sought by the Royal Forest and Bird Society in submission point 22.28.

71. Policy I616.3(18) as notified reads:

Avoid stream and wetland crossings where practicable, and if avoidance is not practicable, ensure crossings take the shortest route to minimise or mitigate freshwater habitat loss.

72. In section 10.9 of the Hearing Report I discuss Policy I616.3(18) in response to submission point 22.8. In paragraph 593 of the Hearing Report I state:

Notwithstanding this [disagreeing with identifying all stream crossings], I do agree with the submitter that 'the shortest route' referenced in Policy I616.3 (17) does not always achieve the best environmental outcome in avoiding or minimising the footprint or number of stream crossings. Based on the advice of Mr Stratham⁶³ I am of the view that perpendicular crossings provide more certainty. Perpendicular crossings ensure that they are in-line with stream flow and reduce the potential scouring of stream banks and the need for riprap or aprons. Therefore, I recommend that submission point 22.28 is accepted in part.

73. In response to submission point 22.8, I recommended Policy I616.3(18) be amended to read:

Avoid stream and wetland crossings where practicable, and if avoidance is not practicable, ensure crossings ~~take the shortest route~~ are constructed perpendicular to the channel to minimise or mitigate freshwater habitat loss.

74. Ms Bell states in paragraph 96 of her evidence that she does not support my recommended amendment in paragraph 73 above and her wording for Policy I616.3(18) would be:

Avoid stream and wetland crossings where practicable, and if avoidance is not practicable, ~~ensure crossings take the shortest route to~~ minimise or mitigate freshwater habitat loss.

75. The council's Healthy Waters department has provided further advice noting that a crossing perpendicular to a stream or wetland may not necessarily achieve the intended outcome of minimising freshwater habitat loss¹⁴. However, the Healthy Waters department did not agree with Ms. Bell's amended wording. They consider the notified wording of Policy I616.3 (18) is more appropriate.

Response

76. After reviewing Ms. Bell's evidence and following advice from the council's Healthy Water's department, I do not support Ms Bell's suggested wording for Policy I616.3(18). However I now consider the original wording in the notified policy is appropriate because I consider the wording "ensure crossings take the shorted route" is consistent with the original intent of Mr Statham's memo in response to submission point 22.28 – namely that the complexities of the design of stream crossings makes identifying all stream crossings impractical. These amendments can be seen in the box below and in Appendix 3.

Black text with ~~strikethrough~~ and underline show recommended changes in the Hearing Report.

Green text with ~~strikethrough~~ and underline show recommended changes proposed in this Addendum Report in response to expert evidence received from submitters.

I616.3 Policies

(18) Avoid stream and wetland crossings where practicable, and if avoidance is not practicable, ensure crossings ~~take the shortest route~~ are constructed perpendicular to

¹⁴ Paragraph 2.2 of Specialist Response to Evidence for Hearing - Stormwater in Appendix 5

the channel to minimise or mitigate freshwater habitat loss.

3.4 Aircraft engine testing noise and the Whenuapai Airbase

77. This section of the addendum report addresses matters raised in submitters' evidence relating to noise and the Whenuapai Airbase. In particular, it responds to matters raised in the following statements of evidence:

- Alia Cedarman on behalf of the New Zealand Defence Force (submitter 41); and
- Philip Brown on behalf of Neil Construction Limited (submitter 46) and Maraetai Land Development Limited (submitter 47).

Designations

78. The operations at Whenuapai Airbase are authorised by Designations 4310 and 4311. As outlined in paragraph 866 of the Hearing Report, the purpose of Designation 4310 is for "defence purposes" as defined by section 5 of the Defence Act 1990. These purposes are summarised in Ms Cedarman's evidence at paragraph 3.3.

79. However, Mr Brown considers that the noise generated by the airbase is unlawful (paragraph 4.7). He considers that engine testing noise is subject to the aircraft noise condition in Designation 4310, and that engine testing noise at the airbase does not comply with it.

80. Condition 1 in Designation 4310 states:

Aircraft Noise

1. *Aircraft operations on the RNZAF Airbase shall not exceed a day/night (Ldn) level of:*
 - a. *65dBA outside the Airnoise Boundary (Ldn 65 dBA Contour) shown on the Airbase Noise map; and*
 - b. *55dBA outside the Outer Control Boundary (Ldn 55 dBA Contour) shown on the Airbase Noise map.*

For the purpose of this control noise will be measured in accordance with the NZS 6805:1992 and calculated, as stated in NZS 6805:1992, using FAA Integrated Noise Model (INM) and records of actual aircraft operations and calculated as a 90 day rolling logarithmic average.

Exceptions to noise limits:

- a. *The aircraft is landing in an emergency;*
- b. *The aircraft is landing at the Airbase as an alternative in adverse weather conditions; or*
- c. *The aircraft is using the airfield as part of a search and rescue operation or civil emergency.*

81. I consider that operations at Whenuapai Airbase, including engine testing were lawfully established, and are provided for by Designations 4310 and 4311. Engine testing is provided for in the broad purpose of Designation 4310 however I do not consider that there are any relevant conditions within the designation that controls the activity. This view is supported by the council's acoustic specialist, Nigel Lloyd. I rely on his evidence which is

provided in Appendix 6. In particular, I refer to paragraphs 6.1 to 6.6 of his evidence which talks about how New Zealand Standard 6805:1992 is applied in practice. In his experience, NZS 6805:1992 is used to measure aircraft noise prior to or subsequent to take-off or landing and includes taxiing. Mr Lloyd states that he is not aware of a case where engine testing noise has been included in the airnoise boundary when using NZS 6805:1992.¹⁵

82. In the absence of relevant controls within Designation 4310 and in the AUP (OP)¹⁶, I consider that the approach taken in PPC5 for managing the effects of aircraft engine testing noise is the most appropriate planning response.

Lighting

83. Standard I616.6.11 is discussed at paragraphs 6.3 to 6.5 of Ms Cedarman's evidence. She supports the amendments proposed in the Hearing Report however considers that further amendments are required for clarity. As notified, Standard I616.6.11 reads:

Standard I616.6.11

- (1) *No person may illuminate or display the following outdoor lighting between 11:00pm and 6:30am:*
(a) *searchlights; or*
(b) *outside illumination of any structure or feature by floodlight.*

84. In response to submissions, I recommended that clause (b) be amended to "outside illumination of any structure or feature by floodlight that shines above the horizontal".

85. Ms Cedarman considers that the inclusion of the word "plane" to the end of clause (b) would improve clarity. In addition, she considers it is appropriate to include a note under the standard that references the Auckland Transport Code of Practice. Ms Cedarman's suggested wording for Standard I616.6.11 is as follows:

Standard I616.6.11

- (1) *No person may illuminate or display the following outdoor lighting between 11:00pm and 6:30am:*
(a) *searchlights; or*
(b) *outside illumination of any structure or feature by floodlight that shines above the horizontal plane.*

Note: reference should also be made to the Auckland Transport Code of Practice which sets out guidance and standards that apply to street lighting.

86. I agree that the addition of the word "plane" to clause (b) should be included to improve clarity. However, as all new transport infrastructure and upgrades to existing infrastructure will need to comply with the standards in Auckland Transport Code of Practice, I do not consider the text contained in the note is necessary.

No-complaints covenants

87. The New Zealand Defence Force sought the inclusion of a new standard in the Whenuapai 3 Precinct requiring no-complaints covenants be issued on each title issued within the precinct.¹⁷ As discussed in paragraphs 803 and 861 of the Hearing Report, I do not support the inclusion of this requirement in the Whenuapai 3 Precinct.

¹⁵ At paragraph 6.4

¹⁶ As discussed in paragraph 101 of the Hearing Report

¹⁷ Submission point 41.26

88. Ms Cedarman's evidence contains a discussion around the appropriateness of no-complaints covenants with reference to the decision on the Whenuapai 1 Precinct.¹⁸ She notes that the Whenuapai 1 Precinct was established under the Housing Accords and Special Housing Areas Act 2013. I do not consider it appropriate to follow the same approach in PPC5 when the Whenuapai 1 Precinct was approved under different legislation and involved only one applicant. I remain of the view expressed in paragraphs 803 and 861 of the Hearing Report that no-complaints covenants, in the form proposed by the New Zealand Defence Force, are not effective in addressing noise effects from the airbase. This view is also expressed by Mr Lloyd in paragraphs 7.2 to 7.4 of his evidence.

Response

89. I recommend the word "plane" is added to the end of Standard I616.6.11(1)(b). This amendment can be seen in the box below and in Appendix 3.

Black text with ~~strikethrough~~ and underline show recommended changes in the Hearing Report.

Green text with ~~strikethrough~~ and underline show recommended changes proposed in this Addendum Report in response to expert evidence received from submitters.

Standard I616.6.11

- (1) No person may illuminate or display the following outdoor lighting between 11:00pm and 6:30am:
- (a) searchlights; or
 - (b) outside illumination of any structure or feature by floodlight that shines above the horizontal ~~plane~~.

4. Conclusions

90. Having considered all of the submissions, submitters' evidence, the relevant statutory documents and the relevant non-statutory documents, I recommend that PPC5 be adopted subject to the amendments set out in Appendix 3 to this report.
91. Adoption of PPC5 will:
- a. assist the council in achieving the purpose of the RMA;
 - b. give effect to the National Policy Statement on Urban Development Capacity;
 - c. give effect to National Policy Statement on Freshwater Management;
 - d. give regard to RPS of the AUP (OP); and
 - e. be consistent with the Auckland Plan.

5. Recommendations

92. That, the Hearing Commissioners accept, accept in part or reject the submission points as outlined in this Addendum Report and the Hearing Report.
93. That, as a result of the recommendations on the submissions and the submitters' evidence, the Auckland Unitary Plan (Operative in Part) be amended by:

¹⁸ At paragraphs 5.6 to 5.18

- the inclusion of:
 - i. Chapter I Precincts – I616 Whenuapai 3 Precinct
 - ii. Chapter L Schedule - 14.1 Table 1 Places, 14.1 Table 2 Areas, 14.2.13 Clarks Lane Historic Heritage Area.
 - iii. additions to the Historic Heritage Overlay
 - iv. additions to the control map, the Storm Water Management Area Flow -1 (SMAF-1) – control is added to the plan change area.as set out in Proposed Plan Change 5 (Whenuapai Plan Change) to the Auckland Unitary Plan (Operative in Part).

- the inclusion of the amendments to Proposed Plan Change 5 in response to submissions as set out in Appendix 3 to this report.

6. Signatories

	Name and title of signatories
Authors	Anne Bradbury, Principal Planner, North West and Islands Planning Emily Ip, Principal Planner, North West and Islands Planning Wayne Siu, Planner, North West and Islands Planning
Reviewer / Approver	Eryn Shields, Team Leader, North West and Islands Planning

Appendix 1: Experience and Qualifications of the reporting team

Anne Elizabeth Bradbury

Experience

I have been employed by Auckland Council for more than two years as a Principal Planner in the North West and Islands Planning Unit. I have more than 12 years of experience working in planning roles for local authorities in the United Kingdom, Papua New Guinea and New Zealand. I have a broad range of planning experience including processing planning applications and policy development experience relating to developer contributions and infrastructure planning in the United Kingdom. I have appeared before an Independent Hearing Panel on the Infrastructure Delivery Plan evidence base for the London Borough of Newham's Core Strategy.

I began working on the Whenuapai Structure Plan when I re-joined Auckland Council in August 2016 and I have been the lead planner on the Whenuapai Plan Change, PPC5, since March 2017.

Qualifications

Bachelor of Commerce/Bachelor of Science conjoint degree, University of Auckland, 2000

Affiliations

Associate Member of the New Zealand Planning Institute

Mun Emily (Emily) Ip

Experience

I have been employed by Auckland Council for three years and currently hold the position of Principal Planner in the North, West and Islands Planning Unit. Prior to joining Auckland Council, I was employed by Mitchell Partnerships Limited as an Environmental Consultant for over three and a half years where I was involved in preparing policy advice to clients, resource consent applications and assessments of effects on the environment on infrastructure projects around New Zealand.

I have presented evidence to the Auckland Unitary Plan Independent Hearings Panel on Topic 081 Rezoning and Precincts. I am part of the team that prepared the Whenuapai Plan Change and have been involved since the beginning of the Whenuapai Structure Plan process in 2016.

Qualifications

Bachelor of Planning (First Class Honours), University of Auckland, 2010

Affiliations

Intermediate Member of the New Zealand Planning Institute

Wing Ho (Wayne) Siu

Experience

I currently hold the position of planner in the North West Planning Unit. I have six years of planning experience with Auckland Council including one year as a policy analyst for the Region-wide open space team

I have presented evidence to the Auckland Unitary Plan Independent Hearings Panel on Topic 081 Rezoning and Precincts. I am part of the team that prepared the Whenuapai Plan change and I have been involved since the beginning of the Whenuapai Structure Plan process in 2016.

Qualifications

Bachelor of Planning (hons), University of Auckland, 2011

Affiliations

Intermediate Member of the New Zealand Planning Institute

Appendix 2 – Updated Appendix 5 of the Hearing Report

The recommended changes to I616 Whenuapai 3 Precinct are shown in underline and ~~strike through~~. The text is annotated with submission points in red that provide scope for the recommended changes. However in some instances there may be other submission points that also provide scope.

Other recommended text changes to PPC5 are shown in red.

Addition to Chapter I Precincts West

I616. Whenuapai 3 Precinct

I616.1. Precinct Description

The Whenuapai 3 Precinct is located approximately 23 kilometres northwest of central Auckland. Development in the Whenuapai 3 Precinct will enable an increase in housing capacity and provide employment opportunities through the efficient use of land and infrastructure.

The purpose of the precinct is for the area to be developed as a liveable, compact and accessible community with a mix of high quality residential and employment opportunities, while taking into account the natural environment and the proximity of Whenuapai Airbase.

Development of this precinct is directed by Whenuapai 3 Precinct Plans 1, 2 and 3.

Whenuapai 3 Precinct Plan 1 shows:

- indicative open space, esplanade reserves and coastal esplanade reserves;
- the permanent and intermittent stream network, including streams wider than three metres, and wetlands; and **[22.11]**
- the Whenuapai 3 coastal erosion setback yard.

Whenuapai 3 Precinct Plan 2 shows:

- indicative new roads and intersections;
- proposed upgrades to existing roads and intersections; ~~and~~
- ~~development areas for transport infrastructure.~~ **[consequential to amendments in response to 42.9 and 42.10]**

Whenuapai 3 Precinct Plan 3 shows:

- aircraft engine testing noise boundaries from engine testing activity at Whenuapai Airbase.

Integration of Subdivision and Development with Infrastructure

The comprehensive and coordinated approach to subdivision, use and development outlined in the precinct reflects the size and significant amount of infrastructure required to enable subdivision and development. Funding of all required infrastructure is critical to achieving the integrated management of the precinct. The primary responsibility for funding of local infrastructure lies with the applicant for subdivision and/or development. The council may work with developers to agree development funding agreements for the provision of infrastructure, known as Infrastructure Funding Agreements. These agreements define funding accountabilities, who delivers the works, timings and securities, amongst other matters.

Transport

~~Whenuapai 3 Precinct is split into five areas, 1A-1E, based on the local t[ra]nsport infrastructure upgrades required to enable the transport network to support development~~

in the precinct areas. ~~These upgrades~~ are identified in Table I616.6.2.1, and These upgrades are required to be in place prior to development going ahead. The cost of these transport infrastructure upgrades are to be proportionally shared across ~~each area~~ the precinct as development progresses. **[Consequential to amendments in response to 42.9 and 42.10]** If these upgrades are not in place prior to development occurring developers are able to provide an alternative measure for the provision of the upgrade works. This may include an agreement with the council to ensure that the local share of the upgrade works attributable to the development is provided for. This could include an Infrastructure Funding Agreement or some alternative funding mechanism.

Where there is an Auckland Transport project to provide the new or upgraded roads, developers may be required to contribute to it in part. Where a development proceeds ahead of an Auckland Transport project, the developer is required to work with Auckland Transport to ensure that the Auckland Transport project(s) is not precluded by the development.

Neighbourhood Centre

A neighbourhood centre is proposed on the corner of Hobsonville Road and the proposed realigned Trig Road. Service access and staff parking are provided at the rear of the development to encourage the continuity of retail frontages. Pedestrian linkage to the centre is provided at the intersection of Hobsonville Road and the realigned Trig Road.

Stormwater Management

~~Stormwater management within the precinct is guided by the Whenuapai 3 Precinct Stormwater Management Plan (2017). This assessment has identified that t~~The streams and coastal waters within the precinct are degraded and sensitive to changes in land use and stormwater flows. [19.25] As part of the stormwater management approach, stormwater treatment requirements and the stormwater management area control – Flow 1 have been applied to the precinct. Sedimentation effects from land disturbance during construction are addressed by Standard E11.6.2(2) requiring implementation of best practice erosion and sediment control measures for all permitted land disturbance activities. [22.10]

Coastal Erosion Risk

The precinct area includes approximately 4.5 km of cliffed coastline. The precinct manages an identified local coastal erosion risk based on the area's geology and coastal characteristics. A coastal erosion setback yard is used to avoid locating new buildings in identified areas of risk.

Biodiversity

The North-West Wildlink aims to create safe, connected and healthy habitats for native wildlife to safely travel and breed in between the Waitakere Ranges and the Hauraki Gulf Islands. The precinct recognises that Whenuapai is a stepping stone in this link for native wildlife and provides an ability to enhance these connections through riparian planting.

Open Space

An indicative public open space network to support growth in the precinct is shown on Whenuapai 3 Precinct Plan 2. This will generally be acquired at the time of subdivision. A network of public open space, riparian margins and walking and cycling connections is proposed to be created as development proceeds. Development is encouraged to positively respond and interact with the proposed network of open space areas.

Reverse Sensitivity Effects on Whenuapai Airbase

The Whenuapai Airbase is located at the northern edge of the Whenuapai 3 Precinct boundary. While the airbase is outside of the precinct boundary it contributes to the precinct's existing environment and character. The airbase is a defence facility of national and strategic importance. Operations at the airbase include maritime patrol, search and rescue, and transport of personnel and equipment within New Zealand and on overseas deployments. Most of the flying activity conducted from the airbase is for training purposes and includes night flying and repetitive activity.

The precinct manages lighting to ensure safety risks and reverse sensitivity effects on the operation and activities of the airbase are avoided, remedied or mitigated.

Any future subdivision, use and development within the precinct will need to occur in a way that does not adversely effect on the ongoing operation of the airbase.

Aircraft Engine Testing Noise

The aircraft that operate out of Whenuapai Airbase are maintained at the airbase. Engine testing is an essential part of aircraft maintenance. Testing is normally undertaken between 7am and 10pm but, in circumstances where an aircraft must be prepared on an urgent basis, it can be conducted at any time and for extended periods.

Whenuapai 3 Precinct Plan 3 shows 57 dB L_{dn} and 65 dB L_{dn} noise boundaries for aircraft engine testing noise. The noise boundaries recognise that engine testing is an essential part of operations at Whenuapai Airbase and require acoustic treatment for activities sensitive to noise to address the potential reverse sensitivity effects that development within the precinct could have on those operations.

Zoning

The zoning of the land within this precinct is Residential – Single House, Residential – Mixed Housing Urban, Residential – Terrace Housing and Apartment Buildings, Business – Light Industry, Business – Neighbourhood Centre, Open Space – Informal Recreation, Open Space – Conservation and Special Purpose – Airports and Airfields zones.

The relevant overlays, Auckland-wide and zone provisions apply in this precinct unless otherwise specified in this precinct.

I616.2. Objectives

- (1) Subdivision, use and development in the Whenuapai 3 Precinct is undertaken in a comprehensive and integrated way to provide for a compatible mix of residential living and employment opportunities while recognising the ongoing operation and strategic importance of Whenuapai Airbase. [41.11]

- (2) Subdivision, use and development achieves a well-connected, safe and healthy environment for living and working with an emphasis on the public realm including parks, roads, walkways and the natural environment.

Integration of Subdivision and Development with the Provision of Infrastructure

- (3) Subdivision and development does not occur in advance of the availability of transport infrastructure, including regional and local transport infrastructure.
- (4) The adverse effects, including cumulative effects, of subdivision and development on existing and future infrastructure are managed to meet the foreseeable needs of the Whenuapai 3 Precinct area.
- (5) Subdivision and development does not occur in a way that compromises the ability to provide efficient and effective infrastructure networks for the wider Whenuapai 3 Precinct area.

Transport

- (6) Subdivision and development implements the transport network connections and elements as shown on Whenuapai 3 Precinct Plan 2 and takes into account the regional and local transport network.

Development in the Neighbourhood Centre Zone

- (7) Development in the Neighbourhood Centre Zone:
 - (a) is coordinated and comprehensive;
 - (b) has active frontages facing the street; and
 - (c) promotes pedestrian linkages.

Stormwater Management

- (8) Through subdivision, use and development, implement a stormwater management approach that:
 - (a) is integrated across developments;
 - (b) avoids new flood risk;
 - (c) mitigates existing flood risk;
 - (d) protects and enhances the ecological values of the receiving environment;
[22.22]
 - (e) seeks to mimic and protect natural processes; and
 - (f) integrates with, but does not compromise the operation of, the public open space network.

Coastal Erosion Risk

- (9) New development does not occur in areas identified as subject to coastal erosion, taking into account the likely long-term effects of climate change.

Biodiversity

- (10) Subdivision, use and development enhance the coastal environment, biodiversity, water quality, and ecosystem services of the precinct, the Waiarohia and the Wallace Inlets, and their tributaries.

Open Space

- (11) Subdivision, use and development enable the provision of a high quality and safe public open space network that integrates stormwater management, ecological, amenity, and recreation values.

~~*Reverse Sensitivity Effects on Whenuapai Airbase*~~

- (12) The ~~lighting~~ effects of subdivision, use and development on the operation and activities of Whenuapai Airbase are avoided, as far as practicable or otherwise remedied or mitigated. [41.13]

Aircraft Engine Testing Noise

- (13) The adverse effects of aircraft engine testing noise on activities sensitive to noise are avoided, remedied or mitigated at the receiving environment.

The overlay, Auckland-wide and zone objectives apply in this precinct in addition to those specified above.

I616.3. Policies

- (1) Require subdivision, use and development to be integrated, coordinated and in general accordance with the Whenuapai 3 Precinct Plans 1 and 2.
- (2) Encourage roads that provide for pedestrian and cycle connectivity alongside riparian margins and open spaces.
- (3) Encourage high quality urban design outcomes by considering the location and orientation of buildings in relation to roads and public open space.

Integration of Subdivision and Development with the Provision of Infrastructure

- (4) Require subdivision and development to be managed and designed to align with the coordinated provision and upgrading of the transport infrastructure network within the precinct, and with the wider transport network.
- (5) Avoid, remedy or mitigate the adverse effects, including cumulative effects, of subdivision and development on the existing and future infrastructure required to support the Whenuapai 3 Precinct.

- (6) Require the provision of infrastructure to be proportionally shared across the precinct.
- (7) ~~Require subdivision and development to provide the local transport network infrastructure necessary to support the development of the areas 1A-1E shown in Whenuapai 3 Precinct Plan 2.~~ [36.26]

Transport

- (8) Require the provision of new roads and upgrades of existing roads as shown on Whenuapai 3 Precinct Plan 2 through subdivision and development, with amendments to the location and alignment of collector roads ~~only~~ allowed where the realigned road will provide an equivalent transport function. [34.11]

Development in the Neighbourhood Centre Zone

- (9) Ensure development in the neighbourhood centre zone maximises building frontage along Hobsonville Road and the realigned Trig Road by:
 - (a) avoiding blank walls facing the roads;
 - (b) providing easily accessible pedestrian entrances on the road frontages;
 - (c) maximising outlook onto streets and public places;
 - (d) providing weather protection for pedestrians along the road frontages;
 - (e) providing service access and staff parking away from the frontages; and
 - (f) providing car parking and service access behind buildings, with the exception of kerbside parking.
- (10) Ensure all development in the Neighbourhood Centre Zone is consistent with the layout of the Trig Road realignment as shown on Whenuapai 3 Precinct Plan 2.
- (11) Limit the number of vehicle access points from the Neighbourhood Centre Zone onto Hobsonville Road and the Trig Road realignment to ensure safe and efficient movement of vehicles and pedestrians.

Stormwater Management

- (12) Require subdivision and development within the Whenuapai 3 Precinct to:
 - (a) apply an integrated stormwater management approach;
 - (b) ~~manage stormwater diversions and discharges~~ treat stormwater runoff at-source to enhance the quality of freshwater systems and coastal waters; ~~and~~ [8.5]
 - (c) ~~be consistent with the requirements of the Whenuapai 3 Precinct Stormwater Management Plan (2017) and any relevant stormwater discharge consent.~~ [19.25]

(13) Require development to:

- (a) avoid locating new buildings in the 1 per cent annual exceedance probability (AEP) floodplain;
- (b) avoid increasing flood risk; and
- (c) mitigate existing flood risk where practicable.

(14) Ensure stormwater outfalls are appropriately designed, located and managed to avoid or mitigate adverse effects on the environment, including:

- (a) coastal or stream bank erosion;
- (b) constraints on public access;
- (c) amenity values; and
- (d) constraints on fish passage into and along river tributaries.

Coastal Erosion Risk

(15) Avoid locating new buildings on land within the Whenuapai 3 coastal erosion setback yard.

(16) Avoid the use of hard protection structures to manage coastal erosion risk in the Whenuapai 3 coastal erosion setback yard.

Biodiversity

(17) Recognise the role of riparian planting in the precinct to support the ecosystem functions of the North-West Wildlink.

(18) Avoid stream and wetland crossings where practicable, and if avoidance is not practicable, ensure crossings ~~take the shortest route~~ are constructed perpendicular to the channel to minimise or mitigate freshwater habitat loss.

[22.28]

(19) Require, at the time of subdivision and development, riparian planting of appropriate native species along the edge of permanent and intermittent streams and wetlands to:

- (a) provide for and encourage establishment and maintenance of ecological corridors through the Whenuapai area;
- (b) maintain and enhance water quality and aquatic habitats;
- (c) enhance existing native vegetation and wetland areas within the catchment; and
- (d) reduce stream bank erosion.

Open Space

- (20) Require the provision of open space as shown on Whenuapai 3 Precinct Plan 1 through subdivision and development, unless the council determines that the indicative open space is no longer required or fit for purpose.
- (21) ~~Only a~~ Allow amendments to the location and alignment of the open space where the amended open space can be demonstrated to achieve the same size and the equivalent functionality. [36.30]

~~Reverse Sensitivity Effects on Whenuapai Airbase~~ [41.20]

- (22) Require subdivision, use and development within the Whenuapai 3 Precinct to avoid, remedy or mitigate any adverse effects, including reverse sensitivity effects and safety risks relating to lighting, glare and reflection, on the operation and activities of Whenuapai Airbase.
- (23) Require the design of roads and associated lighting to be clearly differentiated from runway lights at Whenuapai Airbase to provide for the ongoing safe operation of the airbase.

Aircraft Engine Testing Noise

- (24) Avoid the establishment of new activities sensitive to noise within the 65 dB L_{dn} aircraft engine testing noise boundary shown on Whenuapai 3 Precinct Plan 3.
- (25) Avoid establishing residential and other activities sensitive to noise within the area between the 57 dB L_{dn} and 65 dB L_{dn} aircraft engine testing noise boundaries as shown on Whenuapai 3 Precinct Plan 3, unless the noise effects can be adequately remedied or mitigated at the receiving site through the acoustic treatment, including mechanical ventilation, of buildings containing activities sensitive to noise.

The overlay, Auckland-wide and zone policies apply in this precinct in addition to those specified above.

I616.4. Activity table

The activity tables in any relevant overlays, Auckland-wide and zones apply unless the activity is listed in Table I616.4.1 Activity table below.

Table I616.4.1 specifies the activity status of land use and subdivision activities in the Whenuapai 3 Precinct pursuant to sections 9(3) and section 11 of the Resource Management Act 1991.

Note: A blank cell in the activity status means the activity status of the activity in the relevant overlays, Auckland-wide or zones applies for that activity.

Table I616.4.1 Land use and subdivision activities in Whenuapai 3 Precinct

Activity		Activity status
Subdivision		
(A1)	Subdivision listed in Chapter E38 Subdivision – Urban	
(A2)	Subdivision that does not comply with Standard I616.6.2 Transport infrastructure requirements	NC
(A3)	Subdivision that complies with Standard I616.6.2 Transport infrastructure requirements, but not complying with any one or more of the other standards contained in Standards I616.6	D
Coastal protection structures		
(A4)	Hard protection structures	D
(A5)	Hard protection structures located within the Whenuapai 3 coastal erosion setback yard	NC
Stormwater outfalls		
(A6)	Stormwater outfalls and associated erosion and protection structures located within the Whenuapai 3 coastal erosion setback yard identified in Table I616.6.5.1	RD
Use and development		
(A7)	Activities listed as permitted or restricted discretionary activities in Table H3.4.1 Activity table in the Residential – Single House Zone	
(A8)	Activities listed as permitted or restricted discretionary activities in Table H5.4.1 Activity table in the Residential – Mixed Housing Urban Zone	
(A9)	Activities listed as permitted or restricted discretionary activities in Table H6.4.1 Activity table in the Residential – Terrace Housing and Apartment Buildings Zone	
(A10)	Activities listed as permitted or restricted discretionary activities in Table H12.4.1 Activity table in the Business – Neighbourhood Centre Zone	
(A11)	Activities listed as permitted or restricted discretionary activities in Table H17.4.1 Activity table in the Business – Light Industry Zone	

(A12)	Activities listed as permitted or restricted discretionary activities in Table H7.9.1 Activity table in the Open Space – Informal Recreation	
(A13)	Activities listed as permitted or restricted discretionary activities in Table H7.9.1 Activity table in the Open Space – Conservation	
(A14)	Any structure located on or abutting an indicative road identified in the Whenuapai 3 Precinct Plan 2, unless an alternative road alignment has been approved by a resource consent	RD
(A15)	Activities not otherwise provided for	D [24.6 and 24.8]
(A16)	Activities that comply with: <ul style="list-style-type: none"> • Standard I616.6.2 Transport infrastructure requirements; • Standard I616.6.5 New buildings within the Whenuapai 3 coastal erosion setback yard; and • Standard I616.6.10 Development within the aircraft engine testing noise boundaries; but do not comply with any one or more of the other standards contained in Standards I616.6	D
(A17)	Activities that do not comply with: <ul style="list-style-type: none"> • Standard I616.6.2 Transport infrastructure requirements; • Standard I616.6.5 New buildings within the Whenuapai 3 coastal erosion setback yard; and • Standard I616.6.10 Development within the aircraft engine testing noise boundaries 	NC
(A18)	New activities sensitive to noise within the 65 dB L _{dn} noise boundary shown on Whenuapai 3 Precinct Plan 3	Pr

I616.5. Notification

- (1) Any application for resource consent for an activity listed in Table I616.4.1 Activity table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the council will give specific consideration to those persons listed in Rule C1.13(4).

I616.6. Standards

- (1) The standards in the overlays, Auckland-wide and zones apply to all activities listed in Table I616.4.1 Activity table in this precinct unless specified in Standard I616.6(2) below.
- (2) The following overlay, Auckland-wide or zone standards do not apply to activity (A1) listed in Table I616.4.1 Activity table for land in the Whenuapai 3 coastal setback yard identified in Whenuapai 3 Precinct Plan 1:
 - (a) Standard E38.7.3.4 Subdivision of land in the coastal erosion hazard area

- (3) Activities listed in Table I616.4.1 Activity table must comply with the specified standards in I616.6.1 – I616.6.11.

I616.6.1. Compliance with Whenuapai 3 Precinct Plans

- (1) Activities must comply with Whenuapai 3 Precinct Plan 1 and Whenuapai 3 Precinct Plan 2.
- (2) Activities not meeting Standard I616.6.1(1) must provide an alternative measure that will generally align with, and not compromise, the outcomes sought in Whenuapai 3 Precinct Plans 1 and 2.

I616.6.2. Transport infrastructure requirements

- (1) All subdivision and development must meet its proportional share of ~~local~~ transport infrastructure works as identified in Table I616.6.2.1 below unless otherwise provided for by (2) and (3) below. **[42.10]**
- (2) Where the applicant, in applying for resource consent, cannot achieve or provide the required ~~local~~ transport infrastructure work identified in Table I616.6.2.1 below, alternative measure(s) to achieve the outcome required must be provided. **[42.10]**
- (3) The applicant and the council must agree the alternative measure(s) to be provided as part of the application and provide evidence of this agreement in writing as part of the application for resource consent.

Table I616.6.2.1 ~~Local~~ Transport infrastructure requirements **[42.9]**

Areas	Local <u>Transport</u> infrastructure required
4A	New collector roads extending west from Trig Road into the Stage 1A area as indicatively shown in Precinct Plan 2.
	New collector roads extending east from Trig Road into the Stage 1A area as indicatively shown in Precinct Plan 2.
	Signalisation at the new intersection of Trig Road, Luckens Road and Hobsonville Road.
	Formation and signalisation of the intersection at the location of the new collector road and Trig Road as indicatively shown on Precinct Plan 2.
	Upgrade of the intersection at Trig Road and the State Highway 18 off ramp.
4B	Upgrade and signalisation of the intersection of Brigham Creek Road and Kauri Road including: <ul style="list-style-type: none"> • dual right-turn lanes from Brigham Creek Road into Kauri Road; and • suitable bus and cycle priority provision.
	Formation and signalisation of the intersection at the location of the new collector road and Brigham Creek Road as indicatively shown on Precinct Plan 2.
4C	Addition of a fourth leg to the Brigham Creek Road and Kauri Road intersection.
	New collector road from the Brigham Creek Road and Kauri Road intersection westwards to the boundary of the Stage 1C area as indicatively shown on Precinct Plan 2.
4D	Road stopping of Sinton Road to the west of 18 Sinton Road, and replacement with a new collector road from Sinton Road to Kauri Road as

Areas	Local Transport infrastructure required
	indicatively shown on Precinct Plan 2.
	New collector road crossing State Highway 18 connecting Sinton Road to Sinton Road East as indicatively shown on Precinct Plan 2.
	New collector roads as indicatively shown in Precinct Plan 2.
1E	New collector roads from Brigham Creek Road extending south into the Stage 1E area as indicatively shown in Precinct Plan 2.
	Formation and signalisation of the intersections of Brigham Creek Road with the new collector roads required as part of the Stage 1E area.
	Upgrade and signalisation of the intersection of Trig Road and Brigham Creek Road.
	New collector roads from Trig Road extending east into the Stage 1E area as indicatively shown in Precinct Plan 2.

[42.9]

1616.6.3. Stormwater management

- (1) Stormwater runoff from new development must not cause the 1 per cent annual exceedance probability (AEP) floodplain to rise above the floor level of an existing habitable room or increase flooding of an existing habitable room on any property.
- (2) All new buildings must be located outside of the 1 per cent AEP floodplain and overland flow path.
- (3) Stormwater runoff from impervious areas totalling more than 1,000m² associated with any subdivision or development proposal must be:
 - (a) treated at-source by a stormwater management device or system that is sized and designed in accordance with Technical Publication 10: Design Guideline Manual for Stormwater Treatment Devices (2003); or [8.5]
 - (b) where alternative devices are proposed, the device must demonstrate it is designed to achieve an equivalent level of contaminant or sediment removal performance.
- (4) All stormwater runoff from:
 - (a) commercial and industrial waste storage areas including loading and unloading areas; and
 - (b) communal waste storage areas in apartments and multi-unit developments

must be directed to a device that removes gross stormwater pollutants prior to entry to the stormwater network or discharge to water.
- (5) Stormwater runoff from impervious areas not directed to an approved stormwater management device (achieving either quality

treatment or hydrology mitigation in accordance with Stormwater management area control – Flow 1) must:

- (a) achieve quality treatment on-site in accordance with Technical Publication 10: Design Guideline Manual for Stormwater Treatment Devices (2003) prior to disposal to the stormwater network; or
- (b) use inert building materials. [19.30]

I616.6.4. Riparian planting

- (1) The riparian margins of a permanent or intermittent stream or a wetland must be planted to a minimum width of 10m measured from the top of the stream bank and/or the wetland's fullest extent.
- (2) Riparian margins must be offered to the council for vesting.
- (3) The riparian planting proposal must:
 - (a) include a plan identifying the location, species, planting bag size and density of the plants;
 - (b) use eco-sourced native vegetation where available;
 - (c) be consistent with local biodiversity;
 - (d) be planted at a density of 10,000 plants per hectare, unless a different density has been approved on the basis of plant requirements.
- (4) Where pedestrian and/or cycle paths are proposed, they must be located adjacent to, and not within, the 10m planted riparian area.
- (5) The riparian planting required in Standard I616.6.4(1) above must be incorporated into a landscape plan. This plan must be prepared by a suitably qualified and experienced person and be approved by the council.
- (6) The riparian planting required by Standard I616.6.4(1) cannot form part of any environmental compensation or offset mitigation package where such mitigation is required in relation to works and/or structures within a stream.

I616.6.5. New buildings within the Whenuapai 3 coastal erosion setback yard

- (1) New buildings must not be located within the Whenuapai 3 coastal erosion setback yard shown in Whenuapai 3 Precinct Plan 1. The widths of the yard are specified in Table I616.6.5.1 and is to be

measured from mean high water springs. This is to be determined when the topographical survey of the site is completed.

- (2) Alterations to existing buildings within the Whenuapai 3 coastal erosion setback yard must not increase the existing gross floor area.

Table I616.6.5.1 Whenuapai 3 coastal erosion setback yard

Area	Coastal erosion setback yard
A	41m
B	40m
C	26m
D	35m

I616.6.6. External alterations to buildings within the Whenuapai 3 coastal erosion setback yard

- (1) External alterations to buildings within the Whenuapai 3 coastal erosion setback yard identified in Standard I616.6.5 and Whenuapai 3 Precinct Plan 1 must not increase the existing gross floor area.

I616.6.7. Subdivision of land in the Whenuapai 3 coastal erosion setback yard

- (1) Each proposed site on land in the Whenuapai 3 coastal erosion setback yard must demonstrate that all of the relevant areas/features below are located outside of the Whenuapai 3 coastal erosion setback yard:
- (a) in residential zones and business zones - a shape factor that meets the requirements of Standard E38.8.1.1 Site shape factor in residential zones or Standard E38.9.1.1 Site shape factor in business zones;
 - (b) access to all proposed building platforms or areas; and
 - (c) on-site private infrastructure required to service the intended use of the site.

I616.6.8. Roads

- (1) Development and subdivision occurring adjacent to an existing road must upgrade the entire width of the road ~~adjacent to~~ from the property boundary of the site where subdivision and development is to occur, to the kerb on the opposite side of the road. [46.11]

- (2) Development and subdivision involving the establishment of new roads must:
- (a) provide the internal road network within the site where subdivision and development is to occur; ~~and~~
 - (b) be built through to the site boundaries to enable existing or future connections to be made with, and through, neighbouring sites; and
 - (c) provide a full arterial road width along any proposed new arterial alignment shown on Whenuapai 3 Precinct Plan 2 if the development is proceeding ahead of the arterial road. [42.12, 47.11 and 48.12]

I616.6.9. Development in the Neighbourhood Centre Zone

I616.6.9.1. Access

- (1) Vehicle accesses must not be located on that part of a site boundary located within 30m of the intersection of Hobsonville Road and the realigned Trig Road.
- (2) All development must provide pedestrian access that connects to the intersection of Hobsonville Road and the realigned Trig Road.

I616.6.9.2. Building frontage

- (1) Any new building must:
 - (a) front onto Hobsonville Road or the realigned Trig Road identified in Precinct Plan 2; and
 - (b) have a building frontage along the entire length of the site excluding vehicle and pedestrian access.

I616.6.9.3. Verandas

- (1) The ground floor of any building fronting Hobsonville Road and the realigned Trig Road must provide a veranda over the adjacent footpath along the full extent of the frontage, excluding vehicle access.
- (2) The veranda must:
 - (a) be contiguous with any adjoining building;
 - (b) have a minimum height of 3m and a maximum height of 4.5m above the footpath;
 - (c) have a minimum width of 2.5m; and
 - (d) be set back at least 600mm from the kerb.

I616.6.10. Development within the aircraft engine testing noise boundaries

- (1) Between the 57 dB L_{dn} and 65 dB L_{dn} noise boundaries as shown on Whenuapai 3 Precinct Plan 3, new activities sensitive to noise and alterations and additions to existing buildings accommodating activities sensitive to noise must provide sound attenuation and related ventilation and/or air conditioning measures:
 - (a) to ensure the internal environment of habitable rooms does not exceed a maximum noise level of 40 dB L_{dn} ; and
 - (b) that are certified to the council's satisfaction as being able to meet Standard I616.6.10(12)(a) by a person suitably qualified and experienced in acoustics prior to its construction; and **[error]**
 - (c) so that the related ventilation and/or air conditioning system(s) satisfies the requirements of New Zealand Building Code Rule G4, or any equivalent standard which replaces it, with all external doors of the building and all windows of the habitable rooms closed.

I616.6.11. Lighting

- (1) No person may illuminate or display the following outdoor lighting between 11:00pm and 6:30am:
 - (a) searchlights; or
 - (b) outside illumination of any structure or feature by floodlight that shines above the horizontal. **[34.20 and 41.28]**

I616.7. Assessment – controlled activities

There are no controlled activities in this precinct.

I616.8. Assessment – restricted discretionary activities

I616.8.1. Matters of discretion

The council will restrict its discretion to all the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities in the overlay, Auckland-wide and zone provisions.

- (1) Subdivision and development:
 - (a) safety, connectivity, walkability, public access to the coast and a sense of place;
 - (b) location of roads and connections with neighbouring sites;
 - (c) functional requirements of the transport network, roads and different transport modes;

- (d) site and vehicle access, including roads, rights of way and vehicle crossings;
 - (e) location of buildings and structures;
 - (f) provision of open space; and
 - (g) provision of the required local transport infrastructure or an appropriate alternative measure.
- (2) Use and development in the Neighbourhood Centre Zone:
- (a) the design and location of onsite parking and loading bays; and
 - (b) building setbacks from Hobsonville Road and the realigned Trig Road.
- (3) Subdivision of land in the Whenuapai 3 coastal erosion setback yard:
- (a) the effects of the erosion on the intended use of the sites created by the subdivision and the vulnerability of these uses to coastal erosion.
- (4) Stormwater outfalls and associated erosion and protection structures within the Whenuapai 3 coastal erosion setback yard:
- (a) the effects on landscape values, ecosystem values, coastal processes, associated earthworks and landform modifications;
 - (b) the effects on land stability including any exacerbation of an existing natural hazard, or creation of a new natural hazard, as a result of the structure;
 - (c) the resilience of the structure to natural hazard events;
 - (d) the use of green infrastructure instead of hard engineering solutions;
 - (e) the effects on public access and amenity, including nuisance from odour;
 - (f) the ability to maintain or enhance fish passage; and
 - (g) risk to public health and safety.
- (5) Lighting associated with development, structures, infrastructure and construction.

I616.8.2. Assessment criteria

The council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the

relevant restricted discretionary activities in the overlay, Auckland-wide and zone provisions.

(1) Subdivision and development:

- (a) the extent to which any subdivision or development layout is consistent with and provides for the upgraded roads and new indicative roads shown on the Whenuapai 3 Precinct Plan 2;
- (b) the extent to which any subdivision or development provides for public access to the coast;
- (c) the extent to which any subdivision or development layout achieves a safe, connected and walkable urban form with a sense of place;
- (d) the extent to which any subdivision or development layout is consistent with and provides for the indicative open space shown within Whenuapai 3 Precinct Plan 1;
- (e) the extent to which any subdivision or development layout complies with the Auckland Transport Code of Practice or any equivalent standard that replaces it;
- (f) the extent to which any subdivision or development layout provides for the functional requirements of the existing or proposed transport network, roads and relevant transport modes;
- (g) the extent to which access to an existing or planned arterial road, or road with bus or cycle lane, minimises vehicle crossings by providing access from a side road, rear lane, or slip lane;
- (h) the extent to which subdivision and development provides for roads to the site boundaries to enable connections with neighbouring sites; and
- (i) whether an appropriate ~~public~~ funding mechanism is in place to ensure the provision of all required infrastructure. **[42.15]**

(2) Use and development in the Neighbourhood Centre Zone:

- (a) the extent to which staff car parking, loading spaces and any parking associated with residential uses is:
 - (i) located to the rear of the building; and
 - (ii) maximises the opportunity for provision of communal parking areas.
- (b) the extent to which building setbacks are minimised to ensure buildings relate to Hobsonville Road and the realigned Trig Road.

- (3) Subdivision of land in the Whenuapai 3 coastal erosion setback yard:
- (a) the effects of the hazard on the intended use of the sites created by the subdivision and the vulnerability of these uses to coastal erosion:
 - (i) whether public access to the coast is affected;
 - (ii) the extent to which the installation of hard protection structures to be utilised to protect the site or its uses from coastal erosion hazards over at least a 100 year timeframe are necessary; and
 - (iii) refer to Policy E38.3(2).
- (4) Stormwater outfalls and associated erosion and protection structures within the Whenuapai 3 coastal erosion setback yard:
- (a) the extent to which landscape values, ecological values and coastal processes are affected or enhanced by any works proposed in association with the structure(s);
 - (b) the extent to which site specific analysis, such as engineering, stability or flooding reports have been undertaken and any other information about the site, the surrounding land and the coastal marine area;
 - (c) the extent to which the structure(s) is located and designed to be resilient to natural hazards;
 - (d) the extent to which the proposal includes green infrastructure and solutions instead of hard engineering solutions;
 - (e) the extent to which public access and / or amenity values, including nuisance from odour, are affected by the proposed structure(s);
 - (f) the extent to which fish passage is maintained or enhanced by the proposed structure(s); and
 - (g) the extent to which adverse effects on people, property and the environment are avoided, remedied or mitigated by the proposal.
- (5) Lighting associated with development, structures, infrastructure and construction:
- (a) The effects of lighting on the safe and efficient operation of Whenuapai Airbase, to the extent that the lighting:
 - (i) avoids simulating approach and departure path runway lighting;
 - (ii) ensures that clear visibility of approach and departure path runway lighting is maintained; and
 - (iii) avoids glare or light spill that could affect aircraft operations.

I616.9. Special information requirements

(1) Riparian planting plan

An application for land modification, development and subdivision which adjoins a permanent or intermittent stream must be accompanied by a riparian planting plan identifying the location, species, planter bag size and density of the plants.

(2) Permanent and intermittent streams and wetlands

All applications for land modification, development and subdivision must include a plan identifying all permanent and intermittent streams and wetlands on the application site.

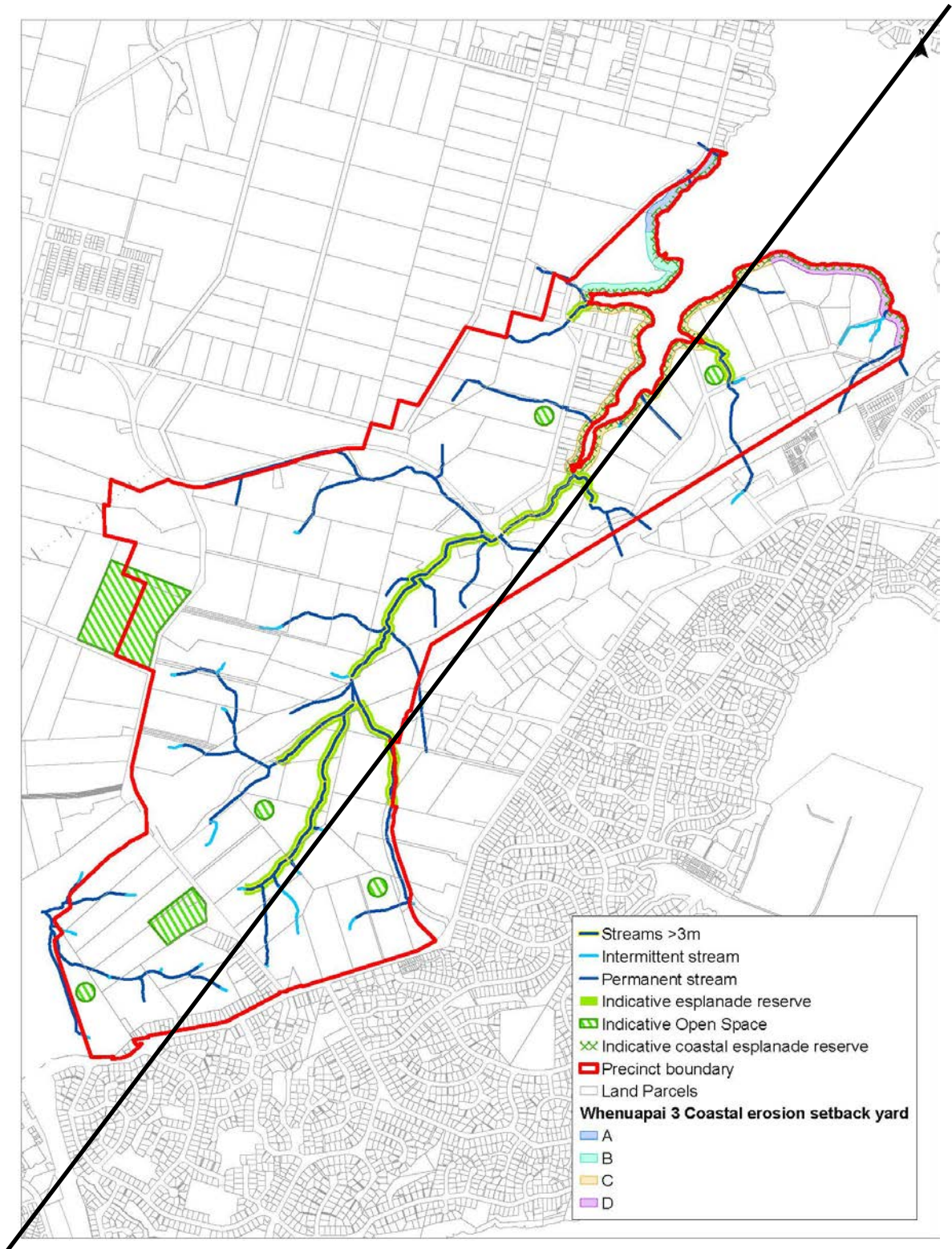
(3) Stormwater management

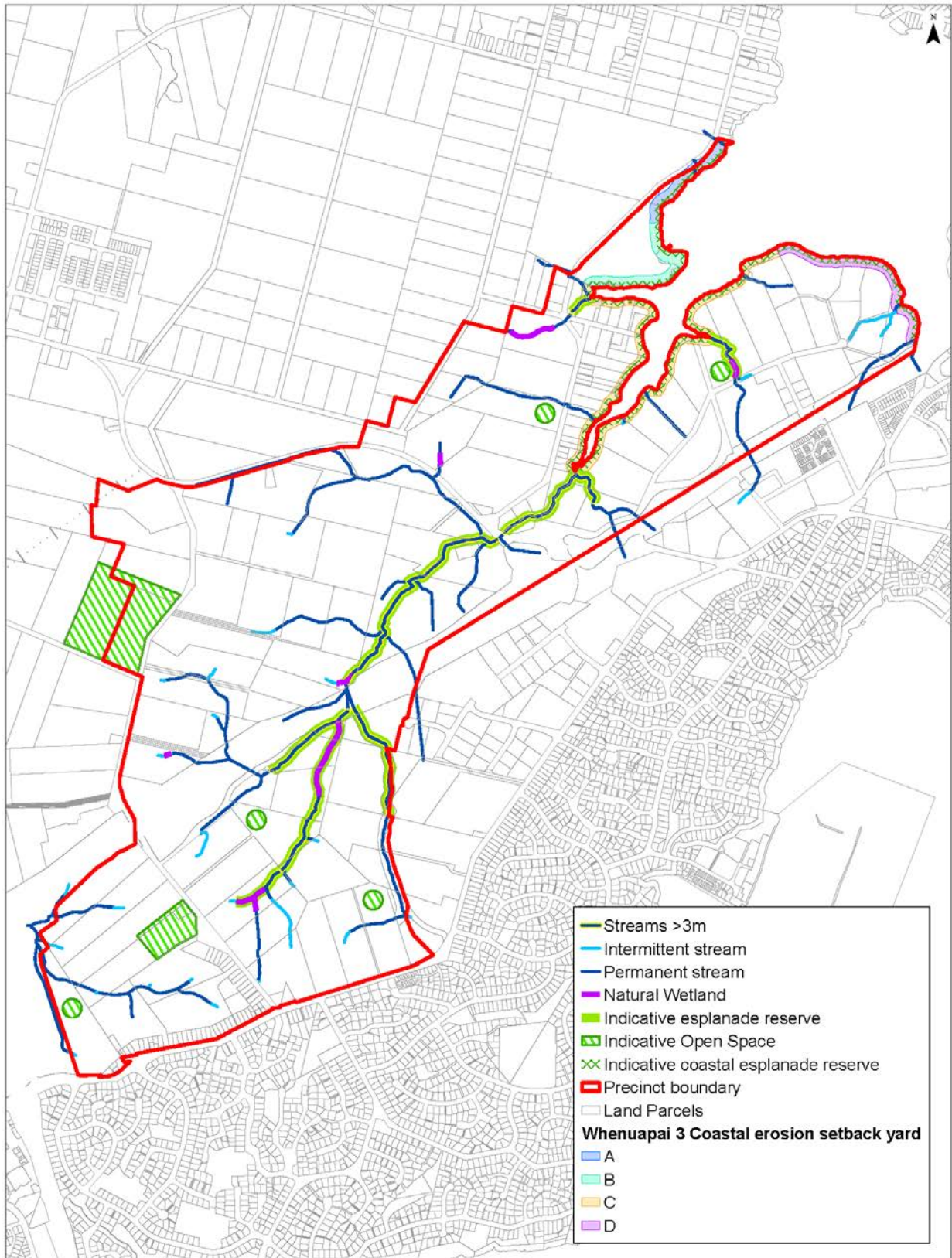
All applications for development and subdivision must include a plan demonstrating how stormwater management requirements will be met including:

- (a) areas where stormwater management requirements are to be met on-site and where they will be met through communal infrastructure;
- (b) the type and location of all public stormwater network assets that are proposed to be vested in council;
- (c) consideration of the interface with, and cumulative effects of, stormwater infrastructure in the precinct.

I616.10. Precinct plans

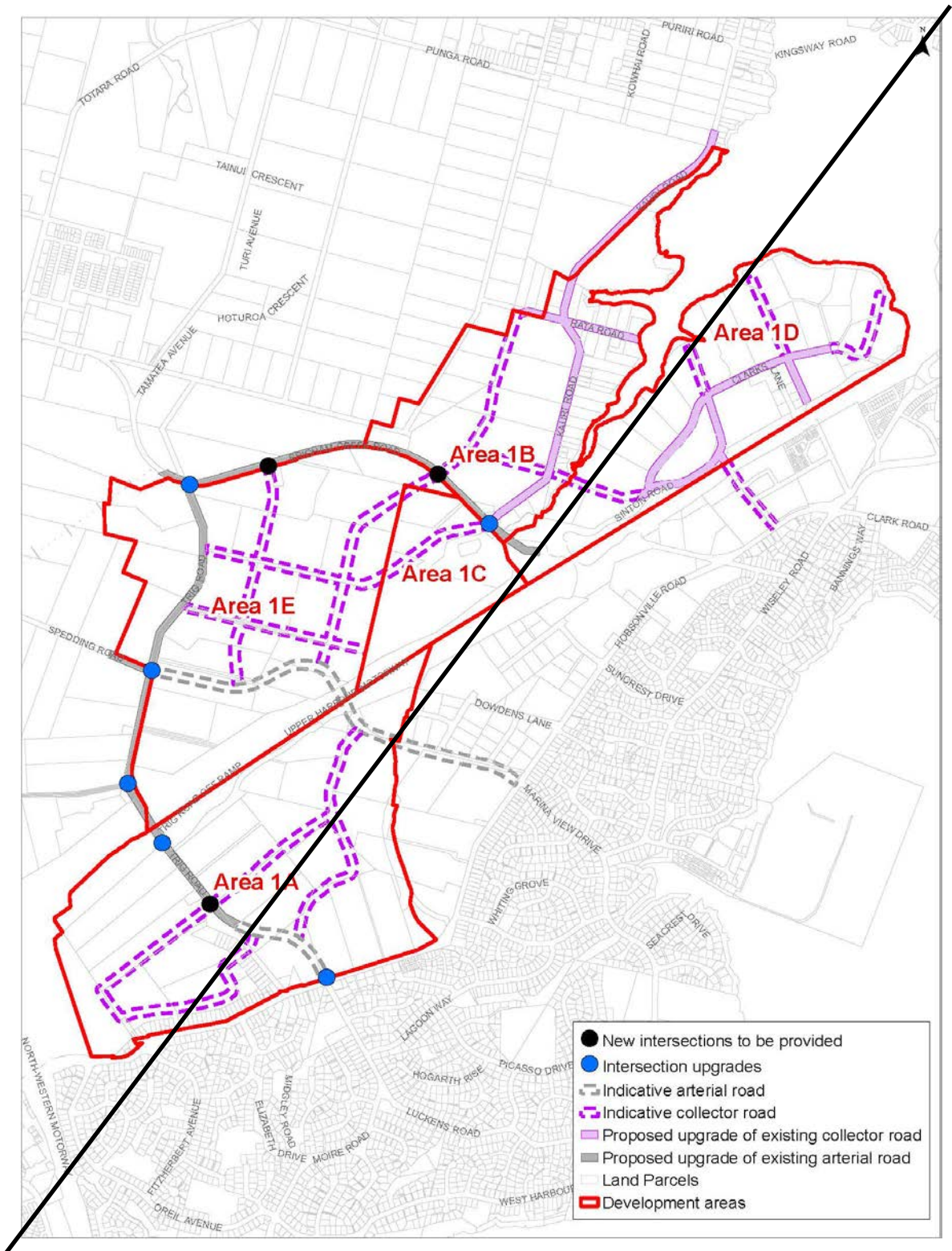
I616.10.1. Whenuapai 3 Precinct Pan 1

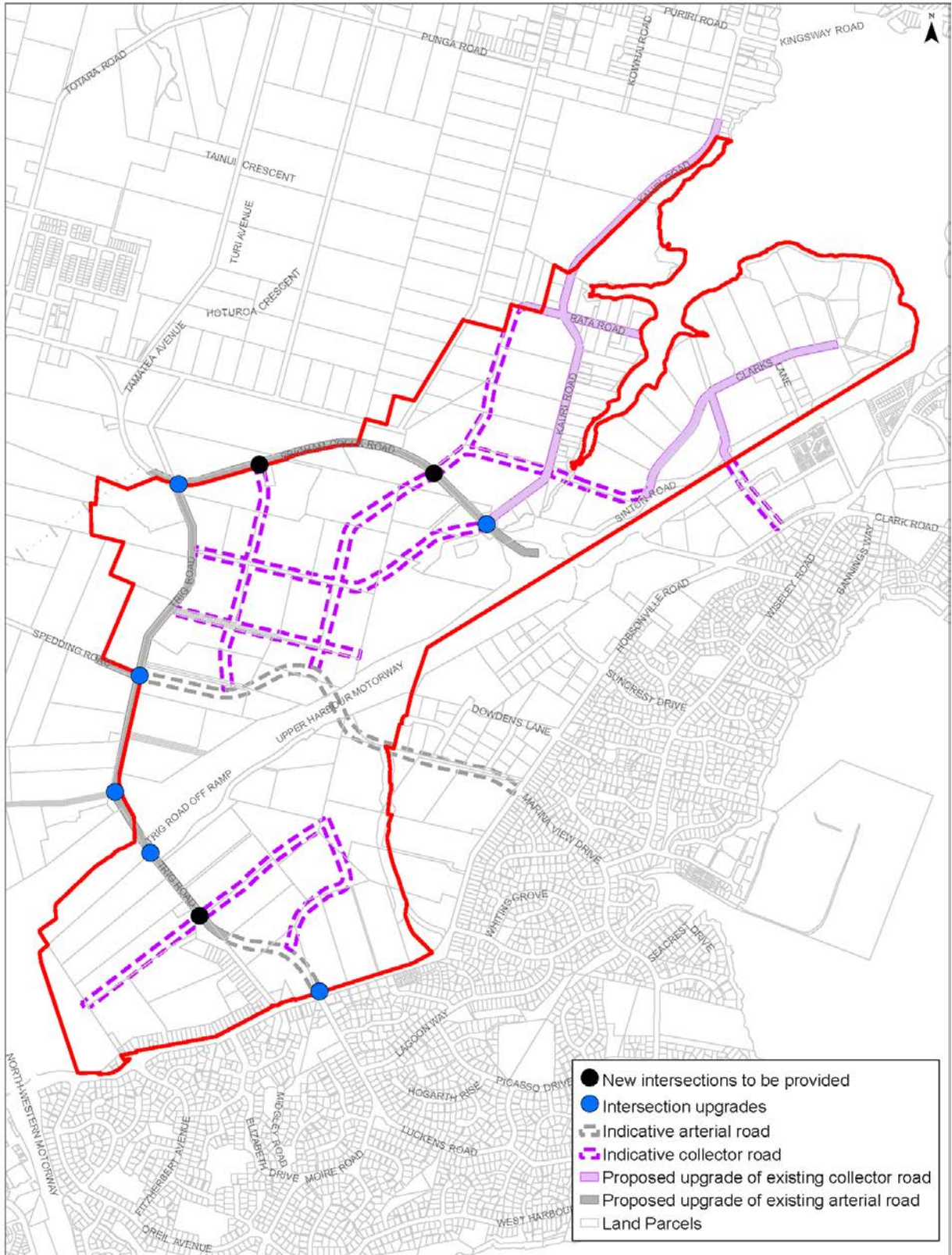




[22.11, 22.12, 22.43]

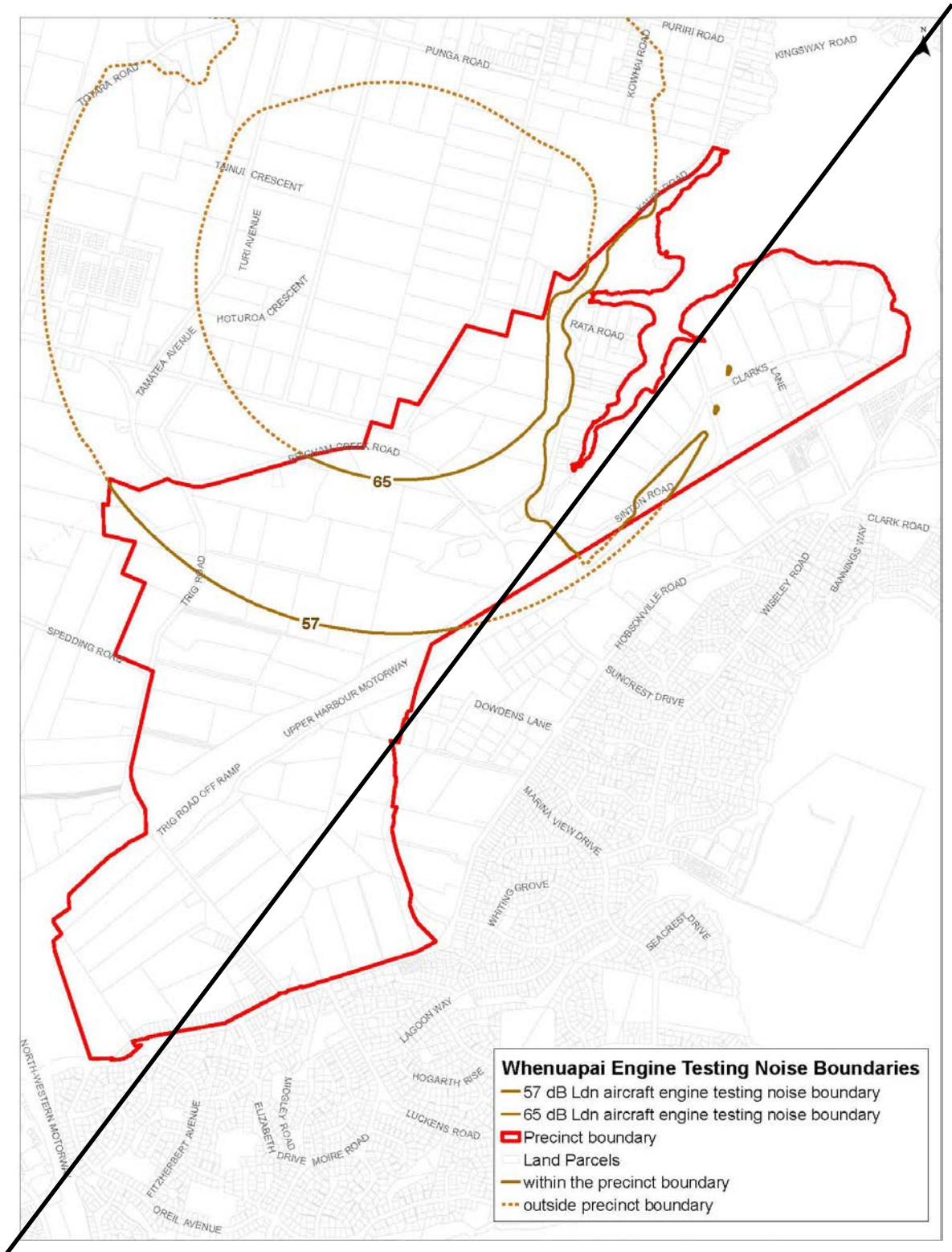
I616.10.2. Whenuapai 3 Precinct Plan 2

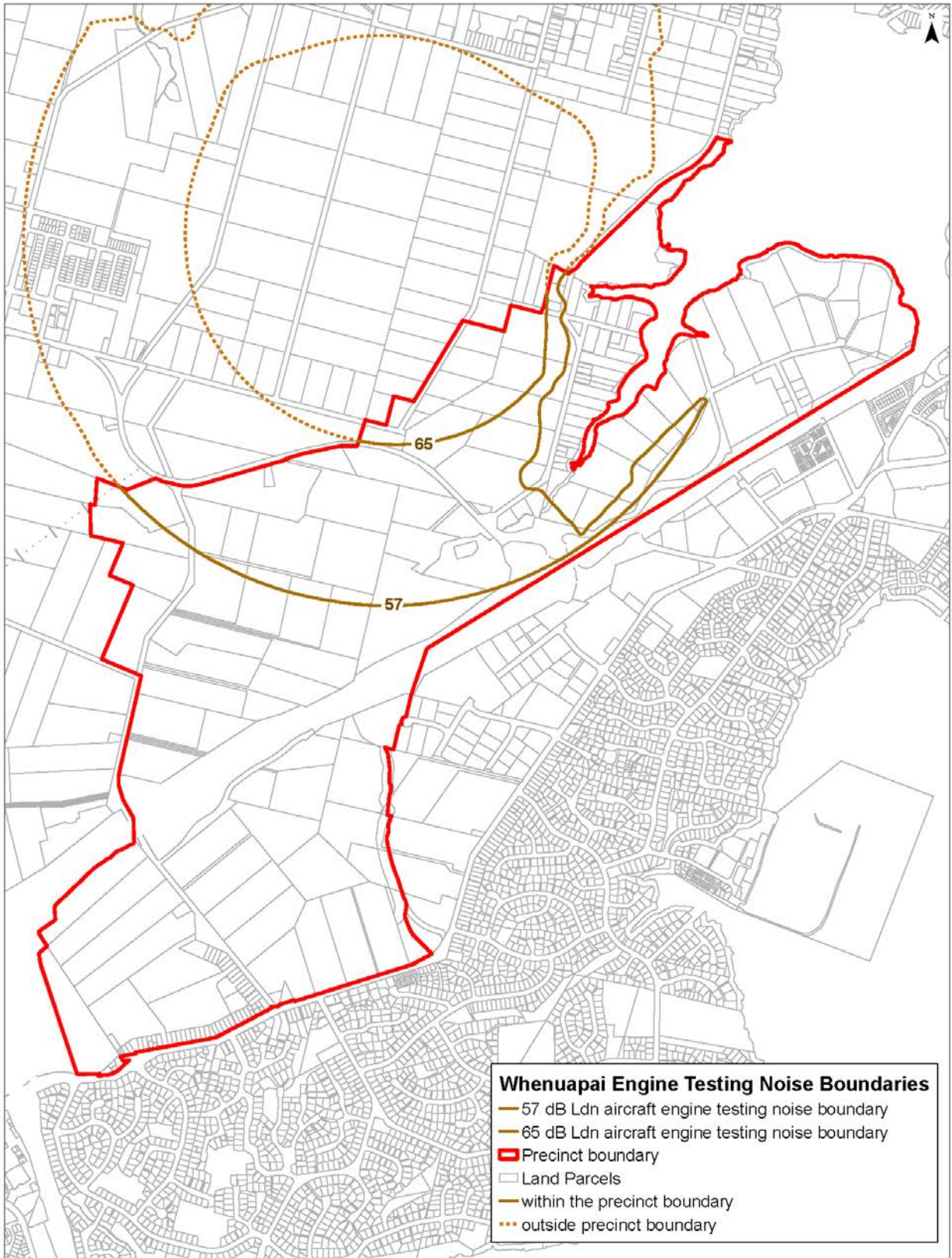




[21.5, 21.6, 26.4, 26.5, 26.6, 29.3, 29.4, 29.5, 29.6, 32.4, 32.5, 32.6, 33.4, 33.5, 33.6, 35.2, 48.8, 48.9]

I616.10.3. Whenuapai 3 Precinct Plan 3





[41.9]

Addition to Schedule 14.1 Table 1 Places

ID	Place Name and/or Description	Verified Location	Verified Legal Description	Category	Primary Feature	Heritage Values	Extent of Place	Exclusions	Additional Rules for Archaeological Sites or Features	Place of Maori Interest or Significance
02784	Whenuapai heavy anti-aircraft battery	4 Spedding Road and 92 Trig Road, Whenuapai	Lot 17 DP 62344; Lot 16 DP62344	B	Gun emplacements and command post	A,H	Refer to planning maps			

Deletion of existing schedule entries from 14.1 Table 1 Places

ID	Place Name and/or Description	Verified Location	Verified Legal Description	Category	Primary Feature	Heritage Values	Extent of Place	Exclusions	Additional Rules for Archaeological Sites or Features	Place of Maori Interest or Significance
00135	Worker's Dwelling	9 Clarks Lane, Hobsonville	LOT 4 DP 411781	B		A,F	Refer to planning maps	Interior of building(s)		
00246	Worker's Residence	5 Clarks Lane, Hobsonville		B		A,F	Refer to planning maps	Interior of building(s)		
00247	Worker's Residence	4 Clarks Lane, Hobsonville		B		A,F	Refer to planning maps	Interior of building(s)		
00248	Worker's Residence	6 Clarks Lane, Hobsonville		B		A,F	Refer to planning maps	Interior of building(s)		
00249	Worker's Residence	10 Clarks Lane, Hobsonville		B		A,B,F,H	Refer to planning maps	Interior of building(s)		

Addition to Schedule 14.1 Schedule of Historic Heritage – Table 2 Areas

ID	Area Name and/or Description	Verified Location	Known Heritage Values	Extent of Place	Exclusions	Additional Rules for Archaeological Sites or Features	Place of Maori Interest or Significance	Contributing Sites/ Features	Non-contributing Sites/ Features
02783	Clarks Lane Historic Heritage Area	Clarks Lane, Hobsonville	A,F,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.13	Stand-alone accessory buildings or garages built after 1940; former church 7 Clarks Lane (Lot 5 DP 411781)

Addition to Schedule 14.2

14.2.13 Clarks Lane Historic Heritage Area

Statement of significance

The dwellings at 3 to 10 Clarks Lane are located in Hobsonville, an area to the north-west of the Auckland Central Business District. Clarks Lane is situated on the north-western edge of the suburb, close to the adjacent district of Whenuapai and the Waiarohia Inlet. Clarks Lane runs in a north-south orientation and prior to 2008 had access southwards via Ockleston Road to connect with Hobsonville Road. Following the construction of State Highway 18 the lane became a cul-de-sac. The lane is narrow, with road markings only to denote the edge of the carriageway; it has a wide road reserve and no footpath, all of which contribute to its rural amenity and aesthetic. These physical attributes of the road are important to the understanding of its history as a rural lane servicing a small grouping of residences. The position of the cottages on either side of the road creates a balance of housing through the lane. The carriageway, road reserve and building positions are therefore contributing features of the Clarks Lane Historic Heritage Area and are important aspects of the Historic Heritage Area's context.

The group of workers' residences on Clarks Lane have considerable historical value as they reflect an important aspect of local and regional history, the private construction of accommodation for pottery and brickworks industry employees. The remaining cottages and foreman's villa represent some of the first privately established workers' accommodation still extant in the region. The cottages are also some of the earliest remaining examples of their type in the locality, representing an early period of development in the area. The Clarks Lane Historic Heritage Area has further significance for its association with the Clark family, specifically R.O. Clark II, R.O. Clark III and his brother, T.E. Clark. The Clark family were some of the first European settlers to the area and made a significant contribution to the history of the locality. The Clarks donated land for the erection of a number of community buildings including the first church and school in Hobsonville.

The dwellings play an important role in defining the distinctiveness of the Hobsonville community by representing the area's early history and as a legacy of the Clark family. The Historic Heritage Area is an important grouping of buildings that demonstrates a way of life that is now less common by representing the locality's reliance upon local employment and effort of a local company to provide affordable and convenient housing. As a group of dwellings of a similar design and style, they have considerable value as a remnant of the early settlement period and architectural development of Hobsonville. The type and style of the Clarks Lane cottages and villa are a good representative example of the pattern of development, street layout, building height, massing and scale that is demonstrative of purpose-built workers' housing. Based on those physical attributes visible from the public realm, the dwellings have considerable value for their existing physical qualities and as representative examples of their type and period within the locality.

The cottages and villa all exemplify a past aesthetic taste that is distinctive in the Hobsonville locality. The Clarks Lane dwellings have moderate aesthetic value for the widespread emotional response they evoke as a group for their picturesque qualities. Further aesthetic appeal is derived from the relationship of the places to their setting, which reinforces the quality of both.

The former Brighams Creek church at 7 Clarks Lane (relocated to the lane in circa 2009) does not detract from the overall aesthetic of the lane. It is attributable to a similar architectural and historical period as the cottages, and the original portion is an example of an attractive, modest structure evocative of the small late nineteenth/early twentieth century church buildings that express the vernacular style of New Zealand's ecclesiastical architecture. The former church has a limited contribution to, and association with, the values for which the Historic Heritage Area is significant. For this reason, it is identified as a non-contributor within the Historic Heritage Area and will remain individually scheduled.

The dwellings have considerable contextual value as a group of workers' residences along Clarks Lane, that when taken together, have coherence due to their history, age, street-fronting orientation and scale; forming part of the historical and cultural complex of the locality. The cottages at 3, 4, 5, 6 and 10 Clarks Lane are characterised by their compact size and single storey height. From a social lens, this is reflective of their original use as accommodation for workers. The roof form of the cottages at 3, 4, 5, 6 and 10 Clarks Lane is an asymmetrical side-gable with a subservient, lower pitched lean-to at the rear. The foreman's villa at 9 Clarks Lane is the largest of the workers' residences and is an example of the common villa typology prevalent at the beginning of the twentieth century. The villa's setback, size, square plan, hipped roof and central gutter differentiate it from the other workers' cottages. The larger size and distinct form of the villa reflects the higher professional standing of the pottery foreman.

The dwellings originally had corbelled brick chimneys, and open verandahs along the front (street-facing) elevation. Several dwellings retain either, or both of these attributes that are important physical and aesthetic features. The front elevations are also characterised by a central entrance door, framed on either side by four-pane sash windows. Paint-finished timber cladding and fenestration, and iron or steel roofing are key material characteristics that illustrate the traditional qualities of the dwellings. Some dwellings have replaced the original timber fenestration with aluminium joinery.

The immediate setting of the dwellings is an important aspect to the understanding of their context, demonstrated by the layout and amenity of the lane. The sites have large open sections with little front boundary fencing (i.e.: no more than 1.2 metres in height and visually permeable) and consistent (approximately 10 metres) setbacks which are intact key features of their rural setting. These are tangible reminders of the coherence of the workers' housing legibility.

Map 14.2.13.1: Clarks Lane Historic Heritage Area



Addition to Appendix 17

I616 Whenuapai 3 Precinct

Whenuapai 3 Precinct Stormwater Management Plan (2017)

Appendix 3 – Recommended changes to PPC5 in response to evidence

All recommended changes to PPC5 in response to submissions and evidence can be seen in this appendix. This appendix is the most up to date version of PPC5 as recommended by the reporting team.

Black text with ~~strikethrough~~ and underline show recommended changes in response to submissions received on PPC5.

Green text with ~~strikethrough~~ and underline show recommended changes proposed in this addendum report following a review of the evidence received from submitters.

The text is annotated with submission points in red that provide scope for the recommended changes. However in some instances there may be other submission points that also provide scope.

Other recommended text changes to PPC5 are shown in red.

There are also recommended zoning changes shown in Appendix 6.

Addition to Chapter I Precincts West

I616. Whenuapai 3 Precinct

I616.1. Precinct Description

The Whenuapai 3 Precinct is located approximately 23 kilometres northwest of central Auckland. Development in the Whenuapai 3 Precinct will enable an increase in housing capacity and provide employment opportunities through the efficient use of land and infrastructure.

The purpose of the precinct is for the area to be developed as a liveable, compact and accessible community with a mix of high quality residential and employment opportunities, while taking into account the natural environment and the proximity of Whenuapai Airbase.

Development of this precinct is directed by Whenuapai 3 Precinct Plans 1, 2 and 3.

Whenuapai 3 Precinct Plan 1 shows:

- indicative open space, esplanade reserves and coastal esplanade reserves;
- the permanent and intermittent stream network, including streams wider than three metres, and wetlands; and **[22.11]**
- the Whenuapai 3 coastal erosion setback yard.

Whenuapai 3 Precinct Plan 2 shows:

- indicative new roads and intersections;
- proposed upgrades to existing roads and intersections; ~~and~~
- ~~development areas for transport infrastructure.~~ **[consequential to amendments in response to 42.9 and 42.10]**

Whenuapai 3 Precinct Plan 3 shows:

- aircraft engine testing noise boundaries from engine testing activity at Whenuapai Airbase.

Integration of Subdivision and Development with Infrastructure

The comprehensive and coordinated approach to subdivision, use and development outlined in the precinct reflects the size and significant amount of infrastructure required to enable subdivision and development. Funding of all required infrastructure is critical to achieving the integrated management of the precinct. The primary responsibility for funding of local infrastructure lies with the applicant for subdivision and/or development. The council may work with developers to agree development funding agreements for the provision of infrastructure, known as Infrastructure Funding Agreements. These agreements define funding accountabilities, who delivers the works, timings and securities, amongst other matters.

Transport

~~Whenuapai 3 Precinct is split into five areas, 1A-1E, based on the local t[ra]nsport infrastructure upgrades required to enable the transport network to support development~~

in the precinct areas. ~~These upgrades~~ are identified in Table I616.6.2.1, ~~and~~ These upgrades are required to be in place prior to development going ahead. The cost of these transport infrastructure upgrades are to be proportionally shared across ~~each area~~ the precinct as development progresses. **[Consequential to amendments in response to 42.9 and 42.10]** If these upgrades are not in place prior to development occurring developers are able to provide an alternative measure for the provision of the upgrade works. This may include an agreement with the council to ensure that the local share of the upgrade works attributable to the development is provided for. This could include an Infrastructure Funding Agreement or some alternative funding mechanism.

Where there is an Auckland Transport project to provide the new or upgraded roads, developers may be required to contribute to it in part. Where a development proceeds ahead of an Auckland Transport project, the developer is required to work with Auckland Transport to ensure that the Auckland Transport project(s) is not precluded by the development.

Neighbourhood Centre

A neighbourhood centre is proposed on the corner of Hobsonville Road and the proposed realigned Trig Road. Service access and staff parking are provided at the rear of the development to encourage the continuity of retail frontages. Pedestrian linkage to the centre is provided at the intersection of Hobsonville Road and the realigned Trig Road.

Stormwater Management

~~Stormwater management within the precinct is guided by the Whenuapai 3 Precinct Stormwater Management Plan (2017). This assessment has identified that~~ The streams and coastal waters within the precinct are degraded and sensitive to changes in land use and stormwater flows. [19.25] As part of the stormwater management approach, stormwater treatment requirements and the stormwater management area control – Flow 1 have been applied to the precinct. Sedimentation effects from land disturbance during construction are addressed by Standard E11.6.2(2) requiring implementation of best practice erosion and sediment control measures for all permitted land disturbance activities. [22.10]

Coastal Erosion Risk

The precinct area includes approximately 4.5 km of cliffed coastline. The precinct manages an identified local coastal erosion risk based on the area's geology and coastal characteristics. A coastal erosion setback yard is used to avoid locating new buildings in identified areas of risk.

Biodiversity

The North-West Wildlink aims to create safe, connected and healthy habitats for native wildlife to safely travel and breed in between the Waitakere Ranges and the Hauraki Gulf Islands. The precinct recognises that Whenuapai is a stepping stone in this link for native wildlife and provides an ability to enhance these connections through riparian planting.

Open Space

An indicative public open space network to support growth in the precinct is shown on Whenuapai 3 Precinct Plan 2. This will generally be acquired at the time of subdivision. A network of public open space, riparian margins and walking and cycling connections is proposed to be created as development proceeds. Development is encouraged to positively respond and interact with the proposed network of open space areas.

Reverse Sensitivity Effects on Whenuapai Airbase

The Whenuapai Airbase is located at the northern edge of the Whenuapai 3 Precinct boundary. While the airbase is outside of the precinct boundary it contributes to the precinct's existing environment and character. The airbase is a defence facility of national and strategic importance. Operations at the airbase include maritime patrol, search and rescue, and transport of personnel and equipment within New Zealand and on overseas deployments. Most of the flying activity conducted from the airbase is for training purposes and includes night flying and repetitive activity.

The precinct manages lighting to ensure safety risks and reverse sensitivity effects on the operation and activities of the airbase are avoided, remedied or mitigated.

Any future subdivision, use and development within the precinct will need to occur in a way that does not adversely effect on the ongoing operation of the airbase.

Aircraft Engine Testing Noise

The aircraft that operate out of Whenuapai Airbase are maintained at the airbase. Engine testing is an essential part of aircraft maintenance. Testing is normally undertaken between 7am and 10pm but, in circumstances where an aircraft must be prepared on an urgent basis, it can be conducted at any time and for extended periods.

Whenuapai 3 Precinct Plan 3 shows 57 dB L_{dn} and 65 dB L_{dn} noise boundaries for aircraft engine testing noise. The noise boundaries recognise that engine testing is an essential part of operations at Whenuapai Airbase and require acoustic treatment for activities sensitive to noise to address the potential reverse sensitivity effects that development within the precinct could have on those operations.

Zoning

The zoning of the land within this precinct is Residential – Single House, Residential – Mixed Housing Urban, Residential – Terrace Housing and Apartment Buildings, Business – Light Industry, Business – Neighbourhood Centre, Open Space – Informal Recreation, Open Space – Conservation and Special Purpose – Airports and Airfields zones.

The relevant overlays, Auckland-wide and zone provisions apply in this precinct unless otherwise specified in this precinct.

I616.2. Objectives

- (1) Subdivision, use and development in the Whenuapai 3 Precinct is undertaken in a comprehensive and integrated way to provide for a compatible mix of residential living and employment opportunities while recognising the ongoing operation and strategic importance of Whenuapai Airbase. [41.11]

- (2) Subdivision, use and development achieves a well-connected, safe and healthy environment for living and working with an emphasis on the public realm including parks, roads, walkways and the natural environment.

Integration of Subdivision and Development with the Provision of Infrastructure

- (3) Subdivision and development does not occur in advance of the availability of transport infrastructure, including regional and local transport infrastructure.
- (4) The adverse effects, including cumulative effects, of subdivision and development on existing and future infrastructure are managed to meet the foreseeable needs of the Whenuapai 3 Precinct area, including through the provision of new and upgraded infrastructure. [42.4]
- (5) Subdivision and development does not occur in a way that compromises the ability to provide efficient and effective infrastructure networks ~~for~~ within the ~~wider~~ Whenuapai 3 Precinct area and the wider network. [42.5]

Transport

- (6) Subdivision and development implements the transport network connections and elements as shown on Whenuapai 3 Precinct Plan 2 and takes into account the regional and local transport network.

Development in the Neighbourhood Centre Zone

- (7) Development in the Neighbourhood Centre Zone:
 - (a) is coordinated and comprehensive;
 - (b) has active frontages facing the street; and
 - (c) promotes pedestrian linkages.

Stormwater Management

- (8) Through subdivision, use and development, implement a stormwater management approach that:
 - (a) is integrated across developments;
 - (b) avoids new flood risk;
 - (c) mitigates existing flood risk;
 - (d) protects and enhances the ecological values of the receiving environment; [22.22]
 - (e) seeks to mimic and protect natural processes; and
 - (f) integrates with, but does not compromise the operation of, the public open space network.

Coastal Erosion Risk

- (9) New development does not occur in areas identified as subject to coastal erosion, taking into account the likely long-term effects of climate change.

Biodiversity

- (10) Subdivision, use and development enhance the coastal environment, biodiversity, water quality, and ecosystem services of the precinct, the Waiarohia and the Wallace Inlets, and their tributaries.

Open Space

- (11) Subdivision, use and development enable the provision of a high quality and safe public open space network that integrates stormwater management, ecological, amenity, and recreation values.

~~*Reverse Sensitivity Effects on Whenuapai Airbase*~~

- (12) The ~~lighting~~ effects of subdivision, use and development on the operation and activities of Whenuapai Airbase are avoided, as far as practicable or otherwise remedied or mitigated. [41.13]

Aircraft Engine Testing Noise

- (13) The adverse effects of aircraft engine testing noise on activities sensitive to noise are avoided, remedied or mitigated at the receiving environment.

The overlay, Auckland-wide and zone objectives apply in this precinct in addition to those specified above.

I616.3. Policies

- (1) Require subdivision, use and development to be integrated, coordinated and in general accordance with the Whenuapai 3 Precinct Plans 1 and 2.
- (2) Encourage roads that provide for pedestrian and cycle connectivity alongside riparian margins and open spaces.
- (3) Encourage high quality urban design outcomes by considering the location and orientation of buildings in relation to roads and public open space.

Integration of Subdivision and Development with the Provision of Infrastructure

- (4) Require subdivision and development to be managed and designed to align with the coordinated provision and upgrading of the transport infrastructure network within the precinct, and with the wider transport network.
- (5) Require subdivision and development to Avoid, remedy or mitigate the adverse effects, including cumulative effects, ~~of subdivision and development~~ on the

~~existing and future~~ infrastructure required to support the Whenuapai 3 Precinct through the provision of new and upgraded infrastructure. [42.8]

- (6) Require the provision of infrastructure to be proportionally shared across the precinct.
- (7) ~~Require subdivision and development to provide the local transport network infrastructure necessary to support the development of the areas 1A-1E shown in Whenuapai 3 Precinct Plan 2.~~ [36.26]

Transport

- (8) Require the provision of new roads and upgrades of existing roads as shown on Whenuapai 3 Precinct Plan 2 through subdivision and development, with amendments to the location and alignment of collector roads ~~only~~ allowed where the realigned road will provide an equivalent transport function. [34.11]

Development in the Neighbourhood Centre Zone

- (9) Ensure development in the neighbourhood centre zone maximises building frontage along Hobsonville Road and the realigned Trig Road by:
- (a) avoiding blank walls facing the roads;
 - (b) providing easily accessible pedestrian entrances on the road frontages;
 - (c) maximising outlook onto streets and public places;
 - (d) providing weather protection for pedestrians along the road frontages;
 - (e) providing service access and staff parking away from the frontages; and
 - (f) providing car parking and service access behind buildings, with the exception of kerbside parking.
- (10) Ensure all development in the Neighbourhood Centre Zone is consistent with the layout of the Trig Road realignment as shown on Whenuapai 3 Precinct Plan 2.
- (11) Limit the number of vehicle access points from the Neighbourhood Centre Zone onto Hobsonville Road and the Trig Road realignment to ensure safe and efficient movement of vehicles and pedestrians.

Stormwater Management

- (12) Require subdivision and development within the Whenuapai 3 Precinct to:
- (a) apply an integrated stormwater management approach;
 - (b) ~~manage stormwater diversions and discharges~~ treat stormwater runoff at source to enhance the quality of freshwater systems and coastal waters; and [8.5]

- (c) ~~be consistent with the requirements of the Whenuapai 3 Precinct Stormwater Management Plan (2017) and any relevant stormwater discharge consent.~~

[19.25]

(13) Require development to:

- (a) avoid locating new buildings in the 1 per cent annual exceedance probability (AEP) floodplain;
- (b) avoid increasing flood risk; and
- (c) mitigate existing flood risk where practicable.

(14) Ensure stormwater outfalls are appropriately designed, located and managed to avoid or mitigate adverse effects on the environment, including:

- (a) coastal or stream bank erosion;
- (b) constraints on public access;
- (c) amenity values; and
- (d) constraints on fish passage into and along river tributaries.

Coastal Erosion Risk

(15) Avoid locating new buildings on land within the Whenuapai 3 coastal erosion setback yard.

(16) Avoid the use of hard protection structures to manage coastal erosion risk in the Whenuapai 3 coastal erosion setback yard.

Biodiversity

(17) Recognise the role of riparian planting in the precinct to support the ecosystem functions of the North-West Wildlink.

(18) Avoid stream and wetland crossings where practicable, and if avoidance is not practicable, ensure crossings ~~take the shortest route are constructed perpendicular to the channel~~ to minimise or mitigate freshwater habitat loss.

[22.28]

(19) Require, at the time of subdivision and development, riparian planting of appropriate native species along the edge of permanent and intermittent streams and wetlands to:

- (a) provide for and encourage establishment and maintenance of ecological corridors through the Whenuapai area;
- (b) maintain and enhance water quality and aquatic habitats;

- (c) enhance existing native vegetation and wetland areas within the catchment;
and
- (d) reduce stream bank erosion.

Open Space

- (20) Require the provision of open space as shown on Whenuapai 3 Precinct Plan 1 through subdivision and development, unless the council determines that the indicative open space is no longer required or fit for purpose.
- (21) ~~Only a~~ Allow amendments to the location and alignment of the open space where the amended open space can be demonstrated to achieve the same size and the equivalent functionality. [36.30]

~~Reverse Sensitivity Effects on Whenuapai Airbase~~ [41.20]

- (22) Require subdivision, use and development within the Whenuapai 3 Precinct to avoid, remedy or mitigate any adverse effects, including reverse sensitivity effects and safety risks relating to lighting, glare and reflection, on the operation and activities of Whenuapai Airbase.
- (23) Require the design of roads and associated lighting to be clearly differentiated from runway lights at Whenuapai Airbase to provide for the ongoing safe operation of the airbase.

Aircraft Engine Testing Noise

- (24) Avoid the establishment of new activities sensitive to noise within the 65 dB L_{dn} aircraft engine testing noise boundary shown on Whenuapai 3 Precinct Plan 3.
- (25) Avoid establishing residential and other activities sensitive to noise within the area between the 57 dB L_{dn} and 65 dB L_{dn} aircraft engine testing noise boundaries as shown on Whenuapai 3 Precinct Plan 3, unless the noise effects can be adequately remedied or mitigated at the receiving site through the acoustic treatment, including mechanical ventilation, of buildings containing activities sensitive to noise.

The overlay, Auckland-wide and zone policies apply in this precinct in addition to those specified above.

I616.4. Activity table

The activity tables in any relevant overlays, Auckland-wide and zones apply unless the activity is listed in Table I616.4.1 Activity table below.

Table I616.4.1 specifies the activity status of land use and subdivision activities in the Whenuapai 3 Precinct pursuant to sections 9(3) and section 11 of the Resource Management Act 1991.

Note: A blank cell in the activity status means the activity status of the activity in the relevant overlays, Auckland-wide or zones applies for that activity.

Table I616.4.1 Land use and subdivision activities in Whenuapai 3 Precinct

Activity		Activity status
Subdivision		
(A1)	Subdivision listed in Chapter E38 Subdivision – Urban	
(A2)	Subdivision that does not comply with Standard I616.6.2 Transport infrastructure requirements	NC
(A3)	Subdivision that complies with Standard I616.6.2 Transport infrastructure requirements, but not complying with any one or more of the other standards contained in Standards I616.6	D
Coastal protection structures		
(A4)	Hard protection structures	D
(A5)	Hard protection structures located within the Whenuapai 3 coastal erosion setback yard	NC
Stormwater outfalls		
(A6)	Stormwater outfalls and associated erosion and protection structures located within the Whenuapai 3 coastal erosion setback yard identified in Table I616.6.5.1	RD
Use and development		
(A7)	Activities listed as permitted or restricted discretionary activities in Table H3.4.1 Activity table in the Residential – Single House Zone	
(A8)	Activities listed as permitted or restricted discretionary activities in Table H5.4.1 Activity table in the Residential – Mixed Housing Urban Zone	
(A9)	Activities listed as permitted or restricted discretionary activities in Table H6.4.1 Activity table in the Residential – Terrace Housing and Apartment Buildings Zone	
(A10)	Activities listed as permitted or restricted discretionary activities in Table H12.4.1 Activity table in the Business – Neighbourhood Centre Zone	
(A11)	Activities listed as permitted or restricted discretionary activities in Table H17.4.1 Activity table in the Business – Light Industry Zone	

(A12)	Activities listed as permitted or restricted discretionary activities in Table H7.9.1 Activity table in the Open Space – Informal Recreation	
(A13)	Activities listed as permitted or restricted discretionary activities in Table H7.9.1 Activity table in the Open Space – Conservation	
(A14)	Any structure located on or abutting an indicative road identified in the Whenuapai 3 Precinct Plan 2, unless an alternative road alignment has been approved by a resource consent	RD
(A15)	Activities not otherwise provided for	D [24.6 and 24.8]
(A16)	Activities that comply with: <ul style="list-style-type: none"> • Standard I616.6.2 Transport infrastructure requirements; • Standard I616.6.5 New buildings within the Whenuapai 3 coastal erosion setback yard; and • Standard I616.6.10 Development within the aircraft engine testing noise boundaries; but do not comply with any one or more of the other standards contained in Standards I616.6	D
(A17)	Activities that do not comply with: <ul style="list-style-type: none"> • Standard I616.6.2 Transport infrastructure requirements; • Standard I616.6.5 New buildings within the Whenuapai 3 coastal erosion setback yard; and • Standard I616.6.10 Development within the aircraft engine testing noise boundaries 	NC
(A18)	New activities sensitive to noise within the 65 dB L _{dn} noise boundary shown on Whenuapai 3 Precinct Plan 3	Pr

I616.5. Notification

- (1) Any application for resource consent for an activity listed in Table I616.4.1 Activity table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the council will give specific consideration to those persons listed in Rule C1.13(4).

I616.6. Standards

- (1) The standards in the overlays, Auckland-wide and zones apply to all activities listed in Table I616.4.1 Activity table in this precinct unless specified in Standard I616.6(2) below.
- (2) The following overlay, Auckland-wide or zone standards do not apply to activity (A1) listed in Table I616.4.1 Activity table for land in the Whenuapai 3 coastal setback yard identified in Whenuapai 3 Precinct Plan 1:
 - (a) Standard E38.7.3.4 Subdivision of land in the coastal erosion hazard area

- (3) Activities listed in Table I616.4.1 Activity table must comply with the specified standards in I616.6.1 – I616.6.11.

I616.6.1. Compliance with Whenuapai 3 Precinct Plans

- (1) Activities must comply with Whenuapai 3 Precinct Plan 1 and Whenuapai 3 Precinct Plan 2.
- (2) Activities not meeting Standard I616.6.1(1) must provide an alternative measure that will generally align with, and not compromise, the outcomes sought in Whenuapai 3 Precinct Plans 1 and 2.

I616.6.2. Transport infrastructure requirements

- (1) All subdivision and development must meet its proportional share of ~~local~~ transport infrastructure works as identified in Table I616.6.2.1 below unless otherwise provided for by (2) and (3) below. **[42.10]**
- (2) Where the applicant, in applying for resource consent, cannot achieve or provide the required ~~local~~ transport infrastructure work identified in Table I616.6.2.1 below, alternative measure(s) to achieve the outcome required must be provided. **[42.10]**
- (3) The applicant and the council must agree the alternative measure(s) to be provided as part of the application and provide evidence of this agreement in writing as part of the application for resource consent.

Table I616.6.2.1 ~~Local~~ Transport infrastructure requirements **[42.9]**

Areas	Local <u>Transport</u> infrastructure required
4A	New collector roads extending west from Trig Road into the Stage 1A area as indicatively shown in Precinct Plan 2.
	New collector roads extending east from Trig Road into the Stage 1A area as indicatively shown in Precinct Plan 2.
	Signalisation at the new intersection of Trig Road, Luckens Road and Hobsonville Road.
	Formation and signalisation of the intersection at the location of the new collector road and Trig Road as indicatively shown on Precinct Plan 2.
	Upgrade of the intersection at Trig Road and the State Highway 18 off ramp.
4B	Upgrade and signalisation of the intersection of Brigham Creek Road and Kauri Road including: <ul style="list-style-type: none"> • dual right-turn lanes from Brigham Creek Road into Kauri Road; and • suitable bus and cycle priority provision.
	Formation and signalisation of the intersection at the location of the new collector road and Brigham Creek Road as indicatively shown on Precinct Plan 2.
4C	Addition of a fourth leg to the Brigham Creek Road and Kauri Road intersection.
	New collector road from the Brigham Creek Road and Kauri Road intersection westwards to the boundary of the Stage 1C area as indicatively shown on Precinct Plan 2.
4D	Road stopping of Sinton Road to the west of 18 Sinton Road, and replacement with a new collector road from Sinton Road to Kauri Road as

Areas	Local Transport infrastructure required
	<p>indicatively shown on Precinct Plan 2. <i>[48.18]</i></p> <p>New collector road crossing State Highway 18 connecting Sinton Road to Sinton Road East as indicatively shown on Precinct Plan 2. <i>[48.18]</i></p> <p>New collector roads as indicatively shown in Precinct Plan 2. <i>[48.18]</i></p>
1E	<p>New collector roads from Brigham Creek Road extending south into the Stage 1E area as indicatively shown in Precinct Plan 2.</p> <p>Formation and signalisation of the intersections of Brigham Creek Road with the new collector roads required as part of the Stage 1E area.</p> <p>Upgrade and signalisation of the intersection of Trig Road and Brigham Creek Road.</p> <p>New collector roads from Trig Road extending east into the Stage 1E area as indicatively shown in Precinct Plan 2.</p>

[21.3, 34.15, 35.4, and 42.9]

1616.6.3. Stormwater management

- (1) Stormwater runoff from new development must not cause the 1 per cent annual exceedance probability (AEP) floodplain to rise above the floor level of an existing habitable room or increase flooding of an existing habitable room on any property.
- (2) All new buildings must be located outside of the 1 per cent AEP floodplain and overland flow path.
- (3) Stormwater runoff from impervious areas totalling more than 1,000m² associated with any subdivision or development proposal must be:
 - (a) treated at-source by a stormwater management device or system that is sized and designed in accordance with Technical Publication 10: Design Guideline Manual for Stormwater Treatment Devices (2003); or *[8.5]*
 - (b) where alternative devices are proposed, the device must demonstrate it is designed to achieve an equivalent level of contaminant or sediment removal performance.
- (4) All stormwater runoff from:
 - (a) commercial and industrial waste storage areas including loading and unloading areas; and
 - (b) communal waste storage areas in apartments and multi-unit developments

must be directed to a device that removes gross stormwater pollutants prior to entry to the stormwater network or discharge to water.
- (5) Stormwater runoff from impervious areas not directed to an approved stormwater management device (achieving either quality

treatment or hydrology mitigation in accordance with Stormwater management area control – Flow 1) must:

- (a) achieve quality treatment on-site in accordance with Technical Publication 10: Design Guideline Manual for Stormwater Treatment Devices (2003) prior to disposal to the stormwater network; or
- (b) use inert building materials. [19.30]

I616.6.4. Riparian planting

- (1) The riparian margins of a permanent or intermittent stream or a wetland must be planted to a minimum width of 10m measured from the top of the stream bank and/or the wetland's fullest extent.
- (2) Riparian margins must be offered to the council for vesting.
- (3) The riparian planting proposal must:
 - (a) include a plan identifying the location, species, planting bag size and density of the plants;
 - (b) use eco-sourced native vegetation where available;
 - (c) be consistent with local biodiversity;
 - (d) be planted at a density of 10,000 plants per hectare, unless a different density has been approved on the basis of plant requirements.
- (4) Where pedestrian and/or cycle paths are proposed, they must be located adjacent to, and not within, the 10m planted riparian area.
- (5) The riparian planting required in Standard I616.6.4(1) above must be incorporated into a landscape plan. This plan must be prepared by a suitably qualified and experienced person and be approved by the council.
- (6) The riparian planting required by Standard I616.6.4(1) cannot form part of any environmental compensation or offset mitigation package where such mitigation is required in relation to works and/or structures within a stream.

I616.6.5. New buildings within the Whenuapai 3 coastal erosion setback yard

- (1) New buildings must not be located within the Whenuapai 3 coastal erosion setback yard shown in Whenuapai 3 Precinct Plan 1. The widths of the yard are specified in Table I616.6.5.1 and is to be

measured from mean high water springs. This is to be determined when the topographical survey of the site is completed.

- (2) Alterations to existing buildings within the Whenuapai 3 coastal erosion setback yard must not increase the existing gross floor area.

Table I616.6.5.1 Whenuapai 3 coastal erosion setback yard

Area	Coastal erosion setback yard
A	41m
B	40m
C	26m
D	35m

I616.6.6. External alterations to buildings within the Whenuapai 3 coastal erosion setback yard

- (1) External alterations to buildings within the Whenuapai 3 coastal erosion setback yard identified in Standard I616.6.5 and Whenuapai 3 Precinct Plan 1 must not increase the existing gross floor area.

I616.6.7. Subdivision of land in the Whenuapai 3 coastal erosion setback yard

- (1) Each proposed site on land in the Whenuapai 3 coastal erosion setback yard must demonstrate that all of the relevant areas/features below are located outside of the Whenuapai 3 coastal erosion setback yard:
 - (a) in residential zones and business zones - a shape factor that meets the requirements of Standard E38.8.1.1 Site shape factor in residential zones or Standard E38.9.1.1 Site shape factor in business zones;
 - (b) access to all proposed building platforms or areas; and
 - (c) on-site private infrastructure required to service the intended use of the site.

I616.6.8. Roads

- (1) Development and subdivision occurring adjacent to an existing road must upgrade the entire width of the road ~~adjacent to~~ from the property boundary of the site where subdivision and development is to occur, to the kerb on the opposite side of the road. [46.11]

- (2) Development and subdivision involving the establishment of new roads must:
 - (a) provide the internal road network within the site where subdivision and development is to occur; ~~and~~
 - (b) be built through to the site boundaries to enable existing or future connections to be made with, and through, neighbouring sites; and
 - (c) provide a full arterial road width along any proposed new arterial alignment shown on Whenuapai 3 Precinct Plan 2 if the development is proceeding ahead of the arterial road. [42.12, 47.11 and 48.12]

I616.6.9. Development in the Neighbourhood Centre Zone

I616.6.9.1. Access

- (1) Vehicle accesses must not be located on that part of a site boundary located within 30m of the intersection of Hobsonville Road and the realigned Trig Road.
- (2) All development must provide pedestrian access that connects to the intersection of Hobsonville Road and the realigned Trig Road.

I616.6.9.2. Building frontage

- (1) Any new building must:
 - (a) front onto Hobsonville Road or the realigned Trig Road identified in Precinct Plan 2; and
 - (b) have a building frontage along the entire length of the site excluding vehicle and pedestrian access.

I616.6.9.3. Verandas

- (1) The ground floor of any building fronting Hobsonville Road and the realigned Trig Road must provide a veranda over the adjacent footpath along the full extent of the frontage, excluding vehicle access.
- (2) The veranda must:
 - (a) be contiguous with any adjoining building;
 - (b) have a minimum height of 3m and a maximum height of 4.5m above the footpath;
 - (c) have a minimum width of 2.5m; and
 - (d) be set back at least 600mm from the kerb.

I616.6.10. Development within the aircraft engine testing noise boundaries

- (1) Between the 57 dB L_{dn} and 65 dB L_{dn} noise boundaries as shown on Whenuapai 3 Precinct Plan 3, new activities sensitive to noise and alterations and additions to existing buildings accommodating activities sensitive to noise must provide sound attenuation and related ventilation and/or air conditioning measures:
 - (a) to ensure the internal environment of habitable rooms does not exceed a maximum noise level of 40 dB L_{dn} ; and
 - (b) that are certified to the council's satisfaction as being able to meet Standard I616.6.10(12)(a) by a person suitably qualified and experienced in acoustics prior to its construction; and **[error]**
 - (c) so that the related ventilation and/or air conditioning system(s) satisfies the requirements of New Zealand Building Code Rule G4, or any equivalent standard which replaces it, with all external doors of the building and all windows of the habitable rooms closed.

I616.6.11. Lighting

- (1) No person may illuminate or display the following outdoor lighting between 11:00pm and 6:30am:
 - (a) searchlights; or
 - (b) outside illumination of any structure or feature by floodlight that shines above the horizontal plane. **[34.20 and 41.28]**

I616.7. Assessment – controlled activities

There are no controlled activities in this precinct.

I616.8. Assessment – restricted discretionary activities

I616.8.1. Matters of discretion

The council will restrict its discretion to all the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities in the overlay, Auckland-wide and zone provisions.

- (1) Subdivision and development:
 - (a) safety, connectivity, walkability, public access to the coast and a sense of place;
 - (b) location of roads and connections with neighbouring sites;
 - (c) functional requirements of the transport network, roads and different transport modes;

- (d) site and vehicle access, including roads, rights of way and vehicle crossings;
 - (e) location of buildings and structures;
 - (f) provision of open space; and
 - (g) provision of the required local transport infrastructure or an appropriate alternative measure.
- (2) Use and development in the Neighbourhood Centre Zone:
- (a) the design and location of onsite parking and loading bays; and
 - (b) building setbacks from Hobsonville Road and the realigned Trig Road.
- (3) Subdivision of land in the Whenuapai 3 coastal erosion setback yard:
- (a) the effects of the erosion on the intended use of the sites created by the subdivision and the vulnerability of these uses to coastal erosion.
- (4) Stormwater outfalls and associated erosion and protection structures within the Whenuapai 3 coastal erosion setback yard:
- (a) the effects on landscape values, ecosystem values, coastal processes, associated earthworks and landform modifications;
 - (b) the effects on land stability including any exacerbation of an existing natural hazard, or creation of a new natural hazard, as a result of the structure;
 - (c) the resilience of the structure to natural hazard events;
 - (d) the use of green infrastructure instead of hard engineering solutions;
 - (e) the effects on public access and amenity, including nuisance from odour;
 - (f) the ability to maintain or enhance fish passage; and
 - (g) risk to public health and safety.
- (5) Lighting associated with development, structures, infrastructure and construction.

I616.8.2. Assessment criteria

The council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the

relevant restricted discretionary activities in the overlay, Auckland-wide and zone provisions.

(1) Subdivision and development:

- (a) the extent to which any subdivision or development layout is consistent with and provides for the upgraded roads and new indicative roads shown on the Whenuapai 3 Precinct Plan 2;
- (b) the extent to which any subdivision or development provides for public access to the coast;
- (c) the extent to which any subdivision or development layout achieves a safe, connected and walkable urban form with a sense of place;
- (d) the extent to which any subdivision or development layout is consistent with and provides for the indicative open space shown within Whenuapai 3 Precinct Plan 1;
- (e) the extent to which any subdivision or development layout complies with the Auckland Transport Code of Practice or any equivalent standard that replaces it;
- (f) the extent to which any subdivision or development layout provides for the functional requirements of the existing or proposed transport network, roads and relevant transport modes;
- (g) the extent to which access to an existing or planned arterial road, or road with bus or cycle lane, minimises vehicle crossings by providing access from a side road, rear lane, or slip lane;
- (h) the extent to which subdivision and development provides for roads to the site boundaries to enable connections with neighbouring sites; and
- (i) whether an appropriate ~~public~~ funding mechanism is in place to ensure the provision of all required infrastructure. **[42.15]**

(2) Use and development in the Neighbourhood Centre Zone:

- (a) the extent to which staff car parking, loading spaces and any parking associated with residential uses is:
 - (i) located to the rear of the building; and
 - (ii) maximises the opportunity for provision of communal parking areas.
- (b) the extent to which building setbacks are minimised to ensure buildings relate to Hobsonville Road and the realigned Trig Road.

- (3) Subdivision of land in the Whenuapai 3 coastal erosion setback yard:
- (a) the effects of the hazard on the intended use of the sites created by the subdivision and the vulnerability of these uses to coastal erosion:
 - (i) whether public access to the coast is affected;
 - (ii) the extent to which the installation of hard protection structures to be utilised to protect the site or its uses from coastal erosion hazards over at least a 100 year timeframe are necessary; and
 - (iii) refer to Policy E38.3(2).
- (4) Stormwater outfalls and associated erosion and protection structures within the Whenuapai 3 coastal erosion setback yard:
- (a) the extent to which landscape values, ecological values and coastal processes are affected or enhanced by any works proposed in association with the structure(s);
 - (b) the extent to which site specific analysis, such as engineering, stability or flooding reports have been undertaken and any other information about the site, the surrounding land and the coastal marine area;
 - (c) the extent to which the structure(s) is located and designed to be resilient to natural hazards;
 - (d) the extent to which the proposal includes green infrastructure and solutions instead of hard engineering solutions;
 - (e) the extent to which public access and / or amenity values, including nuisance from odour, are affected by the proposed structure(s);
 - (f) the extent to which fish passage is maintained or enhanced by the proposed structure(s); and
 - (g) the extent to which adverse effects on people, property and the environment are avoided, remedied or mitigated by the proposal.
- (5) Lighting associated with development, structures, infrastructure and construction:
- (a) The effects of lighting on the safe and efficient operation of Whenuapai Airbase, to the extent that the lighting:
 - (i) avoids simulating approach and departure path runway lighting;
 - (ii) ensures that clear visibility of approach and departure path runway lighting is maintained; and
 - (iii) avoids glare or light spill that could affect aircraft operations.

I616.9. Special information requirements

(1) Riparian planting plan

An application for land modification, development and subdivision which adjoins a permanent or intermittent stream must be accompanied by a riparian planting plan identifying the location, species, planter bag size and density of the plants.

(2) Permanent and intermittent streams and wetlands

All applications for land modification, development and subdivision must include a plan identifying all permanent and intermittent streams and wetlands on the application site.

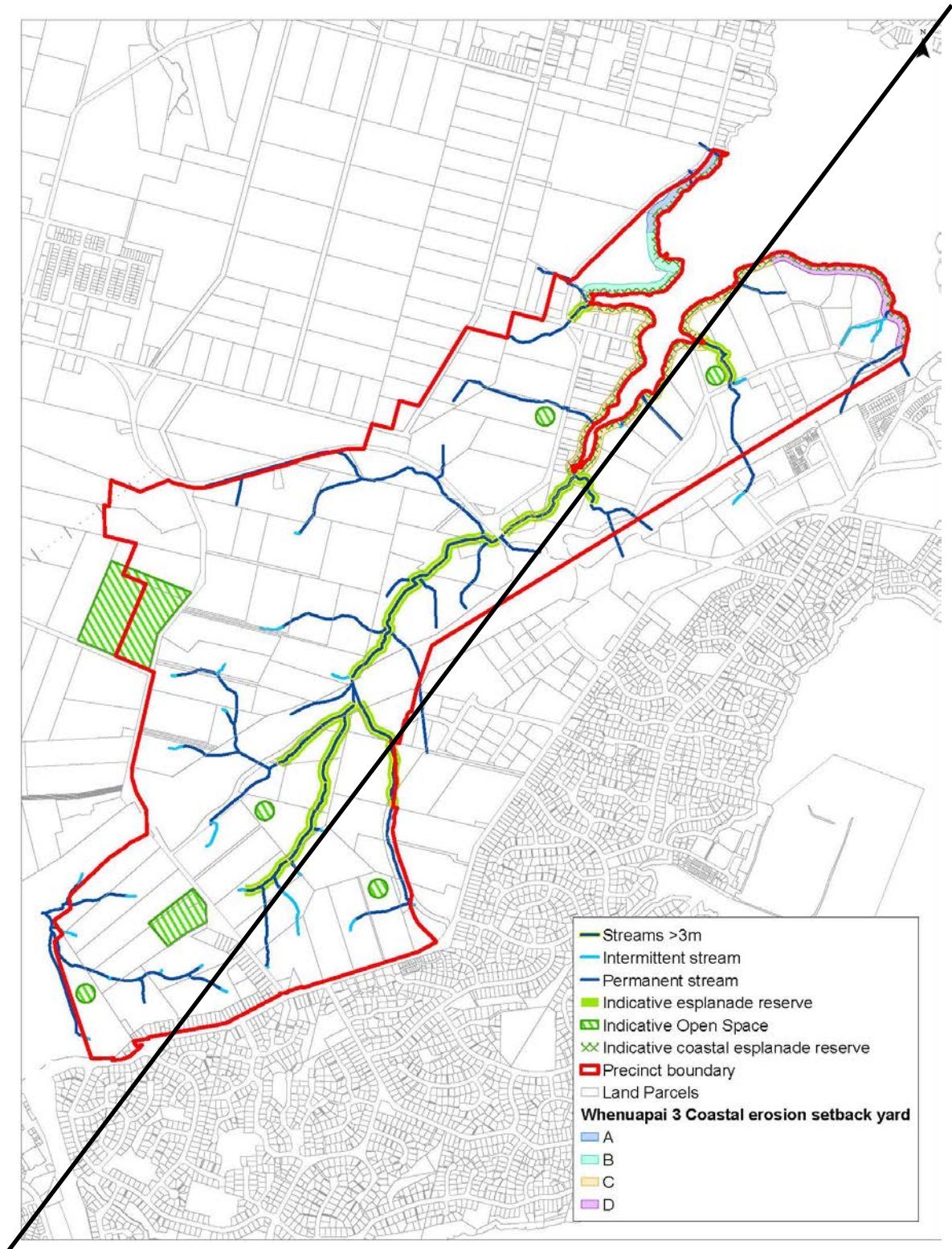
(3) Stormwater management

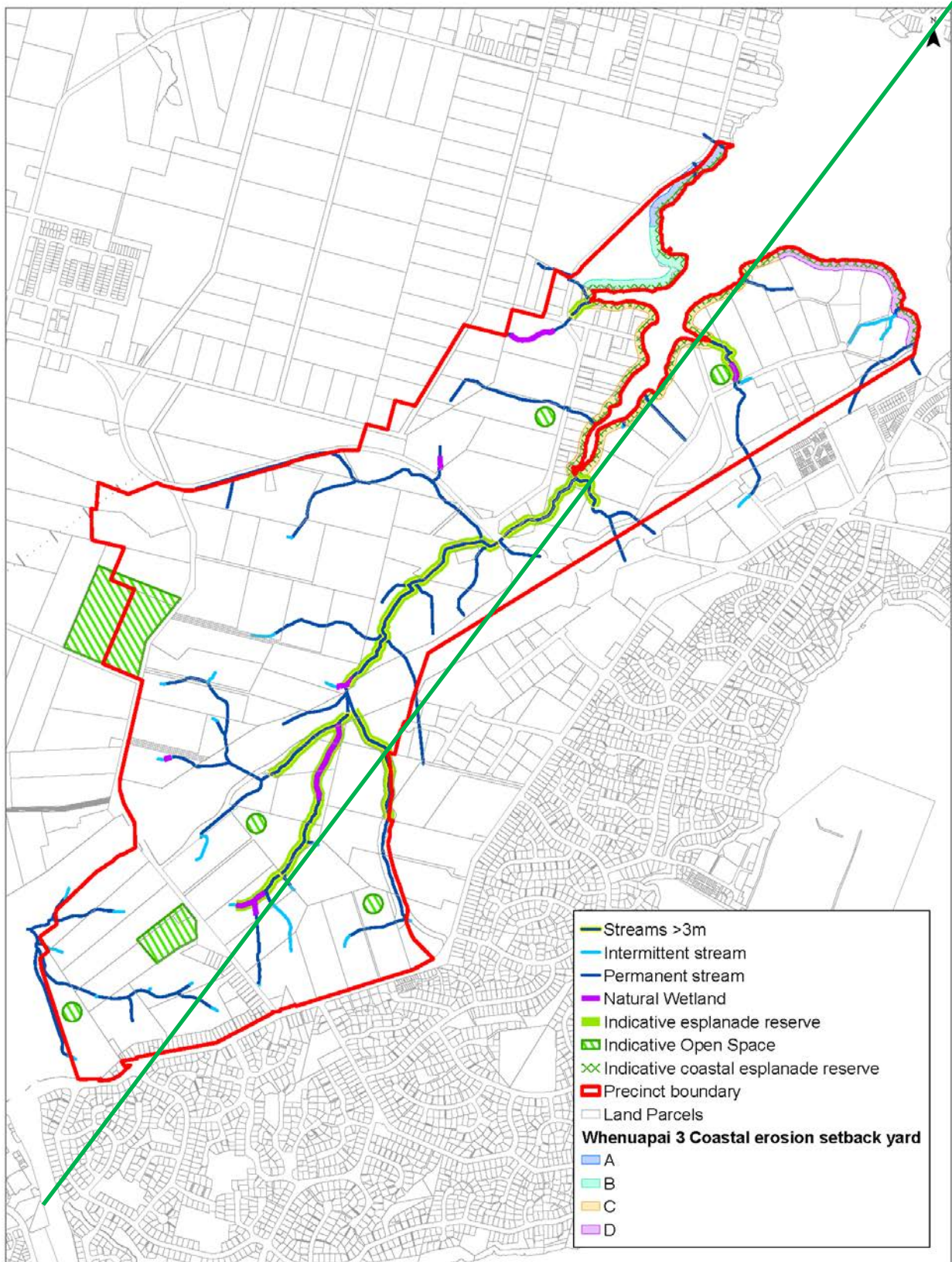
All applications for development and subdivision must include a plan demonstrating how stormwater management requirements will be met including:

- (a) areas where stormwater management requirements are to be met on-site and where they will be met through communal infrastructure;
- (b) the type and location of all public stormwater network assets that are proposed to be vested in council;
- (c) consideration of the interface with, and cumulative effects of, stormwater infrastructure in the precinct.

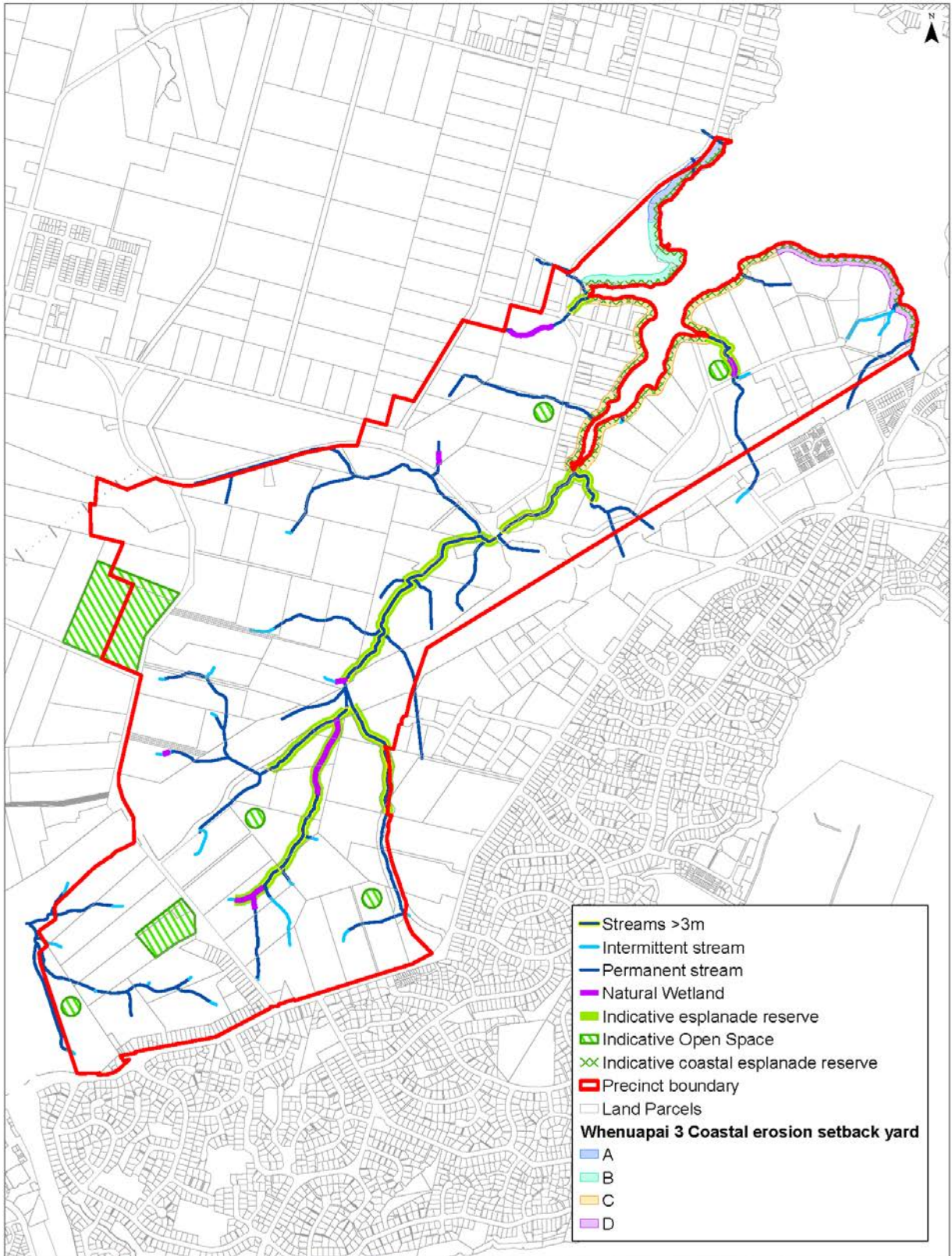
I616.10. Precinct plans

I616.10.1. Whenuapai 3 Precinct Pan 1

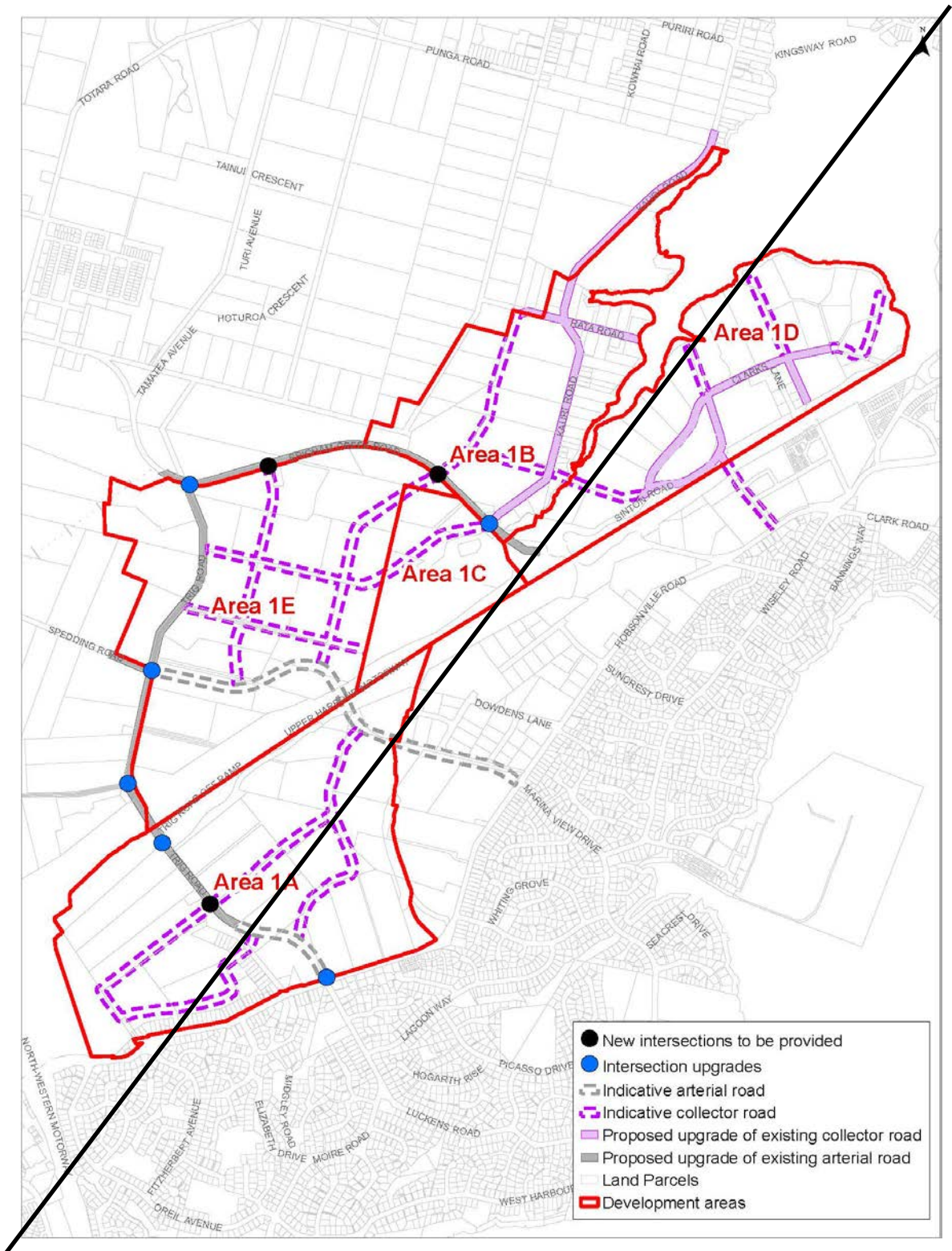




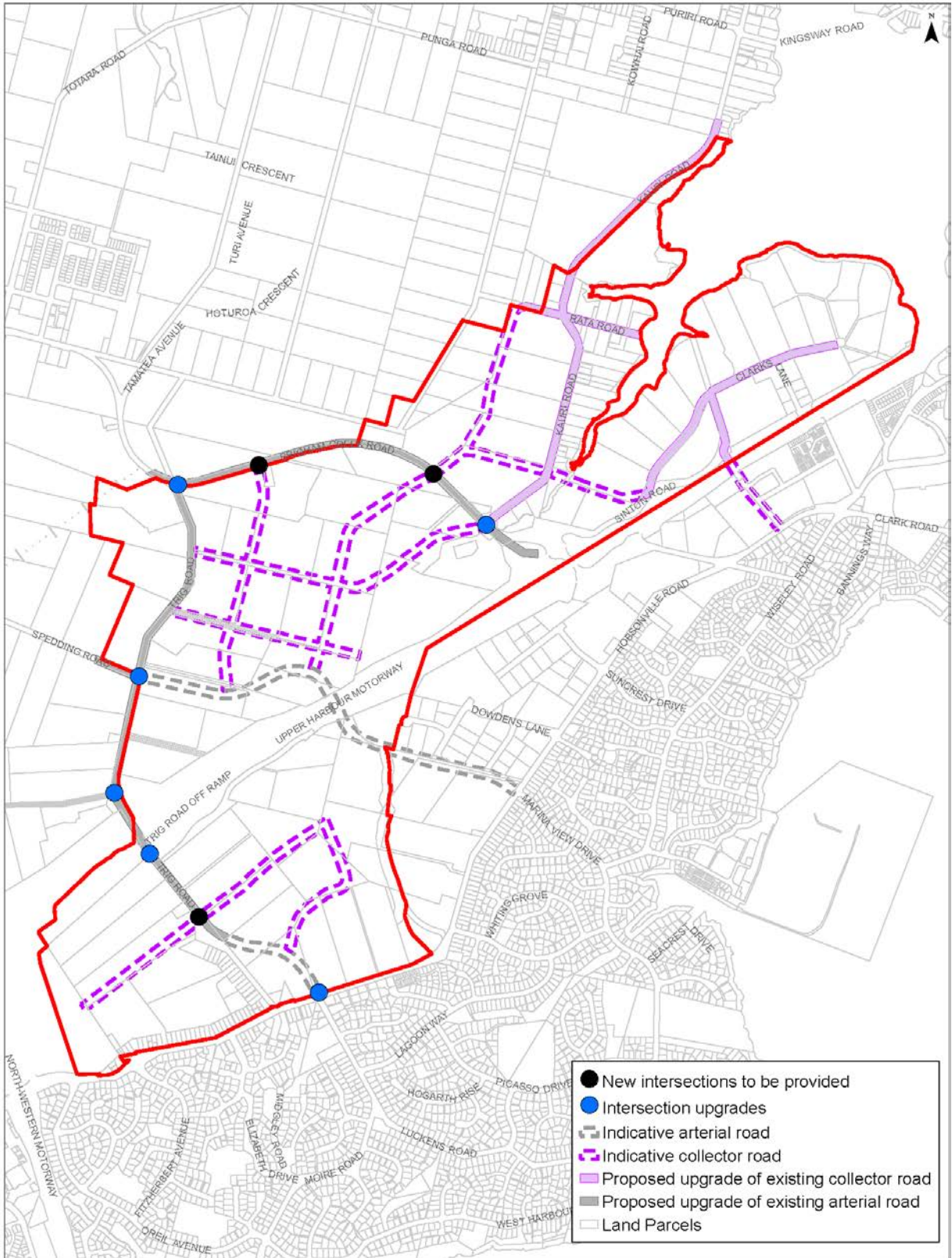
[22.11, 22.12, 22.43]



I616.10.2. Whenuapai 3 Precinct Plan 2

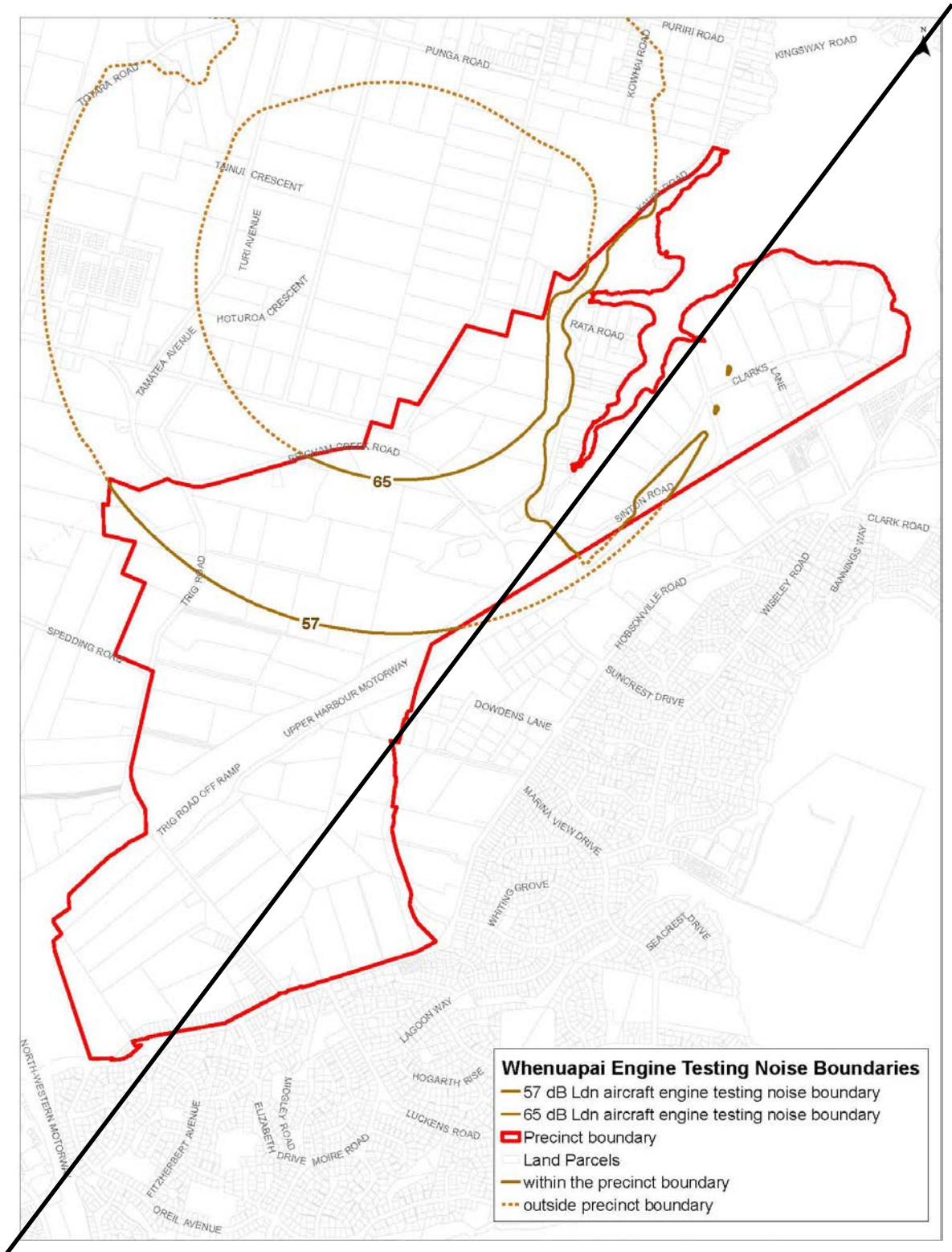


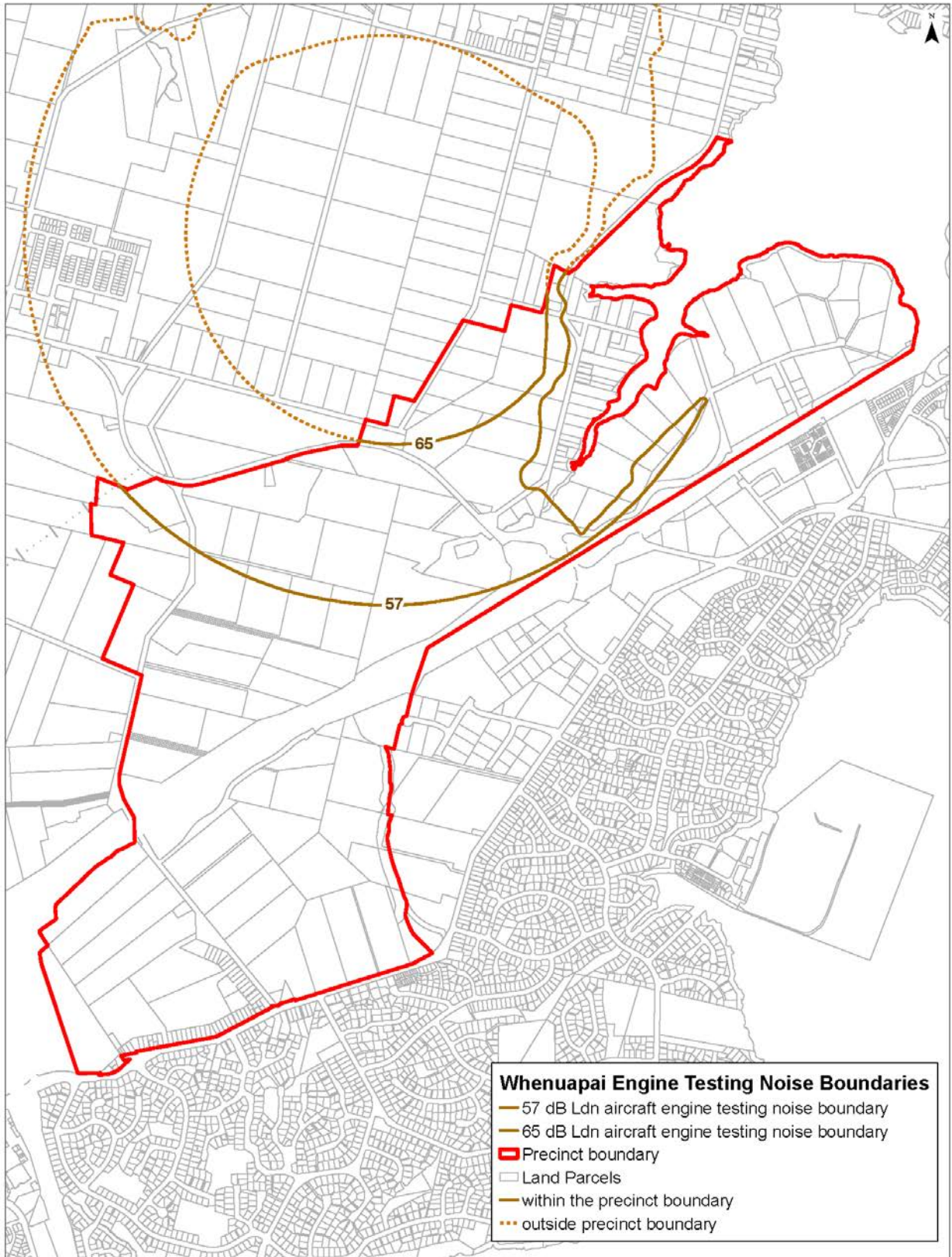
Appendix 3 – Recommended changes to PPC5 in response to evidence



[21.5, 21.6, 26.4, 26.5, 26.6, 29.3, 29.4, 29.5, 29.6, 32.4, 32.5, 32.6, 33.4, 33.5, 33.6, 35.2, 48.8, 48.9]

I616.10.3. Whenuapai 3 Precinct Plan 3





[41.9]

Addition to Schedule 14.1 Table 1 Places

ID	Place Name and/or Description	Verified Location	Verified Legal Description	Category	Primary Feature	Heritage Values	Extent of Place	Exclusions	Additional Rules for Archaeological Sites or Features	Place of Maori Interest or Significance
02784	Whenuapai heavy anti-aircraft battery	4 Spedding Road and 92 Trig Road, Whenuapai	Lot 17 DP 62344; Lot 16 DP62344	B	Gun emplacements and command post	A,H	Refer to planning maps			

Deletion of existing schedule entries from 14.1 Table 1 Places

ID	Place Name and/or Description	Verified Location	Verified Legal Description	Category	Primary Feature	Heritage Values	Extent of Place	Exclusions	Additional Rules for Archaeological Sites or Features	Place of Maori Interest or Significance
00135	Worker's Dwelling	9 Clarks Lane, Hobsonville	LOT 4 DP 411781	B		A,F	Refer to planning maps	Interior of building(s)		
00246	Worker's Residence	5 Clarks Lane, Hobsonville		B		A,F	Refer to planning maps	Interior of building(s)		
00247	Worker's Residence	4 Clarks Lane, Hobsonville		B		A,F	Refer to planning maps	Interior of building(s)		
00248	Worker's Residence	6 Clarks Lane, Hobsonville		B		A,F	Refer to planning maps	Interior of building(s)		
00249	Worker's Residence	10 Clarks Lane, Hobsonville		B		A,B,F,H	Refer to planning maps	Interior of building(s)		

Addition to Schedule 14.1 Schedule of Historic Heritage – Table 2 Areas

ID	Area Name and/or Description	Verified Location	Known Heritage Values	Extent of Place	Exclusions	Additional Rules for Archaeological Sites or Features	Place of Maori Interest or Significance	Contributing Sites/ Features	Non-contributing Sites/ Features
02783	Clarks Lane Historic Heritage Area	Clarks Lane, Hobsonville	A,F,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.13	Stand-alone accessory buildings or garages built after 1940; former church 7 Clarks Lane (Lot 5 DP 411781)

Addition to Schedule 14.2

14.2.13 Clarks Lane Historic Heritage Area

Statement of significance

The dwellings at 3 to 10 Clarks Lane are located in Hobsonville, an area to the north-west of the Auckland Central Business District. Clarks Lane is situated on the north-western edge of the suburb, close to the adjacent district of Whenuapai and the Waiarohia Inlet. Clarks Lane runs in a north-south orientation and prior to 2008 had access southwards via Ockleston Road to connect with Hobsonville Road. Following the construction of State Highway 18 the lane became a cul-de-sac. The lane is narrow, with road markings only to denote the edge of the carriageway; it has a wide road reserve and no footpath, all of which contribute to its rural amenity and aesthetic. These physical attributes of the road are important to the understanding of its history as a rural lane servicing a small grouping of residences. The position of the cottages on either side of the road creates a balance of housing through the lane. The carriageway, road reserve and building positions are therefore contributing features of the Clarks Lane Historic Heritage Area and are important aspects of the Historic Heritage Area's context.

The group of workers' residences on Clarks Lane have considerable historical value as they reflect an important aspect of local and regional history, the private construction of accommodation for pottery and brickworks industry employees. The remaining cottages and foreman's villa represent some of the first privately established workers' accommodation still extant in the region. The cottages are also some of the earliest remaining examples of their type in the locality, representing an early period of development in the area. The Clarks Lane Historic Heritage Area has further significance for its association with the Clark family, specifically R.O. Clark II, R.O. Clark III and his brother, T.E. Clark. The Clark family were some of the first European settlers to the area and made a significant contribution to the history of the locality. The Clarks donated land for the erection of a number of community buildings including the first church and school in Hobsonville.

The dwellings play an important role in defining the distinctiveness of the Hobsonville community by representing the area's early history and as a legacy of the Clark family. The Historic Heritage Area is an important grouping of buildings that demonstrates a way of life that is now less common by representing the locality's reliance upon local employment and effort of a local company to provide affordable and convenient housing. As a group of dwellings of a similar design and style, they have considerable value as a remnant of the early settlement period and architectural development of Hobsonville. The type and style of the Clarks Lane cottages and villa are a good representative example of the pattern of development, street layout, building height, massing and scale that is demonstrative of purpose-built workers' housing. Based on those physical attributes visible from the public realm, the dwellings have considerable value for their existing physical qualities and as representative examples of their type and period within the locality.

The cottages and villa all exemplify a past aesthetic taste that is distinctive in the Hobsonville locality. The Clarks Lane dwellings have moderate aesthetic value for the widespread emotional response they evoke as a group for their picturesque qualities. Further aesthetic appeal is derived from the relationship of the places to their setting, which reinforces the quality of both.

The former Brighams Creek church at 7 Clarks Lane (relocated to the lane in circa 2009) does not detract from the overall aesthetic of the lane. It is attributable to a similar architectural and historical period as the cottages, and the original portion is an example of an attractive, modest structure evocative of the small late nineteenth/early twentieth century church buildings that express the vernacular style of New Zealand's ecclesiastical architecture. The former church has a limited contribution to, and association with, the values for which the Historic Heritage Area is significant. For this reason, it is identified as a non-contributor within the Historic Heritage Area and will remain individually scheduled.

The dwellings have considerable contextual value as a group of workers' residences along Clarks Lane, that when taken together, have coherence due to their history, age, street-fronting orientation and scale; forming part of the historical and cultural complex of the locality. The cottages at 3, 4, 5, 6 and 10 Clarks Lane are characterised by their compact size and single storey height. From a social lens, this is reflective of their original use as accommodation for workers. The roof form of the cottages at 3, 4, 5, 6 and 10 Clarks Lane is an asymmetrical side-gable with a subservient, lower pitched lean-to at the rear. The foreman's villa at 9 Clarks Lane is the largest of the workers' residences and is an example of the common villa typology prevalent at the beginning of the twentieth century. The villa's setback, size, square plan, hipped roof and central gutter differentiate it from the other workers' cottages. The larger size and distinct form of the villa reflects the higher professional standing of the pottery foreman.

The dwellings originally had corbelled brick chimneys, and open verandahs along the front (street-facing) elevation. Several dwellings retain either, or both of these attributes that are important physical and aesthetic features. The front elevations are also characterised by a central entrance door, framed on either side by four-pane sash windows. Paint-finished timber cladding and fenestration, and iron or steel roofing are key material characteristics that illustrate the traditional qualities of the dwellings. Some dwellings have replaced the original timber fenestration with aluminium joinery.

The immediate setting of the dwellings is an important aspect to the understanding of their context, demonstrated by the layout and amenity of the lane. The sites have large open sections with little front boundary fencing (i.e.: no more than 1.2 metres in height and visually permeable) and consistent (approximately 10 metres) setbacks which are intact key features of their rural setting. These are tangible reminders of the coherence of the workers' housing legibility.

Map 14.2.13.1: Clarks Lane Historic Heritage Area



Addition to Appendix 17

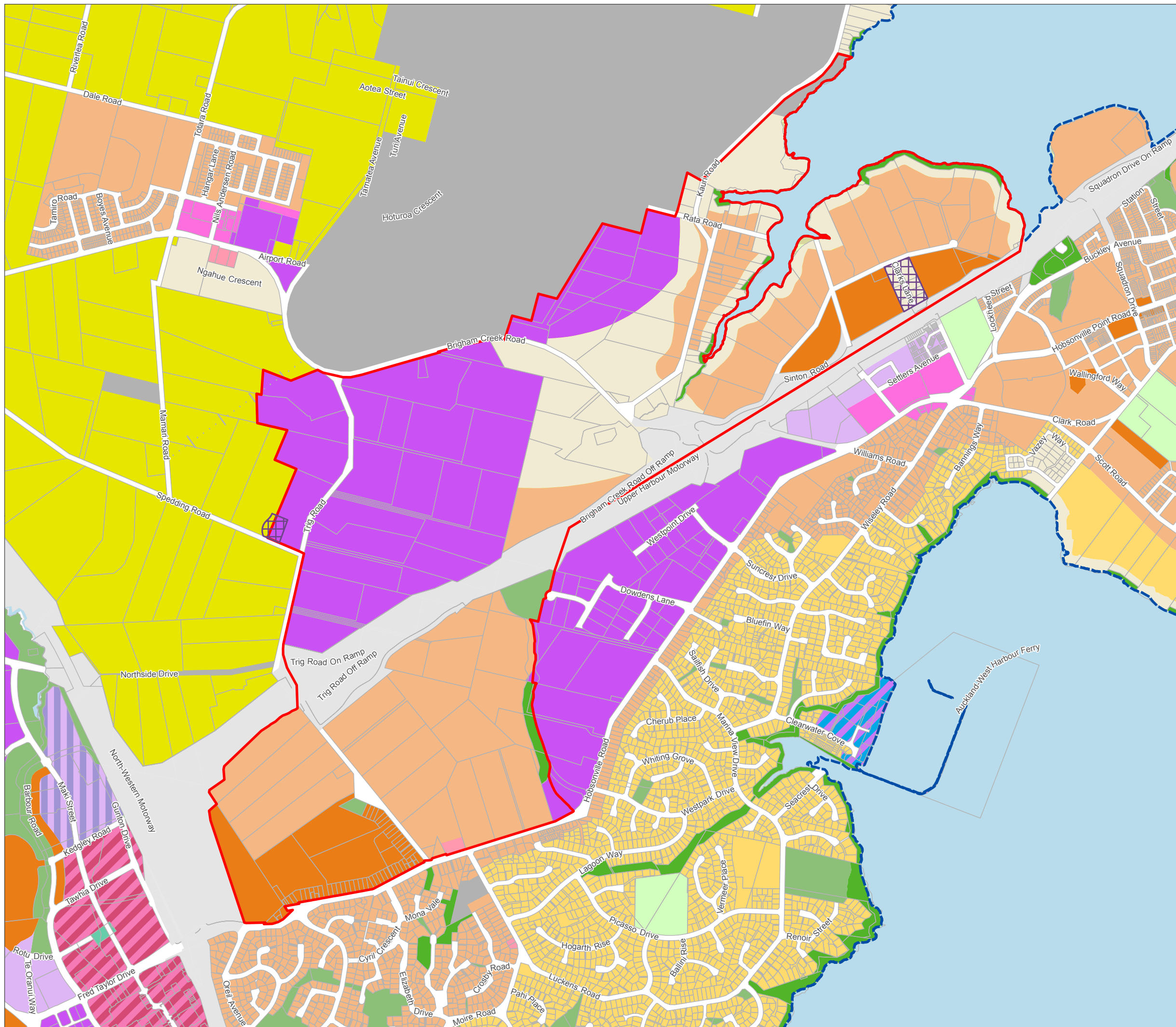
I616 Whenuapai 3 Precinct

Whenuapai 3 Precinct Stormwater Management Plan (2017)

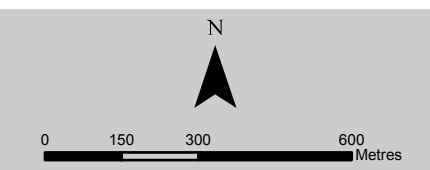
PPC5: Proposed Whenuapai Plan Change

Date :30 April 2018

Historic Heritage - Addendum Report Recommendations Version



- Historic Heritage Overlay Extent of Place [rcp/dp]**
 Historic Heritage Overlay Extent of Place [rcp/dp]
- Land Parcels**
 Land Parcels
- Whenuapai Zone change boundary**
 Whenuapai Zone change boundary
- Indicative Coastline**
 Indicative Coastline
- Unitary Plan Zones**
- Residential - Large Lot Zone
 - Residential - Rural and Coastal Settlement Zone
 - Residential - Single House Zone
 - Residential - Mixed Housing Suburban Zone
 - Residential - Mixed Housing Urban Zone
 - Residential - Terrace Housing and Apartment Buildings
 - Open Space - Conservation Zone
 - Open Space - Informal Recreation Zone
 - Open Space - Sport and Active Recreation Zone
 - Open Space - Civic Spaces Zone
 - Open Space - Community Zone
 - Business - City Centre Zone
 - Business - Metropolitan Centre Zone
 - Business - Town Centre Zone
 - Business - Local Centre Zone
 - Business - Neighbourhood Centre Zone
 - Business - Mixed Use Zone
 - Business - General Business Zone
 - Business - Business Park Zone
 - Business - Heavy Industry Zone
 - Business - Light Industry Zone
 - Future Urban Zone
 - Green Infrastructure Corridor (Operative in some SHAs)
 - Rural - Rural Production Zone
 - Rural - Mixed Rural Zone
 - Rural - Rural Coastal Zone
 - Rural - Rural Conservation Zone
 - Rural - Countryside Living Zone
 - Rural - Waitakere Foothills Zone
 - Rural - Waitakere Ranges Zone
 - Strategic Transport Corridor Zone
 - Special Purpose Zone
 - Coastal - General Coastal Marine Zone
 - Coastal - Marina Zone
 - Coastal - Mooring Zone
 - Coastal - Minor Port Zone
 - Coastal - Ferry Terminal Zone
 - Coastal - Defence Zone
 - Coastal - Coastal Transition Zone



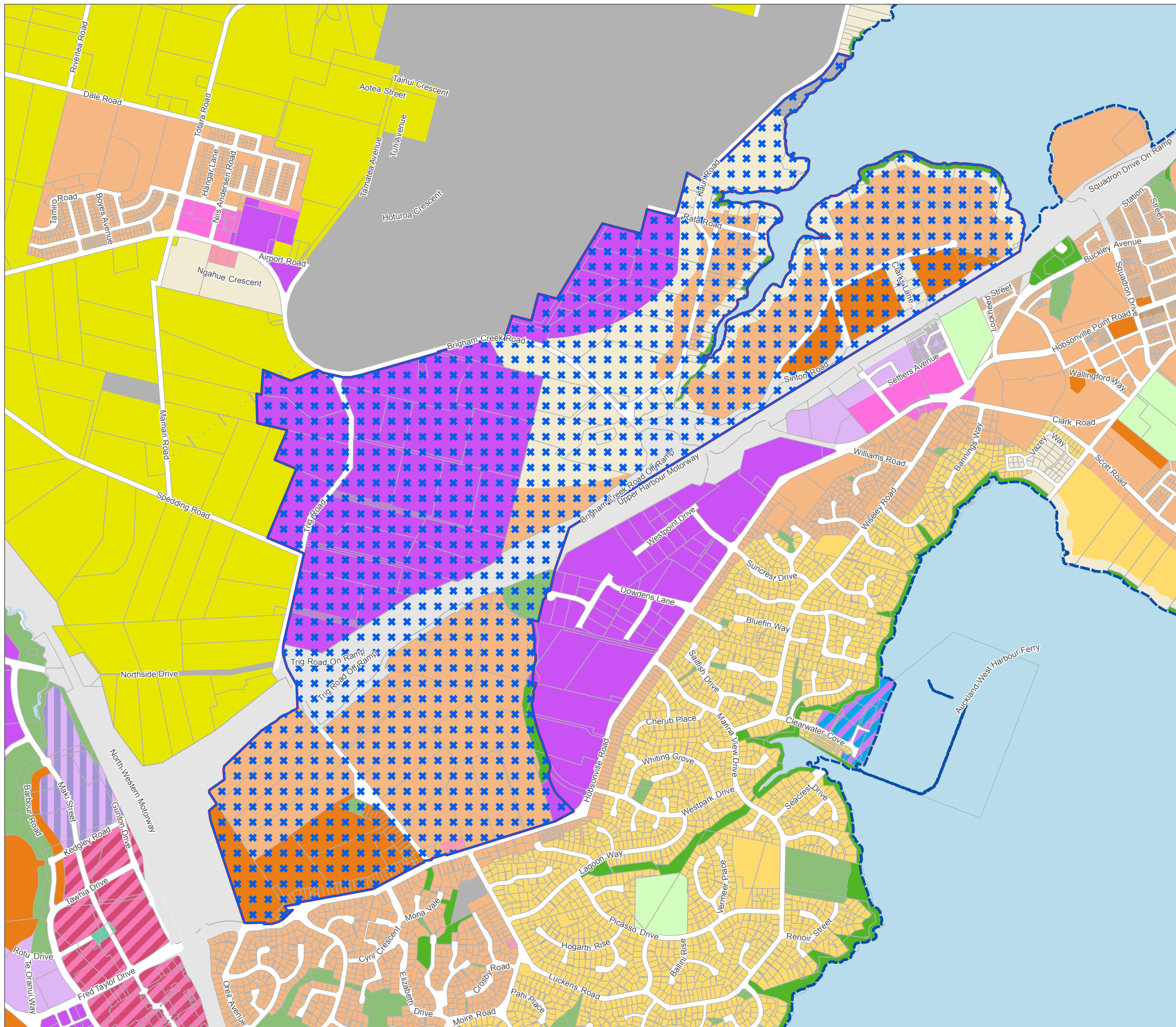
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PPC5: Proposed Whenuapai Plan Change

Date :30 April 2018

SMAF -1 Control - Addendum Report Recommendations Version



Stormwater Management Area Control (SMAF)

Flow 1 [rp]

Land Parcels

Whenuapai Zone change boundary

Indicative Coastline

Unitary Plan Zones

- Residential - Large Lot Zone
- Residential - Rural and Coastal Settlement Zone
- Residential - Single House Zone
- Residential - Mixed Housing Suburban Zone
- Residential - Mixed Housing Urban Zone
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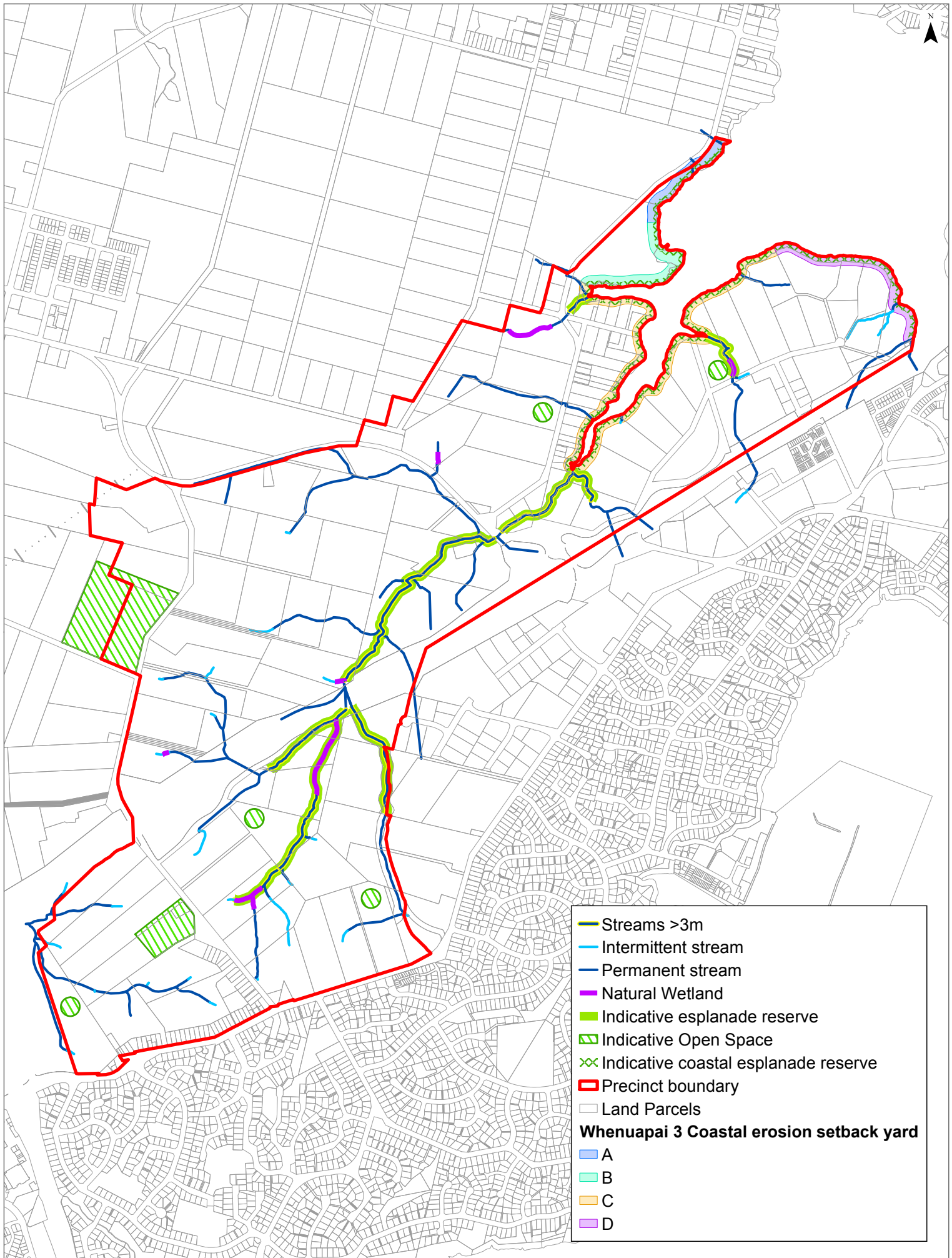
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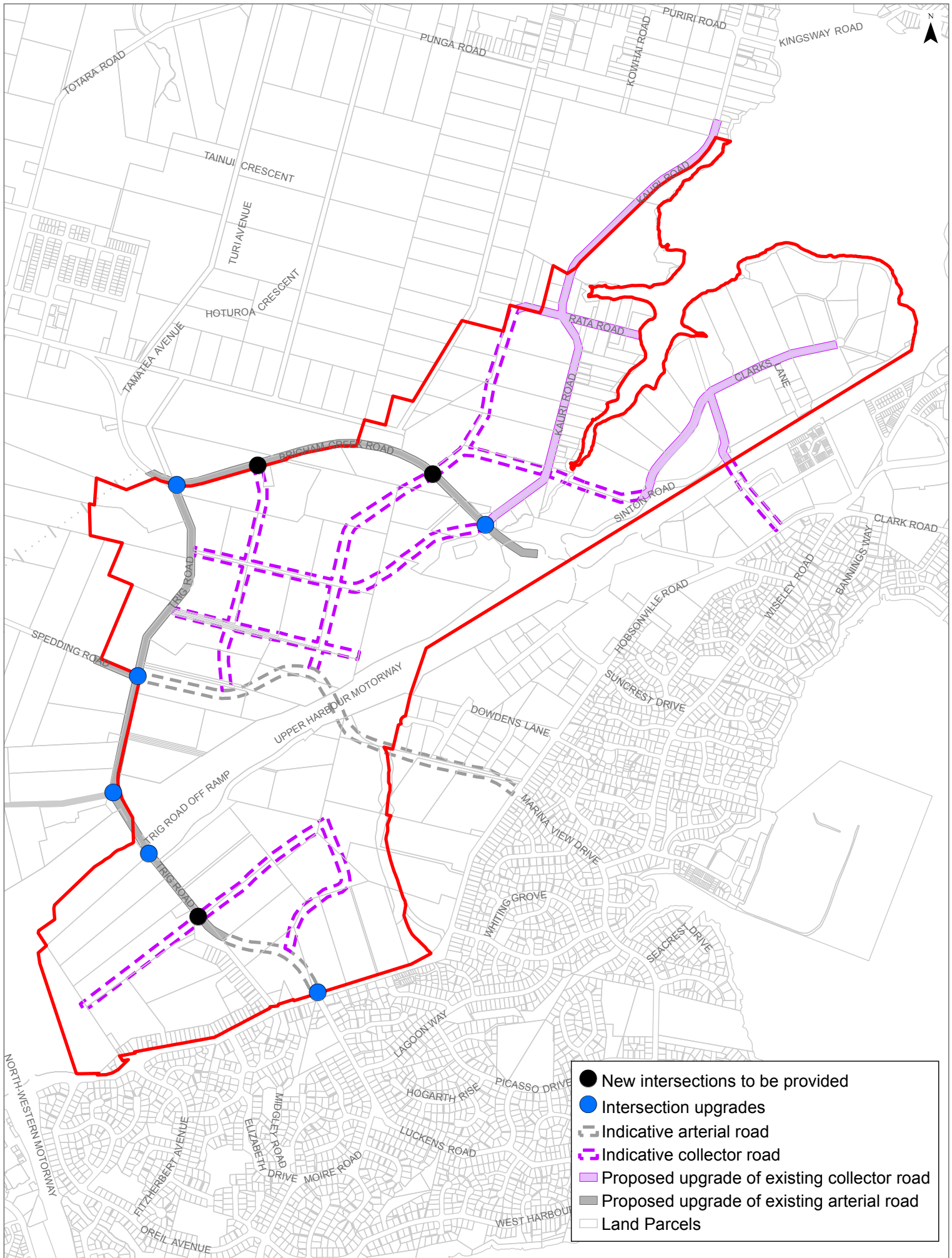
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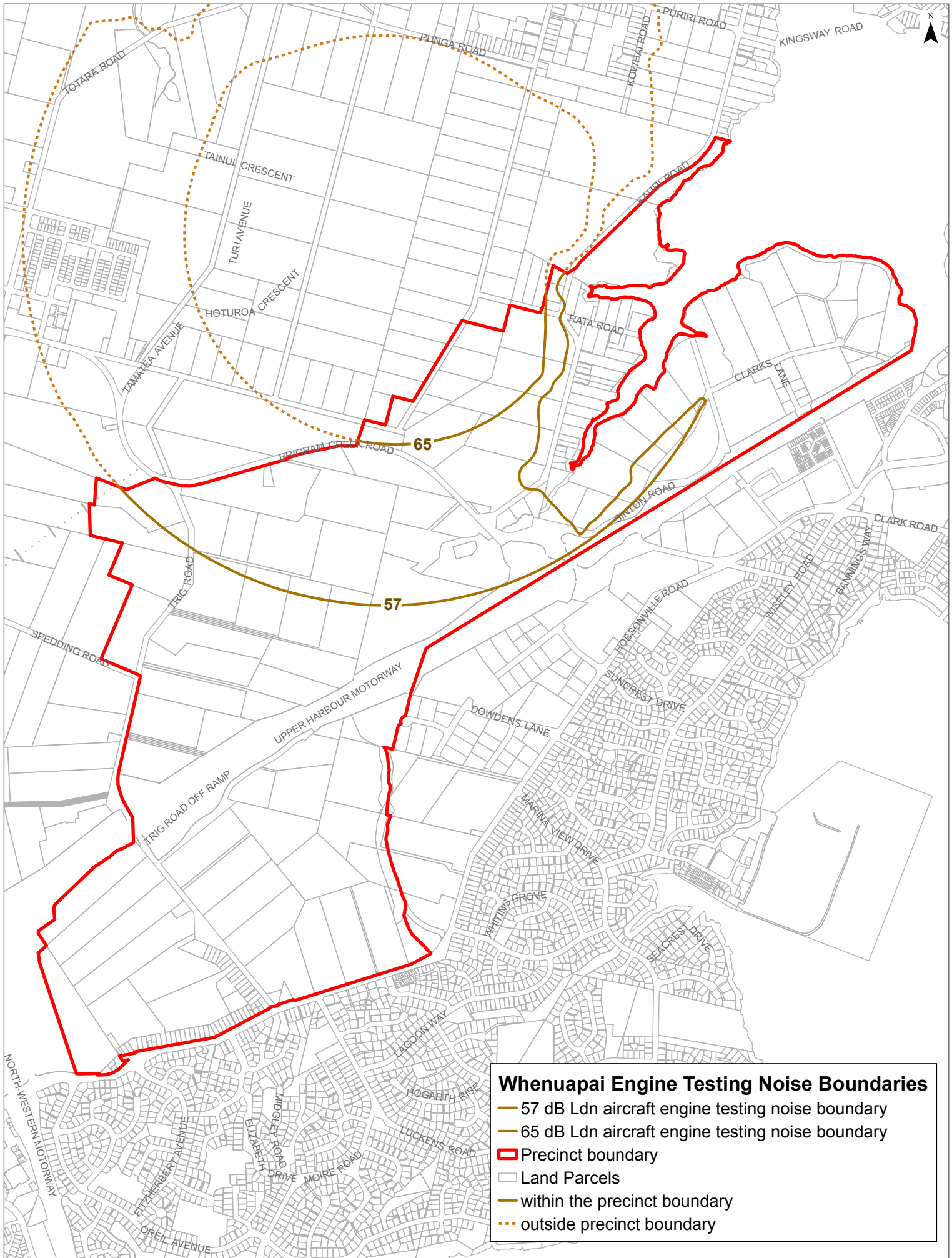


Auckland Council





Whenuapai 3 Precinct Plan 2 Addendum Report Recommendations Version 30 April 2018



Whenuapai 3 Precinct Plan 3
Addendum Report Recommendations Version
30 April 2018



Specialist Response to Evidence for Hearing - Stormwater

To: Emily Ip and Anne Bradbury

From: Paula Vincent, Senior Healthy Waters Specialist; Shaun Jones, Principal – Development Planning; and Chloe Trenouth, Planning Consultant

Date: 30 April 2018

Plan Change: Proposed Plan Change 5 - Whenuapai 3 Precinct

Response: Preliminary Response to Submitters Stormwater Evidence

1. Introduction

1.1 Healthy Waters have reviewed the evidence of the following submitters relating to stormwater matters:

Auckland Transport	Karen Bell	Planning
CDL Land NZ Ltd	Kay Panther-Knight Bronwyn Rhynd Vaughan Crang Mark Delany	Planning Environmental Engineering Engineering Ecological
New Zealand Defence Force	Alia Cederman Phillip Shaw	Planning Biology - Birdstrike
GPR Management Ltd 12 Sinton Road, Hobsonville	Evita Key Stuart Bilby	Planning Engineer

1.2 Healthy Waters reiterates that the intent of the stormwater management provisions within the Whenuapai 3 Precinct is to manage stormwater runoff using an integrated management approach that minimises and mitigates adverse effects, so that as far as is practicable the water quality and ecosystem health in streams and estuaries in the Upper Waitematā Harbour is maintained and where possible enhanced. The Auckland Unitary Plan – Operative in Part (AUP OP) provisions provide a region wide approach to integrated stormwater management, and where appropriate these are used. However, the proposed Precinct provisions further provide a specific stormwater management response to the issue of a degraded catchment and receiving environment.

1.3 Healthy Waters provides the following initial response to submitter’s evidence, noting that further information and suggested wording changes will be tabled at the hearing.

Response to Submitters Evidence

2. Auckland Transport

2.1 At pages 23 - 24, paragraphs 95 – 96 of her evidence Karen Bell, Planner for Auckland Transport suggests wording amendments to Policy I616.3(18) to avoid or minimise the footprint and to identify the number of crossings over streams and wetlands as follows:

Avoid stream and wetland crossings where practicable, and if avoidance is not practicable, ~~ensure crossings take the shortest route~~ to minimise or mitigate freshwater habitat loss.

- 2.2 Healthy Waters has reviewed the wording suggested and considers that the wording proposed by Ms Bell for Auckland Transport is not sufficient to highlight / ensure that crossings should not compromise the functioning of stream and wetland areas. Healthy Waters note that the reporting planner had suggested amended wording for Policy I616.3(18) in the hearings report as follows:

Avoid stream and wetland crossings where practicable, and if avoidance is not practicable, ensure crossings take the shortest route are constructed perpendicular to the channel to minimise or mitigate freshwater habitat loss.

- 2.3 However, Healthy Waters does not agree with this wording. Healthy Waters considers that a crossing perpendicular to a stream or wetland may not always be practical and will not necessarily achieve the intended outcome that stream and wetland crossings are reduced in size to ensure the function of the stream or wetland and the freshwater habitat is maintained. Healthy Waters considers that more appropriate wording was provided in the originally notified Policy I616.3(18) as follows:

Avoid stream and wetland crossings where practicable, and if avoidance is not practicable, ensure crossings take the shortest route to minimise or mitigate freshwater habitat loss.

- 2.4 Healthy Waters considers that this wording should be retained.

- 2.5 At pages 27 - 28, paragraphs 110 – 114 of her evidence Ms Bell suggests wording amendments to Stormwater Management Standard I616.6.3(3) to ensure that the standard does not apply to new roads or widened existing roads that are already subject to the Auckland-wide rules in E8 Stormwater - Discharge and diversion and E9 Stormwater quality – High contaminant generating car parks and high use roads. Ms Bell requests amendments to Standard I616.6.3(3) as follows:

(3) Stormwater runoff from impervious areas (excluding new or widened roads that are subject to Auckland –wide rules in E9) totalling more than 1,000m² associated with any subdivision or development proposal must be:

- (i) treated by a device or system that is sized and designed in accordance with Technical Publication 10: Design Guideline Manual for Stormwater Treatment Devices (2003); or*
- (ii) where alternative devices are proposed, the device must demonstrate it is designed to achieve an equivalent level of contaminant or sediment removal performance.*

- 2.6 Healthy Waters is considering revisions to the wording of the standards in light of other amendments suggested by CDL and the New Zealand Defence Force. It intends to table amended wording at the hearing.

3. CDL Land Ltd

- 3.1 The evidence by Kay Panther Knight, Planner, Bronwyn Rhynd, Environmental Engineer and Mark Delaney, Ecologist for CDL Land Ltd (**CDL**) all state that the CDL land which is shown in Figure 1 below (provided as Appendix 1 in Kay Panther Knights evidence) does not drain into the Waiahorua Stream catchment but rather into the Totara Creek catchment.



Figure 1 – CDL Land Ltd Land holdings in Whenuapai 3 Precinct

- 3.2 Healthy Waters agrees that the CDL land drains into the Totara Creek catchment and does not drain into the Waiahorua Stream catchment area. While not specifically identifying the CDL land, land draining to the Totara Creek catchment is identified in 2.2.1 Streams/Wetlands in the Proposed Plan Change Technical Document: Whenuapai 3 Precinct Stormwater Management Plan 2017. Consideration of contamination of the Totara Creek catchment is also provided in 2.4.3 Contamination of this document. Whilst the freshwater environment is different the final receiving environment of both catchments, the Upper Waitemata Harbour, is the same.
- 3.3 The Proposed Plan Change 5 stormwater documents are based on the Whenuapai 3 Precinct Stormwater Management Plan 2017 which identifies the two catchments and impacts on them, i.e. the Waiahorua Stream catchment and the Totara Creek catchment.

- 3.4 The evidence by experts for CDL seeks that given the CDL land drains into another catchment (Totara Creek), the proposed Whenuapai 3 Precinct stormwater provisions should not be applicable.
- 3.5 Healthy Waters notes that the Totara Creek Integrated Catchment Management Plan 2009, does cover the CDL land, however it assumed the land was rural.
- 3.6 The Network Discharge consent for the Totara Creek catchment does not include the CDL land as it is not serviced by the stormwater network. Therefore, any development of the CDL land cannot rely on this consent.
- 3.7 The outcomes sought by the Totara Creek Network Discharge Consent are generally consistent with the proposed Plan Change 5 approach, but we note that some time has passed since this was granted and the Council's approach to stormwater matters has moved on. Furthermore, detention ponds and wetlands are generally not appropriate and may also be an issue for bird strike.
- 3.8 Healthy Waters does not support CDL's proposed variation to the THAB Zone provisions without appropriate consideration to stormwater management. Insufficient evidence is provided on the stormwater effects of proposed new THAB Zone provisions.
- 3.9 The CDL land is located within the Whenuapai 3 Precinct and that the Proposed Plan Change Technical Document: Whenuapai 3 Precinct Stormwater Management Plan 2017 identified and considered both the Waiahorua Stream and the Totara Creek catchment areas. Furthermore, the network discharge consent for the Totara Creek catchment does include the CDL land. Therefore, Healthy Waters considers it appropriate to apply the stormwater provisions proposed within Proposed Plan Change 5, for the Whenuapai 3 Precinct, to the CDL land.
- 3.10 Healthy Waters is considering the further matters raised in CDL evidence such as the increase in impervious area, duplication of provisions, suggested revisions to the wording of the provisions, and removal of streams from the Precinct Plan. It intends to address these matters at the hearing.

4. GPR Management Ltd

- 4.1 The evidence of Evita Key, Planner and Stuart Bilby for GRP Management Ltd focuses on the property at 12 Sinton Road, Hobsonville. Ms Key and Mr Bilby consider that the stream located along the western boundary of 12 Sinton Road, Hobsonville, in I616.10.1 Whenuapai 3 Precinct Plan 1 is incorrectly identified as a permanent stream, when it is, in fact, a farm drain. They have provided an aerial photograph from 1959 to support this.
- 4.2 Healthy Waters has reviewed the information provided and its own watercourse assessments and concludes that the stream located along the western boundary of 12 Sinton Road, Hobsonville, is incorrectly identified as a permanent stream in I616.10.1 Whenuapai 3 Precinct Plan 1. Healthy Waters agree this is likely a farm drain.
- 4.3 Healthy Waters agree that this farm drain should be removed from I616.10.1 Whenuapai 3 Precinct Plan 1. Refer to Attachment 1 for the amendment to be made.

- 4.4 Healthy Waters note that, not all permanent or intermittent streams are identified in I616.10.1 Whenuapai 3 Precinct Plan 1. As outlined in the planners report in Appendix 5, The Special Information requirement at I616.9(2) requires:

(2) Permanent and intermittent streams and wetlands

All applications for land modification, development and subdivision must include a plan identifying all permanent and intermittent streams and wetlands on the application site.

- 4.5 This requirement would apply to any development within the Whenuapai 3 Precinct, including 12 Sinton Road, Hobsonville noting that there are other streams on this site, not identified in I616.10.1 Whenuapai 3 Precinct Plan 1.

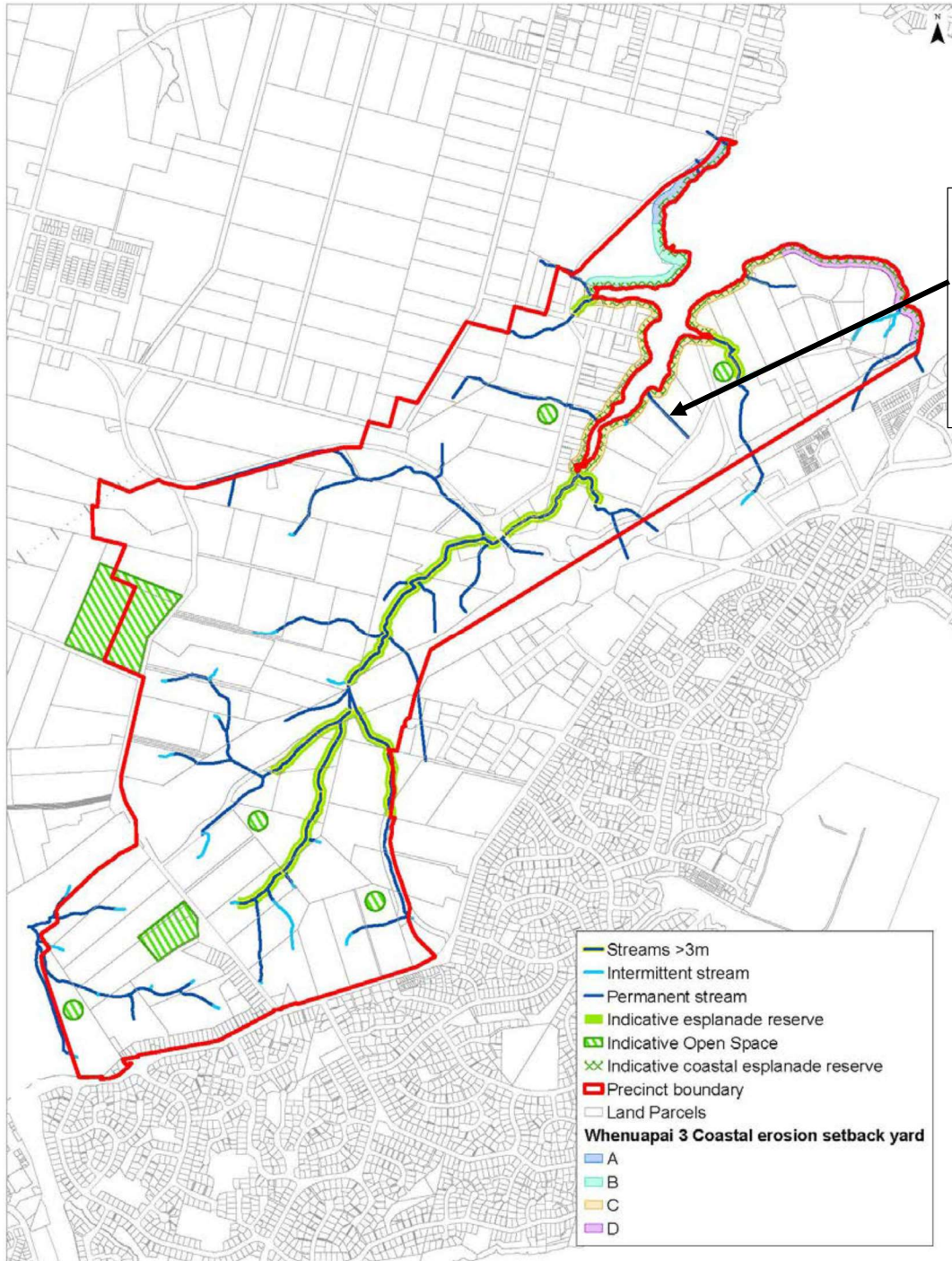
5. New Zealand Defence Force

- 5.1 Phillip Shaw, Biologist for the New Zealand Defence Force has provided comprehensive evidence regarding birdstrike and suggested significant changes to the stormwater provisions to address bird strike. Healthy Waters is considering revisions to the wording of the provisions in light of these and amendments suggested by other submitters. It intends to table amended wording at the hearing.

Attachment 1

I616.10. Precinct plans

I616.10.1 Whenuapai 3 Precinct Pan 1



Stream along western boundary of 12 Sinton Road, Hobsonville to be removed from this Precinct Plan as it is a farm drain not a permanent stream.



**PROPOSED WHENUAPAI 3 PRECINCT
WHENUAPAI AIRBASE ENGINE TESTING NOISE
RESPONSE TO EVIDENCE
30th April 2018**

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1. INTRODUCTION

- 1.1 My name is Nigel Robert Lloyd. My qualifications and experience are set out in Attachment 13 Vol 3 p1305 of the officer's report.
- 1.2 On the council's instruction I undertook a peer review of the work by Malcolm Hunt Associates who assessed the likely noise levels from engine testing at Whenuapai Airforce Base (The Airbase). Malcolm Hunt Associates acted on behalf of the New Zealand Defence Force (**NZDF**) and produced a report entitled *Airbase Auckland: Whenuapai Noise from Aircraft Engine Testing* dated 24 August 2017 (**The Hunt Report**).
- 1.3 Council has now asked that I comment on the evidence of Laurel Smith (Marshall Day Acoustics (**MDA**)) and Rhys Hegley (Hegley Acoustic Consultants).
- 1.4 Council has also asked me to comment on how engine testing noise is dealt with and, in particular, what role NZS 6805:1992 *Airport Noise Management and Land Use Planning* (**NZS 6805:1992**) has in that that respect.
- 1.5 Council has also asked me to restate my position on whether no-complaint covenants should be placed on titles in Precinct 3.

2. CODE OF CONDUCT

- 2.1 I continue to confirm that I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note and that I agree to comply with it. I confirm that I have considered all the material facts that I am aware of that might alter or detract from the opinions that I express, and that this evidence is within my area of expertise, except where I state that I am relying on the evidence of another person.

3. SCOPE

- 3.1 The evidence of Laurel Smith and Rhys Hegley implicitly supports the approach taken within Proposed Plan Change 5 (**PPC5**) to manage the land use in the vicinity of the Airbase.
- 3.2 Surveys of engine testing activity undertaken after the Hunt Report identifies a greater incidence of night-time engine testing than originally stated. Additional data from NZDF was received on 26 April 2018. The council can only proceed

with the information provided to it by NZDF. NZDF has provided no updates, further information or further evidence regarding the engine noise predictions and there is no alternative but to proceed on the basis of the original report.

- 3.3 Both of the acoustical consultants called by Neil Construction advocate noise mitigation of the engine testing noise at the airbase. This is outside the scope of PPC5.
- 3.4 In my experience engine testing noise is not included in the airnoise boundary approach that is determined by the application of NZS 6805:1992.
- 3.5 I do not consider that no-complaint covenants would provide appropriate reverse sensitivity protection as part of the Precinct 3 controls.

4. EVIDENCE OF LAUREL SMITH

- 4.1 Laurel Smith includes the following matters in her evidence regarding Airbase noise:
 - a) A summary of how engine testing noise is managed at other airports in New Zealand;
 - b) A description of engine testing;
 - c) That night time engine testing is greater than initially indicated;
 - d) A description of noise modelling undertaken by MDA;
 - e) The noise effects of engine testing; and
 - f) A demonstration of the options to control noise.
- 4.2 Laurel Smith identifies (3.2) that there are no limits in the Airbase Designation for engine testing noise. As stated in the officer's report (866), the Airbase is outside the area for PPC5. While it does form part of the wider PPC5 environment the requests regarding noise mitigation of engine testing noise on the Airbase are not within the council's powers and functions.
- 4.3 A determination of whether the noise levels generated within the Airbase are unreasonable in terms of S16 and S17 of the RMA have not been part of my peer review assessment.
- 4.4 I have reviewed the proposition made by NZDF (and in the Hunt Report) that engine testing noise impacts on the residential amenity close to the Airbase. This

has resulted in appropriate zoning for the closest land to the Airbase (within the 65 dB L_{dn} contour) as Business – Light Industry and providing for noise insulation (ventilation) for dwellings located between the predicted 57 dB L_{dn} and 65 dB L_{dn} engine testing contours.

- 4.5 PPC5 recognises the high level of noise in the area and sets out to incorporate the noise management provisions recommended by the Hunt Report (on behalf of the New Zealand Defence Force) which helps to protect the operation of the Airbase i.e. mitigate the reverse sensitivity impacts, while mitigating noise impacts on the new residential development that PPC5 provides for.
- 4.6 In Section 4.0 of her report, Laurel Smith discusses engine testing noise limits used in Auckland and elsewhere in the country where engine testing regularly takes place. The purpose of PPC5 though is not to establish engine testing noise limits, but to protect dwellings against engine testing noise. I have not made an assessment of what noise limits would be appropriate for the Airbase engine testing because that would be undertaken as part of another process. I consider that the day/night level (L_{dn}) averaged over 7 days is a suitable descriptor against which to provide for land use planning next to the Airbase and this is supported by Laurel Smith.
- 4.7 In 5.10 Laurel Smith identifies that there was a higher incidence of night-time engine testing undertaken subsequent to the initial survey period. This initial survey period provided the baseline data for the PPC5 contours. I have recently (26th April 2018) been provided with the latest survey data of engine testing activity at the Airbase which shows that significantly greater night-time activity occurred than originally presented.
- 4.8 This is a surprise to me given the assertion in the Hunt Report which stated:
- In terms of testing frequency, **APPENDIX B** (Engine Testing Frequency - NZDF Survey Results) sets out the dates on which actual tests took place, including on days when two or more were conducted. The records reveal only two tests were carried out at night (after 10pm). Under standing orders, any aircraft engine testing after 10 pm must be individually authorised by the Whenuapai base commander and are only requested under exceptional circumstances.
- 4.9 While subsequent surveys indicate greater levels of night-time testing the council can only proceed on the information that was provided by NZDF.

- 4.10 Laurel Smith presents noise contours she oversaw and determined (6.13) that the L_{dn} (7 day) predictions *are similar to Mr Hunt's*. I have asked the council to superimpose Engine Testing Noise Boundaries (I616.10.3 on page 1066 of the Agenda) onto the Appendix C map produced by MDA and this is attached to this document as Attachment A. While there are some differences in the shapes of the contours they are quite similar given the different base data and variables that are likely to have occurred.
- 4.11 Laurel Smith then proceeds to predict short term noise levels which show many existing dwellings are exposed to “65 dB L_{Aeq} or greater for hours at a time”. There are times when engine testing noise will exceed normally acceptable limits in the vicinity of the Airbase and the land use planning controls seek to mitigate this in a practicable way. The noise insulation (and ventilation) of dwellings will only control internal noise levels and there will inevitably be some adverse impacts on external amenity values. The worst of these are controlled by zoning the area closest to the Airbase as Business – Light Industry.
- 4.12 In both Section 7 and the conclusion of her evidence Laurel Smith expresses her views that the engine testing noise should be mitigated by selecting the most appropriate location to undertake the testing and by constructing a purpose-built Ground Run-up Enclosure (GRE). As discussed in the officer's report, this is outside of the scope of PPC5.

5. EVIDENCE OF RHYS HEGLEY

- 5.1 Mr Rhys Hegley (implicitly) accepts the approach taken by the council but is also concerned that existing dwellings are exposed to high levels of engine testing noise that exceeds 65 dB L_{dn} . He also expresses concern that there are dwellings outside of the PPC5 area that are exposed to levels of noise that exceed 65 dB L_{dn} .
- 5.2 The purpose of his evidence (10) is to demonstrate that there are mitigation options available for engine testing. As discussed in the officer's report this is outside of the scope of PPC5.

6. ENGINE TESTING NOISE CONTROL

- 6.1 The council has asked me to comment on my experience in assessing and controlling engine testing noise elsewhere in New Zealand. In my experience

the use of NZS 6805:1992 is only made to control aircraft operating just prior to or subsequent to take-off or landing including, in some instances, taxiing to and from the gate.

- 6.2 NZS 6805:1992 utilises a system in which a limit is set for the average daily amount of aircraft noise exposure that is permitted in the vicinity of an airport. The noise exposure is only allowed to be greater than this when experienced inside a fixed working area defined by the airnoise boundary. NZS 6805:1992 recommends strict rules for compatible land use in this working area but is silent on the level of noise insulation that is advisable for noise sensitive activities.
- 6.3 NZS 6805:1992 recommends that new noise sensitive activities (such as dwellings and schools) should be prohibited within the airnoise boundary (> 65 dB L_{dn}) and inside the outer control boundary (between 55 and 65 dB L_{dn}) the noise sensitive activities should be "*prohibited unless a district plan permits such uses*".
- 6.4 The establishment of airnoise boundaries are predicted using the FAA Integrated Noise Model (now replaced by the Aviation Environmental Design Tool as of May 2015) or other appropriate models. In my experience of using NZS 6805:1992, I have never before considered that it should be used to manage engine testing noise and I know of no instances where engine testing noise has been managed using the airnoise boundary.
- 6.5 Laurel Smith provides examples of engine testing noise limits which are all separate from the NZS 6805:1992 airnoise boundary controls and I am aware of others e.g. Palmerston North Airport and Rotorua Airports.
- 6.6 The airnoise contours around the Airbase have clearly not been developed with engine testing in mind or they would be larger. It would therefore not be reasonable to control engine testing noise using the airnoise contours. This would have the effect of severely limiting this activity or preventing it altogether.

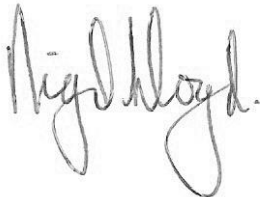
7. NO-COMPLAINT COVENANTS

- 7.1 I have read the evidence of Robert Owen for NZDF in respect of no-complaint covenants.

- 7.2 I consider that a widespread application of no-complaint covenants is inappropriate in a District Plan. While private no-complaint covenants may be effective between parties in specific circumstances, situations like Precinct 3 provides a far wider scenario with complicated variations in the effects on the community and their response. At the basic level it is sensible to allow the community to communicate with the noise maker to allow an understanding of the community reaction to be gained and for the noise maker to adjust their activities where appropriate. Where a community is suffering from adverse noise impacts then to prevent that suffering being communicated to the noise maker simply exacerbates the situation.
- 7.3 While a no-complaint covenant can warn prospective property purchasers of high levels of noise in an area, this can be achieved by other means.
- 7.4 No-complaint covenants would not recognise the different noise levels that exist in the area and should not be imposed on existing residents in Precinct 3. As such, I consider a no-complaint covenant to be a primitive tool for a District Plan that would not provide appropriate protection either to the noise recipient or to NZDF.

Yours faithfully

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**ATTACHMENT A
SUPERIMPOSED ENGINE TESTING NOISE BOUNDARIES**

