

6 July 2022

Natasha Rivai  
Planning Manager – Auckland  
The Property Group  
PO Box 104, Shortland Street,  
Auckland 1140

Dear Natasha

**Private plan change application – 41 – 43 Brigham Creek Road, Whenuapai – additional information request (without prejudice)**

Auckland Council has now completed a review of the further information provided with the assistance of its various experts and requests the following additional information pursuant to clause 23 of the First Schedule to the Resource Management Act 1991 (RMA).

The request has been put together as a compilation of parts, including attaching the requests as received from experts, and therefore some specific requests may appear to be repeated. The information requested is indicated at the numbered points below and is needed for all the reasons set out in clause 23.

The following further information is needed in order to have a clearer understanding under section 23(2) of the RMA.

Planning

The requests and comments below relate to the request for further information letter sent on the 18 February 2022. The request numbers below reference to the paragraphs in the letter sent on the 18 February.

1. Request 10' requested for an assessment to provided against sections 32(3), 32(4) and 32(4A) of the RMA. Thank you for providing this assessment. The assessment against s32(4A) states that no iwi has responded to your communications:

**Additional information request 1:** Can you please provide records of attempted engagement with iwi?

2. Regarding request 16, the Council requested in two parts, clarity around wider infrastructure costs and what site specific infrastructure will be required. Your response was as follows:

*“Infrastructure to service the development will be provided by the developer and this is reflected in the proposed Precinct provisions.”*

**Additional information request 2:** What specific transport infrastructure will be provided by the developer to manage the effects of the plan change site? This might be useful to identify on a precinct plan.

3. Request 28 was an Auckland Transport information request. Auckland Transport do not have further information requests. However, it is noted in request 28 response the following is stated:

*“Each of these matters have been illustrated through the plans and proposals in the resource consent application.”*

**Additional information request 3:** Only Draft Precinct Text and Precinct Plans have been provided, please provide the finalised provisions, and attach the precinct plan into the proposed provisions.

Comment: A number of specialists have stated that some matters have been addressed in the resource consent. Please note, the Council does not consider the resource consent application material to be within scope of the plan change and therefore cannot be assessed. It should be noted no consent has been granted and therefore could be subject to change. The plan change request should stand alone, apart from the resource consent application.

### Engineering aspects

#### *Stormwater – Healthy Waters team*

4. **Attachment 1A and 1B** is a email dated 21 June 2022 and an attachment to the email from Ms Lydia Smith of Jacobs on behalf of Healthy Waters Department of Auckland Council, which refers to the lodged documents and request for information response. There are four matters raised in **Attachment 1A** and outstanding matters in **Attachment 1B**.

**Additional information request 4:** Please provide a response that addresses the four points raised in the email (**Attachment 1A**) and respond to outstanding matters raised in (**Attachment 1B**).

### Transport report

Ms Chloe Davison from Harrison Grierson has addressed the transport/traffic issues on behalf of council. Ms Davison does not consider additional information is required. However, included in **Attachment 2** are a number of comments from Ms Davison and have been included in this letter for convenience.

### Urban Design

5. Ms Jennifer Estermen from the Urban Design Unit, Plans & Places, Auckland Council has addressed Urban Design issues on behalf of the Council. **Attachment 3** is a table which contains 6 additional information requests that relate to the original information requests.

**Additional information request 5:** Please provide a response to these 6 requests in attachment

Please contact Todd Elder on 021 870 282 if you have any questions or wish to clarify any of the above.

Yours sincerely



Warren Maclennan

Manager Planning – North/West & Islands  
Plans and Places Department

**From:** [Smith, Lydia](#)  
**To:** [Todd Elder](#)  
**Cc:** [Susan Andrews](#); [Danny Curtis](#); [Henderson, Andrew](#)  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai  
**Date:** Tuesday, 21 June 2022 2:51:53 pm  
**Attachments:** [image001.jpg](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)  
[image008.png](#)  
[image009.jpg](#)  
[Annotated HW Comments dated 2.5.2022 Clause 23 PPC 41-43 Brigham Creek Road Whenuapai.pdf](#)

Hi Todd,

Thanks for following up. Please find HW response below.

The applicant's current SMP prepared by Maven ('Stormwater Management Plan (For Plan Change – Revision C), 41-43 Brigham Creek Road, Whenuapai, April 2022') has been peer reviewed by Healthy Waters (HW). HW has determined that the SMP does not provide an adequate assessment of the adverse effects on the environment as required under the AUP (OP) for this proposed private plan change. The SMP also does not meet the requirements of the NDC, and the SMP currently submitted for this proposed plan change will not be adopted into the NDC.

Therefore Healthy Waters considers that the applicant SMP will need to amend the SMP to provide a more detailed assessment to support the best practical option for stormwater management presented, and confirm the acceptance of proposed works on Third Party Land. The assessment will need to show that the best practical option will ensure the effects of stormwater are avoided, remedied or mitigated to achieve the outcomes in accordance with the requirements in the RPS and Chapter E1 under the AUP (OP) as follows:

- a. Treatment of SW runoff to achieve water quality outcomes
- b. Use of inert building materials
- c. The integration and consolidation of SW devices.
- d. Flooding management effects.

We identify the following information deficiencies in the current SMP as follows:

1. Mana Whenua Engagement and Consultation: There is a lack of mana whenua engagement, which is a requirement under Schedule 4 of the NDC for any development in the Greenfield area. Schedule 2 of the NDC Objectives and Outcomes require mana whenua to be appropriately engaged in the stormwater management to recognise mana whenua (and their values).
2. Assets: There is a lack of consultation with Auckland Transport over the new pipeline in Mamari Road and on-site management devices within the road reserve. The information provided in support of the plan change request is deficient given proposed reliance on the use of third-party land for stormwater purposes without consultation with AT as landowner let alone provision of their written approval. Further Schedule 4 of the NDC requires all new assets to be vested as part of the stormwater network to be designed and constructed to meet AT requirements. All assets must be designed to be meet the required level of service and have reasonable asset maintenance.
3. Flood Risk and Hazards: The management of the 1% Annual Exceedance Probability (AEP) event and the potential impacts on downstream landowners has not been demonstrated. This is required to demonstrate that the stormwater flows can be conveyed safely to the receiving environment and will not give rise to risks of downstream/upstream effects to adjacent person/s pursuant to both AUP and NDC requirements.
4. Minor errors: There are a number of mistakes in the SMP (as identified in the attached annotated Clause 23). These mistakes, if not corrected, will create uncertainty for those implementing the SMP in conjunction with the plan change provisions and risks for HW as the owner of the NDC if the SMP is adopted as it presently stands.

For the reasons set out above, Healthy Waters do not consider the information provided sufficient to understand stormwater effects of the proposed plan change on the environment and the mitigation of these effects and does not support the SMP as it is presently drafted.

Further these information deficiencies create significant risks for HW as the owner of the NDC. There are also risks for the applicant, as they may not be able to vest any of the infrastructure if it is not approved by HW and third parties (e.g. AT). For these reasons, HW cannot adopt the SMP as it currently stands. Once the SMP is adopted into the NDC, this effectively becomes the Healthy Waters preferred method for stormwater management. It is therefore critical that the SMP is correct and complete before it can be adopted.

Should the proposed plan change be recommended and accepted for public notification with the current and deficient SMP, Healthy Waters reserves its right to lodge a submission on the proposal.

We offer the opportunity to meet with the applicant to discuss the SMP and the content of this email.

Thanks,

**Lydia Smith, BA / MPlan / Int.NZPI | Jacobs | Senior Environmental Planner | Environmental Approvals | New Zealand**  
[lydia.smith@jacobs.com](mailto:lydia.smith@jacobs.com)  
Carlaw Park – Level 2, 12-16 Nicholls Lane | Parnell, Auckland, 1010 | New Zealand



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---

**From:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Sent:** Tuesday, June 21, 2022 10:15 AM  
**To:** Smith, Lydia <[Lydia.Smith@jacobs.com](mailto:Lydia.Smith@jacobs.com)>; Danny Curtis <[danny.curtis@aucklandcouncil.govt.nz](mailto:danny.curtis@aucklandcouncil.govt.nz)>  
**Cc:** Susan Andrews <[susan.andrews@aucklandcouncil.govt.nz](mailto:susan.andrews@aucklandcouncil.govt.nz)>  
**Subject:** [EXTERNAL] RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Kia ora Team,

How are we tracking with the response? Please let me know if you require anything.

Kind regards,  
Todd

---

**From:** Smith, Lydia <[Lydia.Smith@jacobs.com](mailto:Lydia.Smith@jacobs.com)>  
**Sent:** Wednesday, 15 June 2022 11:15 am  
**To:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>; Danny Curtis <[danny.curtis@aucklandcouncil.govt.nz](mailto:danny.curtis@aucklandcouncil.govt.nz)>  
**Cc:** Susan Andrews <[susan.andrews@aucklandcouncil.govt.nz](mailto:susan.andrews@aucklandcouncil.govt.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Morning Todd,

Thanks for following up, apologies for the delays. We are working internally to provide a response. We will have a response by the end of the week. Hope this timeframe works for you.

Thanks,

**Lydia Smith, BA / MPlan / Int.NZPI | Jacobs | Senior Environmental Planner | Environmental Approvals | New Zealand**  
[lydia.smith@jacobs.com](mailto:lydia.smith@jacobs.com)  
Carlaw Park – Level 2, 12-16 Nicholls Lane | Parnell, Auckland, 1010 | New Zealand



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---

**From:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Sent:** Tuesday, June 14, 2022 5:00 PM  
**To:** Danny Curtis <[danny.curtis@aucklandcouncil.govt.nz](mailto:danny.curtis@aucklandcouncil.govt.nz)>; Smith, Lydia <[Lydia.Smith@jacobs.com](mailto:Lydia.Smith@jacobs.com)>  
**Cc:** Susan Andrews <[susan.andrews@aucklandcouncil.govt.nz](mailto:susan.andrews@aucklandcouncil.govt.nz)>  
**Subject:** [EXTERNAL] RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Hi Team,

Could I please get an update on how this is progressing?

Kind regards,  
Todd

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**From:** Danny Curtis <[danny.curtis@aucklandcouncil.govt.nz](mailto:danny.curtis@aucklandcouncil.govt.nz)>  
**Sent:** Friday, 3 June 2022 1:55 pm  
**To:** Smith, Lydia <[Lydia.Smith@jacobs.com](mailto:Lydia.Smith@jacobs.com)>; Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Cc:** Susan Andrews <[susan.andrews@aucklandcouncil.govt.nz](mailto:susan.andrews@aucklandcouncil.govt.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Hi all,

It is probably going to be very important for us to split the RMA Plan Change Assessment from the Healthy Waters regionwide NDC requirements.

It may be that the SMP can demonstrate that the impacts of development can be avoided, remedied or mitigated, in which case it passes the RMA test; however, the adoption to the NDC starts to get a little confusing and the requirement that an SMP is adopted at the time the Plan Change comes into effect.

From memory the main issues that I picked up last time were:

- New pipeline in Mamari Road – is this sized to take the proposed Mamari Road and subsequent catchment areas? (10% conveyance)
- Overland flows during the 1% AEP event being directed through the existing building downstream – there was some movement on this between SMP versions
- Some cleaning up and standardising of terms that are interchanged throughout the SMP.

Although these are issues, they may not be show stoppers, but I will need to review again.

It may be that if the applicant doesn't want to comply with the NDC adoption process, that they will need to apply for their own private discharge consent and everything else that they need to do in line with that.

I will review Natasha's email and the current SMP on Tuesday morning and we can see what's what!

Happy long weekend everyone

Danny

Danny Curtis | Principal Catchment Planning  
Healthy Waters | Infrastructure & Environmental Services  
Mobile +64 21 579 861  
Auckland Council, Level 17, Auckland House, 135 Albert Street, Auckland, 1010  
Visit our website: [www.aucklandcouncil.govt.nz](http://www.aucklandcouncil.govt.nz)

---

**From:** Smith, Lydia <[Lydia.Smith@jacobs.com](mailto:Lydia.Smith@jacobs.com)>  
**Sent:** Friday, 3 June 2022 1:39 pm  
**To:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Cc:** Susan Andrews <[susan.andrews@aucklandcouncil.govt.nz](mailto:susan.andrews@aucklandcouncil.govt.nz)>; Danny Curtis <[danny.curtis@aucklandcouncil.govt.nz](mailto:danny.curtis@aucklandcouncil.govt.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Thanks Todd. Yes we will discuss internally and get back to you late Tuesday afternoon with a response.

Thanks,

**Lydia Smith, BA / MPlan / Int.NZPI** | [Jacobs](http://jacobs.com) | Senior Environmental Planner | Environmental Approvals | New Zealand  
[lydia.smith@jacobs.com](mailto:lydia.smith@jacobs.com)  
Carlaw Park – Level 2, 12-16 Nicholls Lane | Parnell, Auckland, 1010 | New Zealand



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**From:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Sent:** Friday, June 3, 2022 1:31 PM  
**To:** Smith, Lydia <[Lydia.Smith@jacobs.com](mailto:Lydia.Smith@jacobs.com)>  
**Cc:** Susan Andrews <[susan.andrews@aucklandcouncil.govt.nz](mailto:susan.andrews@aucklandcouncil.govt.nz)>; Danny Curtis <[danny.curtis@aucklandcouncil.govt.nz](mailto:danny.curtis@aucklandcouncil.govt.nz)>  
**Subject:** [EXTERNAL] RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Great stuff,

Let me know if you need me along.

We might come under some pressure as only three Planning Committees are left for the c125 approval. So the Applicant might try get things moving.

So can you please consider if the missing information can be addressed in a submission? The Applicant can refuse to supply information under c123, which I anticipate they will do.

Kia pai tō rā

**Todd Elder | Policy Planner**  
Regional, North, West, Islands | Plans and Places  
M | 021 870 282  
Auckland Council, Level 24, 135 Albert Street, Auckland Central  
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**From:** Smith, Lydia <[Lydia.Smith@jacobs.com](mailto:Lydia.Smith@jacobs.com)>  
**Sent:** Friday, 3 June 2022 1:21 pm  
**To:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Cc:** Susan Andrews <[susan.andrews@aucklandcouncil.govt.nz](mailto:susan.andrews@aucklandcouncil.govt.nz)>; Danny Curtis <[danny.curtis@aucklandcouncil.govt.nz](mailto:danny.curtis@aucklandcouncil.govt.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Hi Todd,

Thanks for the email below as well as the applicant's response. I have spoken with Danny and we will need to discuss the applicant's response internally. We have an internal meeting on Tuesday afternoon to discuss the best way forward then we can provide an update.

Hope that works for you.

Thanks,

**Lydia Smith, BA / MPlan / Int.NZPI** | [Jacobs](http://jacobs.com) | Senior Environmental Planner | Environmental Approvals | New Zealand  
[lydia.smith@jacobs.com](mailto:lydia.smith@jacobs.com)  
Carlaw Park – Level 2, 12-16 Nicholls Lane | Parnell, Auckland, 1010 | New Zealand



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---

**From:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Sent:** Friday, June 3, 2022 11:58 AM  
**To:** Smith, Lydia <[Lydia.Smith@jacobs.com](mailto:Lydia.Smith@jacobs.com)>  
**Subject:** [EXTERNAL] FW: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Hi Lydia,

Please the comments below – how are you placed next Tuesday to discuss this?

Cheers

Kia pai tō rā

**Todd Elder | Policy Planner**  
Regional, North, West, Islands | Plans and Places  
M | 021 870 282  
Auckland Council, Level 24, 135 Albert Street, Auckland Central  
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**From:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>  
**Sent:** Thursday, 2 June 2022 12:38 pm  
**To:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai


Hi Todd

The SMP is completed in draft and the comments/response from HW are acknowledged by Maven.  
At detailed design stage the Developer will update and finalise the details HW has requested as there is quite a bit of finer detail to go through, that is perhaps unnecessary at this level.  
I trust this does not hold up reporting to be completed by 13 June?

UD Report should come through today – I have had that further update from Richard Knott.

Ngā mihi | Kind regards  
**Natasha Rivai**  
Planning Manager – Auckland and Northland





**Mobile:** 027 293 3190  
**Reception:** 09 309 8526

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**From:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Sent:** Wednesday, 1 June 2022 9:49 am  
**To:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Thanks Natasha,

The planning references are good, and the other sections of the table will help the specialists get through the requests efficiently.

How far away is Urban Design? Please see attached the Healthy Waters draft response – similar to Transport, and this is not the formal Additional Information Request.

Kind regards,  
Todd


---


**From:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>  
**Sent:** Tuesday, 31 May 2022 11:07 pm  
**To:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Hi Todd

The Ecology response is in the folder – I'll add some more references to the response spreadsheet of the changes made, albeit I think the s.32 should be pretty clear.

Ngā mihi | Kind regards  
**Natasha Rivai**  
Planning Manager – Auckland and Northland





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**Reception:** 09 309 8526

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**From:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Sent:** Thursday, 26 May 2022 11:41 am  
**To:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>  
**Cc:** Eryn Shields <[Eryn.Shields@aucklandcouncil.govt.nz](mailto:Eryn.Shields@aucklandcouncil.govt.nz)>; Matt Heale <[mheale@propertygroup.co.nz](mailto:mheale@propertygroup.co.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Thanks Natasha,

Ecology and Urban Design noted – for all topics, is possible for you to reference which technical document or where the request has been addressed in this document:



This will speed up response times on the Council side, rather than having to search through the folders. I have not received any Transport comments since the 16 May.

I will circulate the documents to the Council Team.

Kia pai tō rā

**Todd Elder | Policy Planner**  
Regional, North, West, Islands | Plans and Places  
M | 021 870 282  
Auckland Council, Level 24, 135 Albert Street, Auckland Central  
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---

**From:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>  
**Sent:** Thursday, 26 May 2022 9:59 am  
**To:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Cc:** Eryn Shields <[Eryn.Shields@aucklandcouncil.govt.nz](mailto:Eryn.Shields@aucklandcouncil.govt.nz)>; Matt Heale <[mheale@propertygroup.co.nz](mailto:mheale@propertygroup.co.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai


Morena Todd


Please find within the below link the updated S.32 and AEE in response to the inclusion of the Precinct and CI23 spreadsheet. Ecological response is due later tomorrow, so I will drop that into the folder and let you know, similarly the UD response.

[RFI Feb 2022](#)

Has there been any further comments on the transport front following the 16 May material?

Ngā mihi | Kind regards  
**Natasha Rivai**  
Planning Manager – Auckland and Northland





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**Reception:** 09 309 8526

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**From:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Sent:** Tuesday, 17 May 2022 8:38 pm  
**To:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>  
**Cc:** Eryn Shields <[Eryn.Shields@aucklandcouncil.govt.nz](mailto:Eryn.Shields@aucklandcouncil.govt.nz)>; Matt Heale <[mheale@propertygroup.co.nz](mailto:mheale@propertygroup.co.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Thanks Natasha,

I will circulate the recently provided content. I will also let the specialists know this is coming in.

Kind regards,  
Todd

---

**From:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>  
**Sent:** Tuesday, 17 May 2022 9:25 am  
**To:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Cc:** Eryn Shields <[Eryn.Shields@aucklandcouncil.govt.nz](mailto:Eryn.Shields@aucklandcouncil.govt.nz)>; Matt Heale <[mheale@propertygroup.co.nz](mailto:mheale@propertygroup.co.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Absolutely.

By mid-next week I should have the response completed – for your review on 25 May.

Ngā mihi | Kind regards

**Natasha Rivai**  
Planning Manager – Auckland and Northland



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**Reception:** 09 309 8526

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**From:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Sent:** Monday, 16 May 2022 6:08 pm  
**To:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>  
**Cc:** Eryn Shields <[Eryn.Shields@aucklandcouncil.govt.nz](mailto:Eryn.Shields@aucklandcouncil.govt.nz)>; Matt Heale <[mheale@propertygroup.co.nz](mailto:mheale@propertygroup.co.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Hi Natasha,

If you are updating your spreadsheet, please ensure the original response from your team is retained in the spreadsheet – the record needs to be clear.

What is your expected timeframe to respond to the request for additional information?

Thanks,

**Todd Elder | Policy Planner**  
Regional, North, West, Islands | Plans and Places  
M | 021 870 282  
Auckland Council, Level 24, 135 Albert Street, Auckland Central  
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---

**From:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>  
**Sent:** Monday, 16 May 2022 5:12 pm  
**To:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Cc:** Eryn Shields <[Eryn.Shields@aucklandcouncil.govt.nz](mailto:Eryn.Shields@aucklandcouncil.govt.nz)>; Matt Heale <[mheale@propertygroup.co.nz](mailto:mheale@propertygroup.co.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai  
**Importance:** High

Hi Todd

Appreciate a formal response is required, however seems a few of the queries would benefit from the Precinct Plan – overlooked on my part. I have attached this, and the RC ITA in the onedrive link – could you please share this with AC – Transport and AT, and see if their queries might be further refined?

[16 May](#)

In particular, TPC have advised that the comment highlighted in **yellow** below from Council is too specific and not consider necessary given the arterial road status and the clauses around the VAR. I'll include this in the spreadsheet.

Ngā mihi | Kind regards

**Natasha Rivai**  
Planning Manager – Auckland and Northland



**Mobile:** 027 293 3190  
**Reception:** 09 309 8526

Level 14, 55 Shortland Street, Auckland 1010

PO Box 104, Shortland St, Auckland 1140

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**From:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Sent:** Friday, 13 May 2022 2:08 pm  
**To:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>; Matt Heale <[mheale@propertygroup.co.nz](mailto:mheale@propertygroup.co.nz)>  
**Cc:** Eryn Shields <[Eryn.Shields@aucklandcouncil.govt.nz](mailto:Eryn.Shields@aucklandcouncil.govt.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai  
**Importance:** High

Hi Natasha,

Please see the draft responses below. Please take into account the Council has yet to receive the final response to information, and therefore these are not additional information requests under CI23 of the RMA.

I will still require the formal response to all of the Council's requests for information, and these draft requests will be formally returned in their current form as additional information requests. I need to keep a record of the information requested, the responses, and the additional information requests/responses. It is important no gaps are left in the request record.

I am happy for the parties to have MS Teams meetings to go over the potential responses to requests, but I will still require a written response outlining how the requests have been addressed.

For the lodged plan change request to be on the Planning Committee agenda on the 30 June 2022, the report to the committee would need to be completed by the 14 June 2022. Please note that the Council has the following timeframes under the RMA:

- Additional information request – 15 working days from receiving additional information.
- Time frame to consider the request to accept, adopt or reject – 30 working days from receiving information requested under c123 Schedule 1 of the RMA.
- Notification - the local authority shall notify the change or the proposed policy statement or plan within 4 months from the date the Planning Committee agree to accept the request – a notification assessment will need to be completed within the 4 month time period.

I am happy to discuss the above.

## Auckland Council – Transport

Please see my response to TPC comments in the word document attached. Please note that TPC makes multiple references to documents provided as part of the resource consent application that is not relevant to the Plan Change. As far as I am aware these documents have not been provided as part of the Plan Change and therefore I am unable to review them.

We also have the following comments pertaining to the Precinct Plan:

1. The assessment criteria listed under (5) Safe and efficient operation of the current and future transport network includes three points that are prescriptive and does not adequately address the assessment for the intersection arrangements for both Brigham Creek Road and Mamari Road. We consider that a specific item should be included stating *'the intersections with Brigham Creek Road and Mamari Road are designed for the safe and efficient movement of vehicles and the Brigham Creek Road intersection must not be arranged as a cross priority give-way or stop controlled intersection'. Or something similar.*
2. The assessment criteria also does not refer to cycle facility requirements and 'urban standard' is not indicative of cycle infrastructure.
3. We consider that the 32m road corridor requirement for both Brigham Creek Road and Mamari Road should be included within the Precinct Plan.

## Auckland Council – Ecology

I have reviewed the relevant c123 responses pertaining to ecological matters. My comments and further requests are below:

### Southern' and 'western' potential wetland areas on the neighbouring property

Based in the information provided I am satisfied that the 'southern' and 'western' potential wetland areas on the neighbouring property to the south are not Natural Wetlands under the NPS:FM due to the fact they meet the pasture exclusion clause in the NPS:FM definition of a Natural Wetland.

However, I note that dominance and prevalence test results have not been provided. I also note that while images of soil assessments have been provided these are not accompanied with the Mansell colour chart value, chroma and hue values.

### 'Pond'/OLFP' on the subject site

1. Can the applicant please provide the Dominance and Prevalence Test results (including species and percentages for each plot) for the 'Pond'/OLFP' on the site.
2. Can the applicant please provide the value, chroma and Hue values for soil cores 4, 5, and 6. From the photos provided these would appear to be low value and chroma (contrary to what is described in the c23 response). However, it is noted that dark topsoil colour values of 3 or less are not good indicators of hydric soils.
3. The c123 response provided considers:  
*'The flow chart within the guidance attached to the NPS-FM provides a step-wise sequence of assessment using vegetation, soil and hydrology indicators. The process requires that soils are hydric for a potential wetland site to qualify. It is not enough to have vegetation (or hydrology) as the only wetland indicators. Without qualifying soils, the site is not a wetland.'*

Assuming the response is referring to the Wetland Delineation Protocols (WDP) referenced within the NPS:FM; can the applicant please explain the above rational when following the flow chart in the WDP passing the dominance test with obligate and facultative wetland species only leads to a wetland vegetation conclusion with no need to assess soils or hydrology.

4. The c23 response provided also considers:  
*'When paired with the soils test, and the NPS-FM wetland classification flow chart, this area does not support the necessary characteristics (in particular hydric soils) to qualify as a wetland under the NPS-FM or the RMA. This site does not support a wetland.'*

Again, assuming the response is referring to the WDP referenced within the NPS:FM; can the applicant please explain how the flow chart has been considered/applied given the Dominance and Prevalence Test results, as well as the soil assessment.

## Auckland Transport – Transport

It is hard to comment on the Clause23 response when we don't have all of the information – specifically the Precinct Plan. AT need to understand how precinct provisions translate to the precinct plan. As a result, I have two further points of clarification we are seeking. These are noted below:

1. The precinct provisions reference a precinct plan, however a precinct plan has not been provided. Please provide the precinct plan as it is currently unclear what precinct provisions will translate to the precinct plan?
2. AT previously requested the applicant identify the current provisions that will manage the location of the intersections on Marmari Road. And if not, why not? The applicant's response notes *'each of these matters have been illustrated through the plans and proposals in the resource consent application.'* The applicant has not addressed this query as the precinct provisions are a separate consideration to the resource consent plans. AT seeks this information request be reiterated.

Not an information request but note for the applicant – the exact dimensions of the building setback provisions under section 11.6.2. need to be agreed as part of the approved plan change.

Kind regards,

Todd Elder | Policy Planner  
Regional, North, West, Islands | Plans and Places  
M | 021 870 282  
Auckland Council, Level 24, 135 Albert Street, Auckland Central  
Visit our website: [www.aucklandcouncil.govt.nz](http://www.aucklandcouncil.govt.nz)

---

**From:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>  
**Sent:** Thursday, 12 May 2022 6:56 pm  
**To:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Cc:** Matt Heale <[mheale@propertygroup.co.nz](mailto:mheale@propertygroup.co.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai  
**Importance:** High

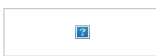
Kia ora Todd

Just wanted to emphasize that we need to meet the 30 June Planning Committee meeting, understanding that Council need to have their decision on the PC request in the Agenda well in advance.

If there are RFI matters that could be expedited with a TEAMS meeting, please let us know ASAP so we can get those underway.

Ngā mihi | Kind regards

**Natasha Rivai**  
Planning Manager – Auckland and Northland



**Mobile:** 027 293 3190  
**Reception:** 09 309 8526

Level 14, 55 Shortland Street, Auckland 1010  
PO Box 104, Shortland St, Auckland 1140

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**From:** Natasha Rivai  
**Sent:** Thursday, 12 May 2022 1:27 pm  
**To:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

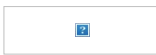
Hi Todd

How are you getting on with the feedback?

Thanks,

Ngā mihi | Kind regards

**Natasha Rivai**  
Planning Manager – Auckland and Northland



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**Reception:** 09 309 8526

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PO Box 104, Shortland St, Auckland 1140

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**From:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Sent:** Monday, 9 May 2022 10:17 am  
**To:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Hi Natasha,

I received responses late Friday. I intend to review and get them back to you early this week.

Thanks,  
Todd

**From:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>  
**Sent:** Sunday, 8 May 2022 8:49 pm  
**To:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Kia ora Todd

Could you please advise how this is tracking?  
Thanks,

Ngā mihi | Kind regards  
**Natasha Rivai**  
Planning Manager – Auckland and  
Northland



**Mobile:** 027 293 3190  
**Reception:** 09 309 8526

Level 14, 55 Shortland Street, Auckland 1010

PO Box 104, Shortland St, Auckland 1140

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**From:** Natasha Rivai  
**Sent:** Thursday, 28 April 2022 11:04 am  
**To:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Hi Todd

There should only be 6 documents/files to download. The folder 'Draft - Not Applicable' is not applicable.

Ngā mihi | Kind regards  
**Natasha Rivai**  
Planning Manager – Auckland and  
Northland



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**Reception:** 09 309 8526

Level 14, 55 Shortland Street, Auckland 1010

PO Box 104, Shortland St, Auckland 1140

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**From:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Sent:** Thursday, 28 April 2022 9:13 am  
**To:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Thanks Natasha; I thought it was obvious but just wanted to make sure.

I have sent a message to the Development Programme Office for a name and should hear back shortly.

In your supplied link below, there are multiple precincts etc – are you able to place the documents you want to be reviewed by Councils into one folder?

Kind regards,  
Todd

**From:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>  
**Sent:** Wednesday, 27 April 2022 9:38 pm  
**To:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Thanks Todd – yes IFA is Infrastructure Funding Agreement.

Ngā mihi | Kind regards  
**Natasha Rivai**  
Planning Manager – Auckland and  
Northland



**Mobile:** 027 293 3190  
**Reception:** 09 309 8526

Level 14, 55 Shortland Street, Auckland 1010

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**From:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Sent:** Wednesday, 27 April 2022 4:43 pm  
**To:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Hi Natasha,

I have circulated the documents provided to the relevant specialists. But please note many were away and have high workload over the recent weeks. I anticipate updates from the team later this week, and responses next week.

I need to clarify – IFA – stands for Infrastructure Funding Agreement?

**Todd Elder | Policy Planner**  
Regional, North, West, Islands | Plans and Places  
M | 021 870 282  
Auckland Council, Level 24, 135 Albert Street, Auckland Central  
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**From:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>  
**Sent:** Wednesday, 27 April 2022 1:02 pm  
**To:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Hi Todd

Just touching base and wanted to confirm that this is a pre-circulation particularly to be able to progress engagement with Iwi on the SMP, seeking feedback on the Precinct and resurrecting the IFA discussions.

Could you please advise who we should engage with on the IFA front? Has there been any feedback from HW?  
Thanks,

Ngā mihi | Kind regards

**Natasha Rivai**  
Planning Manager – Auckland and Northland



**Mobile:** 027 293 3190  
**Reception:** 09 309 8526

Level 14, 55 Shortland Street, Auckland 1010

PO Box 104, Shortland St, Auckland 1140

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**From:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>

**Sent:** Wednesday, 20 April 2022 3:23 pm

**To:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>

**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Kia ora Natasha,

Thanks for the partial further information response – just to clarify, this is a pre-circulation prior to the formal response being provided? In other words, we have not triggered the timeframes again.

I will circulate the material now.

Trust you had a good long weekend.

Cheers  
Todd

**From:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>  
**Sent:** Wednesday, 20 April 2022 2:21 pm  
**To:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Kia ora Todd

Please find within the below link the partial CI23 Response. Could you please circulate the further comments/responses in relation to transportation, ecology and infrastructure, and particularly to Healthy Waters. We would like to commence engagement with Iwi and want to ensure the SMP is satisfactory.

[RFI Feb 2022](#)

Look forward to further discussions with Council.

Ngā mihi | Kind regards

**Natasha Rivai**  
Planning Manager – Auckland & Northland



**Mobile:** 027 293 3190  
**Reception:** 09 309 8526

Level 14, 55 Shortland Street, Auckland 1010

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**From:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>

**Sent:** Tuesday, 29 March 2022 3:03 pm

**To:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>

**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Hi Natasha,

Please see attached. If you get close to providing the RFI response please let me know and I can inform the specialists.

Thanks,  
Todd

**From:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>  
**Sent:** Tuesday, 29 March 2022 9:24 am  
**To:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Hi Todd

Could I please have the CI23 in word doc format – just going to put into a spreadsheet with responses.  
Thanks,

Ngā mihi | Kind regards

**Natasha Rivai**  
Planning Manager – Auckland and Northland



**Mobile:** 027 293 3190  
**Reception:** 09 309 8526

**From:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>

**Sent:** Friday, 18 February 2022 7:24 AM

**To:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>; Matt Heale <[mheale@propertygroup.co.nz](mailto:mheale@propertygroup.co.nz)>

**Cc:** Eryn Shields <[Eryn.Shields@aucklandcouncil.govt.nz](mailto:Eryn.Shields@aucklandcouncil.govt.nz)>; jonathon@vertuequipment.co.nz; Warren MacLennan <[Warren.MacLennan@aucklandcouncil.govt.nz](mailto:Warren.MacLennan@aucklandcouncil.govt.nz)>

**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Hi Natasha,

Please find attached a request for information under Section 23 of Schedule 1 of the Resource Management Act 1991 (RMA) for the proposed plan change at 41 – 43 Brigham Creek Road, Whenuapai.

In my view, the current state of the Plan Change Request is lacking key detail and information for me to be able to recommend acceptance or adoption under CI25 of Schedule 1 of the RMA. I am happy to talk through the request and provide examples from other plan changes to assist.

If you have any questions please do not hesitate to give me a call or send me an email.

I look forward to your response,  
Kia pai tō rā

**Todd Elder | Policy Planner**  
Regional, North, West, Islands | Plans and Places  
M | 021 870 282  
Auckland Council, Level 24, 135 Albert Street, Auckland Central  
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---

**From:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>  
**Sent:** Monday, 14 February 2022 11:39 am  
**To:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>; Matt Heale <[mheale@propertygroup.co.nz](mailto:mheale@propertygroup.co.nz)>  
**Cc:** Eryn Shields <[Eryn.Shields@aucklandcouncil.govt.nz](mailto:Eryn.Shields@aucklandcouncil.govt.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Kia ora Todd

Are we expecting to receive the RFI this week?

Ngā mihi | Kind regards  
**Natasha Rivai**  
Planning Manager – Auckland and Northland



**Mobile:** 027 293 3190  
**Reception:** 09 309 8526

---

**From:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Sent:** Wednesday, 9 February 2022 9:54 AM  
**To:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>; Matt Heale <[mheale@propertygroup.co.nz](mailto:mheale@propertygroup.co.nz)>  
**Cc:** Eryn Shields <[Eryn.Shields@aucklandcouncil.govt.nz](mailto:Eryn.Shields@aucklandcouncil.govt.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Kia ora Natasha,

I received the last of the specialists c123 reviews this week, of which I have asked these specialists to refine their requests.

I was hoping to get the request for information to you this week, but with the current workloads it will realistically be with you next week.

Kia pai tō rā

**Todd Elder | Policy Planner**  
Regional, North, West, Islands | Plans and Places  
M | 021 870 282  
Auckland Council, Level 24, 135 Albert Street, Auckland Central  
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**From:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>  
**Sent:** Wednesday, 9 February 2022 9:39 am  
**To:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>; Matt Heale <[mheale@propertygroup.co.nz](mailto:mheale@propertygroup.co.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai  
**Importance:** High

Hi Todd

How are you getting along with experts comments – think we're about Day 33 of processing?

Ngā mihi | Kind regards  
**Natasha Rivai**  
Planning Manager – Auckland



**Mobile:** 027 293 3190  
**Reception:** 09 309 8526

---

**From:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>  
**Sent:** Friday, 21 January 2022 10:15 AM  
**To:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>; Matt Heale <[mheale@propertygroup.co.nz](mailto:mheale@propertygroup.co.nz)>  
**Subject:** Re: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Received. Thanks Todd.

Ngā mihi

Natasha Rivai  
Senior Planner - The Property Group  
027 293 3190

---

**From:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Sent:** Friday, January 21, 2022 9:56:28 AM  
**To:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>; Matt Heale <[mheale@propertygroup.co.nz](mailto:mheale@propertygroup.co.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

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Hi Natasha and Matt,

Can you please confirm you have received the below.

Kia pai tō rā

**Todd Elder | Policy Planner**  
Regional, North, West, Islands | Plans and Places  
M | 021 870 282  
Auckland Council, Level 24, 135 Albert Street, Auckland Central  
Visit our website: [www.aucklandcouncil.govt.nz](http://www.aucklandcouncil.govt.nz)



---

**From:** Todd Elder  
**Sent:** Tuesday, 18 January 2022 2:19 pm  
**To:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>; Matt Heale <[mheale@propertygroup.co.nz](mailto:mheale@propertygroup.co.nz)>  
**Cc:** Eryn Shields <[Eryn.Shields@aucklandcouncil.govt.nz](mailto:Eryn.Shields@aucklandcouncil.govt.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Hi Natasha and Matt,

Please see attached a s37 extension letter to extend the timeframe for the c123 request.

I am still waiting for a number of specialists to respond with requests, and I will try get the request to you asap. I do not intend to use the addition 20 days in full.

If you have any questions, please feel free to give me a call – 021 870 282.

Kia pai tō rā

**Todd Elder | Policy Planner**  
Regional, North, West, Islands | Plans and Places  
M | 021 870 282  
Auckland Council, Level 24, 135 Albert Street, Auckland Central  
Visit our website: [www.aucklandcouncil.govt.nz](http://www.aucklandcouncil.govt.nz)

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**From:** Todd Elder  
**Sent:** Wednesday, 12 January 2022 8:30 am  
**To:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>  
**Cc:** Matt Heale <[mheale@propertygroup.co.nz](mailto:mheale@propertygroup.co.nz)>; Eryn Shields <[Eryn.Shields@aucklandcouncil.govt.nz](mailto:Eryn.Shields@aucklandcouncil.govt.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Kia ora Natasha,

Happy new year's, trust you had a good break.

I am still waiting on a number of specialists to respond, and I can provide a better understanding of timings when more people return on the 17 January 2022.

If you would like to discuss further, please feel free to give me a call.

Kia pai tō rā

**Todd Elder | Policy Planner**  
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M | 021 870 282  
Auckland Council, Level 24, 135 Albert Street, Auckland Central  
Visit our website: [www.aucklandcouncil.govt.nz](http://www.aucklandcouncil.govt.nz)

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**From:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>  
**Sent:** Monday, 10 January 2022 11:48 am  
**To:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Cc:** Matt Heale <[mheale@propertygroup.co.nz](mailto:mheale@propertygroup.co.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Kia ora Todd

Happy new year.

Just checking to see how this is progressing please?

Ngā mihi | Kind regards

*Hope Nā iā!*

**Natasha Rivai**

Planning Manager - Auckland



**Mobile:** 027 293 3190  
**Reception:** 09 309 8526

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**From:** Todd Elder <[todd.elder@aucklandcouncil.govt.nz](mailto:todd.elder@aucklandcouncil.govt.nz)>  
**Sent:** Friday, 3 December 2021 2:02 PM  
**To:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>  
**Cc:** Matt Heale <[mheale@propertygroup.co.nz](mailto:mheale@propertygroup.co.nz)>  
**Subject:** RE: Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Hi Natasha,

Just a heads up to let you know I am picking this up from Cianan. I have circulated the documents to the team to put together a further information request, if any is required.

If you have any questions, please do not hesitate to get in contact.

Kia pai tō rā

**Todd Elder | Policy Planner**  
Regional, North, West, Islands | Plans and Places  
M | 021 870 282  
Auckland Council, Level 24, 135 Albert Street, Auckland Central  
Visit our website: [www.aucklandcouncil.govt.nz](http://www.aucklandcouncil.govt.nz)



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**From:** Natasha Rivai <[NRivai@propertygroup.co.nz](mailto:NRivai@propertygroup.co.nz)>  
**Sent:** Wednesday, 1 December 2021 10:58 am  
**To:** Unitary Plan <[unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz)>  
**Cc:** Eryn Shields <[Eryn.Shields@aucklandcouncil.govt.nz](mailto:Eryn.Shields@aucklandcouncil.govt.nz)>; Matt Heale <[mheale@propertygroup.co.nz](mailto:mheale@propertygroup.co.nz)>  
**Subject:** Proposed PPC 41-43 Brigham Creek Road, Whenuapai

Kia ora

Please find within the below link the Application for a proposed Private Plan Change for 41-43 Brigham Creek Road, Whenuapai.

[Brigham Creek PPC Dec 2021](#)

Please do not hesitate to contact myself or Matt Heale to discuss.

Ngā mihi | Kind regards

**Natasha Rivai**

Planning Manager - Auckland



**Mobile:** 027 293 3190  
**Reception:** 09 309 8526

Level 14, 55 Shortland Street, Auckland 1010

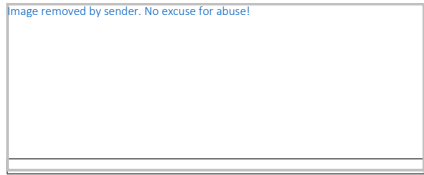
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Request No.	Category of information	Specific request	Reason for request. <b>Applicant's response in Red.</b>	HW Response dated 2/5/2022
SW 1	SMP	The SMP refers to the Whenuapai SMP which has not been adopted into the NDC into Schedule 10. Please revise the SMP in accordance with the NDC requirements for greenfield developments in Schedule 4 and demonstrate how the devices are designed to meet the GDO1 requirements.	<p>For the SMP to be adopted under Schedule 8 into the NDC which will authorise stormwater diversion and discharge from the development, the SMP must meet all the performance requirements in Schedule 4 of the NDC as Healthy Waters will be responsible for compliance and discharge from the stormwater network as well as ongoing operation and maintenance of the assets.</p> <p>The template and explanatory document provided in the Auckland Design Manual should be used for the SMP preparation.  <a href="http://www.aucklanddesignmanual.co.nz/NDC">www.aucklanddesignmanual.co.nz/NDC</a></p> <p><b>SW1 - The SMP has been updated to clarify that the management strategy is based NDC Schedule 4 and relevant council publications such as GDO1. The Whenuapai SMP has only been referred to as general guideline. Refer to sections 2 and 6 for more information.</b></p>	<p><b>SW1-Outstanding.</b>                      The outcomes for water quality and hydrology are generally compliant with NDC Schedule 4, however the justification is incorrect e.g. all roads are HCGAs. Please revise accordingly.</p>
SW2		The SMP does not specify any recommendations for the next stage of development. Please outline the recommendations that require further investigation to support the next stage of development.		<p><b>SW2-Addressed.</b></p>
SW3		The SMP states "there are no known departures from Auckland Regulatory and		<p><b>SW3-Addressed</b></p>

		<p><i>design standards</i>", however the outlet pipe has a velocity greater than 4m<sup>3</sup>/s which does not meet the required minimum standards. Confirm if any departures are proposed and provide evidence of consultation of the departures.</p>	<p><b>SW2 - We are not aware of any other developments in the vicinity that are in motion.</b></p> <p><b>SW3 - The updated SW design and calculations ensure all pipe velocities are under 4m<sup>2</sup>/s.</b></p> <p><b>SW7 - Please refer to section 6.7. These dependencies have been added.</b></p>	
SW4		<p>The SMP only provides an assessment of wastewater related dependencies (being the pumpstation). Provide an assessment of the stormwater related dependencies (e.g. staging the development to complete raingardens prior to the lots being created).</p>	<p><b>SW5 - References updated to solely state 'JOAL'.</b></p> <p><b>SW6 - outcomes to be sought updated to clearly state adherence to NDC schedule 4 requirements. Refer to section 6.1.1 and 6.2.1.</b></p>	SW4-Addressed
SW5		<p>The SMP uses terminology such as shared accessways, JOAL, private driveways, private ways interchangeably which creates confusion. Use consistent terminology e.g. JOAL for the stormwater</p>		SW5-Outstanding. Still remains inconsistent terminology throughout the SMP e.g., accessways, private driveways and JOALS.

		management approach to avoid ambiguity at implementation stage.		
SW6		The outcomes sought for the stormwater management approach proposed in the SMP are unclear. Clearly identify the outcomes sought that the stormwater management approach will achieve.		SW6-Outstanding. The principles around water quality and justification for treatment are incorrect e.g. referencing E9 of the AUP (OP) to treat only HCGAs. NDC schedule 4 requires treatment of all impervious area.
SW7	Water Quality	Provide an assessment of how the stormwater management approach addresses stormwater quality in accordance with objectives and policies under E1.	Schedule 4 requires the SMP to provide an assessment in accordance with Chapters E1.3.8, B7 and B8 which seeks to avoid as far as practicable, or otherwise minimise or mitigate adverse effects of stormwater runoff from greenfield development on water quality (such as freshwater systems, freshwater and coastal water). This includes minimising the generation and discharge of contaminants into sensitive receiving environments and improving water quality through implementing a robust stormwater management approach for treating stormwater for	SW7-Outstanding. The assessment does not correctly align with the AUP (OP) objectives & policies and NDC requirements.
SW8		Inert roofing materials are not sufficient to mitigate contaminants entering the public network and receiving environment. Although they can reduce the risk of contaminants being generated from the		SW8- Outstanding



	<p>roof, the surface still acts as a pathway for airborne contaminants, which has the potential to be significant given the location of the development in close proximity to the NZDF Whenuapai Airbase and High Contaminant Generating Roads (HCGR).</p> <p>Amend the SMP to address water quality for the roof area for development.</p>	<p>water quality to avoid adverse effects of the development.</p> <p>Schedule 4 requires treatment of all impervious areas by a water quality device designed in accordance with GD01 for the relevant contaminants. Treatment is particularly relevant and important given the location of the site near the NZDF Whenuapai Airbase and HCGR.</p> <p><b>SW8, SW9 - Please refer to updated section 6.2.2.</b></p>	
SW9	<p>Amend the SMP to provide the details of the permeable paving to confirm retention and detention.</p>	<p><b>SW10 - Please refer to updated section 6.2.2 - treatment to remove 75% TSS.</b></p> <p><b>SW11 - Please refer to updated section SW11.</b></p>	SW9-Outstanding
SW10	<p>Where proprietary devices are to be provided, amend the SMP to specify the required efficacy of the proposed treatment (e.g. 75% Total Suspended Solids)</p>	<p><b>SW12 - Please refer to the updated stormwater design and section 6.2.3 for raingarden design.</b></p> <p><b>The SMP has also been updated to include alignment with E1, B7 and E8 - please refer to sections 6.2.2, 6.2.4.</b></p>	SW10-Addressed

SW11		Amend the SMP to provide details of how the runoff from car parks will be managed due to potential significant contaminants.		SW11-Outstanding. It is unclear what the correct plan reference is.
SW12		The proposed stormwater treatment devices such as raingardens located within the road are very small and do not meet AT requirements set out in the Technical Design Guide (TDG). Provide an assessment to explain larger centralised or combined devices for roads have not been provided and considered for this development rather than the proposed multiple smaller stormwater devices in the road reserve.		SW12-Addressed subject to AT approval.
SW13	Hydrological Mitigation	Please provide an assessment of how the proposed stormwater management approach using the SMAF1 meets the required retention and detention under Chapter	The SMP proposes the development to apply the SMAF1 overlay. Schedule 4 requires the stormwater management approach to achieve the required hydrological mitigation (retention and detention) for all impervious area in accordance with the SMAF-1	SW13-Addressed

		E10 of the AUP (OP) and avoids or remedies changes in hydrology which will result from the urban land uses proposed in the plan changes.	requirements under Chapter E10 to ensure adverse effects of development are avoided as practical or otherwise remedied or mitigated including changes in hydrology.	
SW14		Amend the SMP to specify the SMAF-1 requirements are under Chapter E10 and how the proposed stormwater management approach is designed to meet these requirements for retention and detention.	Further assessment is required to demonstrate compliance with the SMAF-1 controls to provide hydrological mitigation. Providing a robust stormwater management approach for treating stormwater for water quality to avoid adverse effects is required.	SW14-Addressed
SW15		The NDC requires SMAF1 hydrological mitigation. If the road areas cannot use reuse and infiltration is not feasible then it is required to provide detention.  Provide evidence to demonstrate retention is achievable such as a geotechnical assessment to confirm.	<b>SW 13,14 - please refer to section 6.2.3 which includes the updated SMAF design.</b>  <b>SW 15,16 - Geotech to shortly confirm infiltration feasibility. To be confirmed in next revision.</b>	SW15-Outstanding. Revise the SMP to include additional geotechnical information requested in SW15.

SW16		The SMP needs to confirm whether retention through infiltration will be provided in the proposed stormwater management approach. If yes, specify the minimum requirements and how this is met. If not, provide an assessment of why only detention is provided.		SW16- Outstanding. Revise the SMP to include additional geotechnical information requested in SW16.
SW17	Public Stormwater Network	The SMP does not provide the layout of the stormwater network to serve the development.  Provide a plan showing the location of the SW network to ensure developed is staged and serviced appropriately.	This assessment is required to ensure that stormwater effects from the proposed diversions and discharges from the public network will be mitigated/managed appropriately and will not result in any downstream/upstream effects and is an integrated stormwater management approach (refer to Policy E1.3 (8)).  <b>SW17,18 - Please refer to the updated design and catchment calculations.</b>	SW17-Addressed
SW18		It is noted that a new pipe network is to be created within the Mamari Road corridor. Confirm if the proposed stormwater pipe network will be designed for this development and		SW18-Outstanding. Provide evidence of AT agreement/consultation with for the proposed SW pipe located within Mamari Road. The design catchment for

		developments upstream and downstream, and how will stormwater be discharged.		Mamari Road remains unclear.
SW19	Stream Hydrology	Provide a plan showing the hydrology features of the site; including the potential wetland areas downstream, stream classification and other features relevant to site assessment.	This site assessment is required to determine what the existing condition of these features are and whether the stormwater management approach proposed will maintain or enhance water quality, flows, stream channels and their margins and other freshwater values.  <b>SW 19, 20 - Please refer to sections 1.5, 5.5 and 6.2.4 for further information.</b>	SW19-Outstanding. Please provide clear and accurate information regarding wetlands and status of wetlands, and how these will be impacted by the developments (e.g. how the stormwater management approach will maintain the baseflow.)
SW20		In terms of the potential wetland located downstream, provide an assessment of how the proposed plan change meets the outcomes and requirements of NPS-FM.		SW20-Outstanding. Please provide clear and accurate information regarding wetlands and status of wetlands, and how these will be impacted by the developments (e.g. how the stormwater management approach will maintain the baseflow.)
SW21	Assets	The SMP states that all stormwater management devices and all public	Schedule 4 requires that all new assets to be vested as part of the public stormwater network are to be designed	SW21-Outstanding. Cannot rely on the planning report as the SMP is a

		<p>roadways will be vested to Auckland Transport. However, there is no evidence of consultation with Auckland Transport or demonstrating of how the all-stormwater management devices will be designed to AT requirements.</p> <p>The SMP provides no evidence of any consultation with Auckland Transport to confirm the proposed stormwater management approach is accepted by AT for stormwater management assets vesting including assets proposed within a 'paper road' (Mamari Road), 100-yr runoff overtop of the road centreline crest, undersized rain gardens, and no consideration of consolidation of devices.</p>	<p>and constructed to meet Auckland Transport requirements as this may change the stormwater management approach. All assets must be designed to be durable and perform to the required level of service for the life of the asset and have reasonable asset maintenance.</p> <p><b>SW21 - The updated design and SMP are based on consultations with relevant governing authorities.</b></p>	<p><b>standalone document. Revise to incorporate consultation into SMP and explain how this impacts the choice.</b></p>
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		Provide evidence of consultation with Auckland Transport, and how the proposed stormwater management assets are designed to meet AT requirements as well as the Stormwater bylaw and SW Code of Practice.		
SW22	Flood Risk and Hazards	Provide a plan and assessment of the overland flow paths and 100yr floodplain within the development area and on adjacent sites located upstream and downstream. Justify as the best practicable option to mitigate any adverse effects associated with this.	<p>This assessment is required to determine whether the stormwater flows can be conveyed safely to the receiving environment from the subject area and not give rise to downstream/upstream effects to adjacent person/s.</p> <p><b>SW 22, 23, 24, 25, 26, 28 - Please refer to revised 100-yr catchment and design plans. SW 22 - As per the updated design, post development flows will be lower than predevelopment levels. As such AT approval for discharge will not be required.</b></p>	SW22-Outstanding Revise the SMP to provide an assessment of the impact of this development on adjacent persons/sites.
SW23		Provide a high-level analysis of the pre and post development flows due to the significant increase in flows.		SW23-Outstanding
SW24		Amend the SMP to demonstrate how the proposed stormwater		SW24-Outstanding

		management approach will be designed to meet the SWCoP and Stormwater bylaw requirements.	
SW25		Provide an assessment of how the development within the floodplain and flood prone land will be managed. Confirm if this will be removed or incorporated into the development.	SW25-Outstanding
SW26		Confirm if the entry and exit points of the overland flow paths will be maintained by the development.	SW26-Outstanding
SW27		Confirm if AT accept the proposed post-development 100-yr runoff overtop of the centreline crest and discharge onto Joseph McDonald Drive.	SW27-Outstanding
SW28		Demonstrate how the proposed stormwater management is designed to mitigate the impacts	SW28-Outstanding



		from and accommodate climate change to achieve an integrated stormwater management approach.		
SW29	Mana Whenua Engagement and Consultation	<p>The SMP does not provide evidence of consultation with Mana Whenua for the stormwater management approach to confirm that mana whenua values are not affected.</p> <p>Amend the SMP to provide evidence of engagement with Mana Whenua to confirm how the stormwater management approach has been designed to account for mana whenua values.</p>	<p>Mana whenua engagement must be undertaken as per Schedule 4 of the NDC for greenfield sites.</p> <p>Schedule 2 NDC Objectives and Outcomes require mana whenua to be <b>appropriately engaged</b> in the stormwater management to recognise and integrate the cultural values mana whenua have with their waterways.</p> <p><b>Mana Whenua to be engaged with the revised SMP.</b></p>	<p><b>SW29-Outstanding. Revise the SMP to include consultation with Mana Whenua.</b></p>
SW30	Geotechnical	The SMP provides no information or assessment of the geotechnical conditions which will impact the stormwater management approach.	A soakage assessment is required to determine what the soil conditions are and their properties and whether the infiltration rates will support appropriate retention times. Soil infiltration testing should be provided at	<p><b>SW30-Outstanding. Revise SMP to include additional geotechnical information requested in SW30.</b></p>

		<p>Update the SMP to include a summary of the geotechnical conditions and the effects on the proposed stormwater management approach.</p>	<p>indicative locations across the plan change area. This assessment is required to demonstrate the stormwater management approach such as raingardens will achieve the required retention stormwater volumes and whether runoff can permeate the soil and the rate at which this will occur. If not, this has the potential to result in ponding or unintended overland flows.</p>	
<p>SW31</p>		<p>Provide soakage assessment and soil infiltration analysis within the development area.</p>	<p>SW30, 31 - Geotech to shortly confirm infiltration feasibility. To be confirmed in next revision.</p>	<p>SW31- Outstanding. Revise SMP to include additional geotechnical information requested in SW31.</p>



**Clause 23 Request for Further Information: Applicant’s Response**

	Request: 18 February 2022	Response: 20 April 2022	HG Comment 2 May 2022	Response: 25 May 2022	Ms Davison Response on Behalf of Auckland Council
<p><u>Transport report</u></p> <p>Ms Chloe Davison from Harrison Grierson has addressed the transport/traffic issues on behalf of council. The following requests are from Ms Davison and have been included in this letter for convenience.</p> <p><i>Modelling and trip generation assessment</i></p>					
20.	Information request: Please provide details, year, assumptions and methodology of the base model provided in the ITA.	TPC – The base flow for the traffic modelling has been based on peak 2019 flows. This being last year prior to flows on the network being influenced by Covid 19. No adjustments have been made for growth between 2019 and 2021 (year of the report) as there has not been any growth during peak times with many people working from home.	Response accepted.	No further response required.	

	Request: 18 February 2022	Response: 20 April 2022	HG Comment 2 May 2022	Response: 25 May 2022	Ms Davison Response on Behalf of Auckland Council
		All models have adopted the factory settings and assumption within the SIDRA software.			
21.	Information request: The modelling is based on 260 medium density dwellings. However, the mixed housing urban zone allows for low-rise apartment buildings (up to three storeys). Please confirm the maximum number of dwellings that could be established on the site as part of the mixed housing urban zone as well as changes relating to the National Policy Statement for Urban Development and the medium density residential standards (MDRS). A sensitivity analysis should be undertaken using the highest density of dwellings that can be established as a result of the plan change. Please provide	<p>TPC – The assumption of 260 dwellings is consistent with the resource consent application where 239 dwellings have been proposed. This is considered a realistic yield and typology for the site with allowances for a mixture of roads and private lanes to provide access to the site.</p> <p>Notwithstanding these assumptions and as set out in the activity table of the draft precinct provisions, (A4) anticipates any development with the precinct between 4 and 260 dwellings/lots to be a Restricted Discretionary Activity with corresponding matters of discretion that require a safe and efficient operation of current and</p>	Response accepted based on provisions in Precinct Plan and our proposed further considerations.	No further response required.	

	Request: 18 February 2022	Response: 20 April 2022	HG Comment 2 May 2022	Response: 25 May 2022	Ms Davison Response on Behalf of Auckland Council
	sensitivity testing of the maximum yield.	future transport networks. (A5) also require any development of over 260 dwellings/lots to be a Discretionary Activity.			
22.	Information request: The ITA does not consider the interim effects of the development prior to the public transport upgrades. Please provide a sensitivity test of the interim effects and prior to the public transport, pedestrian and cycling upgrades. Refer to Research Report 453 in Table 7.4 , the peak hour trips associated with a Suburban Dwelling is 1.2 trips per unit and an outer suburban dwelling is 0.9 trips per unit. Table 8.10 of RR453 shows that medium density residential developments have an associated peak hour trip rate of 0.8 per dwelling.	Section 3.3 of the ITA clearly sets out the assumptions around mode share and vehicle trip generation used in the assessment. It references the trip generation assumptions from the ITA for the Whenuapai Structure Plan and adopted the mode share and vehicle trip generation from 2016. This clearly pre-dates any future upgrades to public transport and any pedestrian and cycling upgrades even though there has been new buses services, footpaths and cycle paths established on Brigham Creek Road since 2016. The assessment with the ITA can	A trip rate of 0.65 is considered to be low based on the existing bus services for the area and low pedestrian connectivity and fragmented cycle infrastructure. Hence the commentary around peak hour trip rates for suburban dwellings and medium density housing in the information request.  Please provide a sensitivity test using the higher trip rate.	We do not believe that sensitivity tests are required.  As set out in the response dated 20 April 2022, the mode splits and trip generation rates are taken directly from the ITA that was prepared for the Whenuapai Structure Plan. The trip generation rate of 0.65 is an actual measurement of vehicle use in Whenuapai in 2016. Since then, there has been updates to the pedestrian and cycling facilities on Brigham Creek Road and changes to bus services that are likely to have reduced this rate. Nevertheless, our ITA adopted the 2016 rates and	HG has reviewed the Flow ITA and technical note. The 2016 data is not based on actual surveys and is based on the ITE and RTA Guides. Census data is referred to, to determine mode split, but no actual data is used to determine trip rates. Furthermore, the ITA offers further considerations and interpretation of the data and appropriate trip rates. Relevant sections are pasted below for ease of reference:  <a href="#">Flow ITA</a>  The mode share (Table 5 of the ITA) for 2016 was based on Census data for 2013 in the

	Request: 18 February 2022	Response: 20 April 2022	HG Comment 2 May 2022	Response: 25 May 2022	Ms Davison Response on Behalf of Auckland Council
		therefore be considered a conservative assessment.		<p>consider this to be conservative.</p> <p>Furthermore, and as set out in the proposed precinct provisions, any proposed overall increase in dwellings above those assessed in the ITA are classified as a Discretionary activity and would require a updated transport assessment.</p>	<p>Upper Harbour area. It is stated that:</p> <p><i>It is noted that the above estimated mode shares represent averages across the Whenuapai Structure Plan area. Variations are expected based on:</i></p> <ul style="list-style-type: none"> <li>♦ <i>Geography – higher public transport mode shares would be expected to and from areas close to RTN stations, and lower mode shares to and from more isolated areas</i></li> <li>♦ <i>Trip type – higher active mode shares are expected to and from schools, particularly primary schools which have a small, local enrolment zone</i></li> <li>♦ <i>Time of day – lower private car mode shares are expected during the commuter peak periods when general traffic congestion and increased public transport frequencies combine to encourage modes other than private car travel; during the day, and particularly to business areas, a greater portion of trips will be work related and by private car (or truck).</i></li> </ul> <p><i>It is noted that the above estimated mode shares represent averages across the Whenuapai</i></p>

	Request: 18 February 2022	Response: 20 April 2022	HG Comment 2 May 2022	Response: 25 May 2022	Ms Davison Response on Behalf of Auckland Council
					<p><i>Structure Plan area. Variations are expected based on:</i></p> <ul style="list-style-type: none"> <li>◆ <i>Geography – higher public transport mode shares would be expected to and from areas close to RTN stations, and lower mode shares to and from more isolated areas</i></li> <li>◆ <i>Trip type – higher active mode shares are expected to and from schools, particularly primary schools which have a small, local enrolment zone</i></li> <li>◆ <i>Time of day – lower private car mode shares are expected during the commuter peak periods when general traffic congestion and increased public transport frequencies combine to encourage modes other than private car travel; during the day, and particularly to business areas, a greater portion of trips will be work related and by private car (or truck).</i></li> </ul> <p>Section 6.8.4. specifically states that the rates are based on the RTA Guide and not on actual data.</p>

	Request: 18 February 2022	Response: 20 April 2022	HG Comment 2 May 2022	Response: 25 May 2022	Ms Davison Response on Behalf of Auckland Council																																																																																																										
					<p>It is assumed that vehicle trip generation rates at the lower end of the spectrum will be applicable to residential developments that are within a reasonable walking distance from RTN stations and FTN/Connector bus stops, and that rates at the higher end would apply to more isolated residential areas. In the short term however, it is acknowledged that residential development will occur prior to the RTN being completed and in this case, higher vehicle trip rates would apply irrespective of location.</p> <p>The ITE and RTA guides recommend the following vehicle trip generation rates for residential dwellings:</p> <p>Table 10: Vehicle Trip Rates from ITE and RTA (vehicle trips per peak hour)</p> <table border="1"> <thead> <tr> <th rowspan="2">Residential Land Use</th> <th colspan="2">Morning Peak Hour</th> <th colspan="2">Evening Peak Hour</th> </tr> <tr> <th>ITE</th> <th>RTA</th> <th>ITE</th> <th>RTA</th> </tr> </thead> <tbody> <tr> <td>Single Family Detached/Low Density</td> <td>0.75</td> <td>0.95</td> <td>1.01</td> <td>0.99</td> </tr> <tr> <td>Townhouse/Medium Density</td> <td>0.44</td> <td>0.4 to 0.65</td> <td>0.52</td> <td>0.4 to 0.65</td> </tr> <tr> <td>Apartment/Higher Density</td> <td>0.55</td> <td>n/a<sup>11</sup></td> <td>0.67</td> <td>n/a</td> </tr> </tbody> </table> <p>Acknowledging that higher density residential development will generally be enabled close to public transport services and close to centres, and also that higher density dwellings also tend to generate fewer vehicle trips than low density dwellings, and with the anticipated provision of RTN along SH16 and SH18, the following vehicle trip generation rates have been applied to the assessment.</p> <p>Table 11: Applied Vehicle Trip Rates for Whenuapai Structure Plan Traffic Model (vehicle trips per peak hour)</p> <table border="1"> <thead> <tr> <th rowspan="2">Land Use</th> <th colspan="2">Morning Peak Hour</th> <th colspan="2">Evening Peak Hour</th> </tr> <tr> <th>2021 and 2026</th> <th>2036 and 2046</th> <th>2021 and 2026</th> <th>2036 and 2046</th> </tr> </thead> <tbody> <tr> <td>Single Family Detached/Low Density</td> <td>0.85</td> <td>0.65</td> <td>1.0</td> <td>0.8</td> </tr> <tr> <td>Townhouse/Medium Density</td> <td>0.65</td> <td>0.50</td> <td>0.65</td> <td>0.50</td> </tr> <tr> <td>Apartment/Higher Density</td> <td>0.55</td> <td>0.45</td> <td>0.55</td> <td>0.50</td> </tr> <tr> <td>Apartment/Higher Density within approx. 800 m of RTN/FTN stop</td> <td>0.45</td> <td>0.40</td> <td>0.55</td> <td>0.50</td> </tr> <tr> <td>Whenuapai Structure Plan average</td> <td>0.68</td> <td>0.53</td> <td>0.75</td> <td>0.61</td> </tr> </tbody> </table> <p><a href="#">Flow Technical Note</a></p> <p>Similarly as the Flow ITA, the rates used are derived from the RTA and ITE guides.</p> <p>Whenuapai Plan Change Stage 1 Technical Input <span style="float: right;">10</span></p> <p>Table 2: Applied Vehicle Trip Rates for Whenuapai Plan Change Traffic Model (vehicle trips per peak hour)</p> <table border="1"> <thead> <tr> <th>Land Use</th> <th>Morning Peak Hour</th> <th>Evening Peak Hour</th> </tr> </thead> <tbody> <tr> <td>For isolated developments without access to RTN Stations or FTN/Connector stops</td> <td></td> <td></td> </tr> <tr> <td>All Types of Residential Developments</td> <td>0.85</td> <td>1.0</td> </tr> <tr> <td>For developments in vicinity of RTN Stations or FTN/Connector stops</td> <td></td> <td></td> </tr> <tr> <td>Single Family Detached/Low Density</td> <td>0.85</td> <td>1.00</td> </tr> <tr> <td>Townhouse/Medium Density</td> <td>0.65</td> <td>0.65</td> </tr> <tr> <td>Apartment/Higher Density</td> <td>0.55</td> <td>0.55</td> </tr> <tr> <td>Apartment/Higher Density within approx. 800 m of RTN/FTN stop</td> <td>0.45</td> <td>0.55</td> </tr> </tbody> </table> <p>The above vehicle trip rates are based on the residential trip rates suggested by the Institute of Traffic Engineering (ITE) Guide and the Guide to Traffic Generating Developments<sup>11</sup> (RTA), as detailed in the Whenuapai Structure Plan ITA. These are summarised in <a href="#">Table 4</a> below.</p> <p>Table 4: Vehicle Trip Rates from ITE and RTA (vehicle trips per peak hour)</p> <table border="1"> <thead> <tr> <th rowspan="2">Residential Land Use</th> <th colspan="2">Morning Peak Hour</th> <th colspan="2">Evening Peak Hour</th> </tr> <tr> <th>ITE</th> <th>RTA</th> <th>ITE</th> <th>RTA</th> </tr> </thead> <tbody> <tr> <td>Single Family Detached/Low Density</td> <td>0.75</td> <td>0.95</td> <td>1.01</td> <td>0.99</td> </tr> <tr> <td>Townhouse/Medium Density</td> <td>0.44</td> <td>0.4 to 0.65</td> <td>0.52</td> <td>0.4 to 0.65</td> </tr> <tr> <td>Apartment/Higher Density</td> <td>0.55</td> <td>n/a<sup>11</sup></td> <td>0.67</td> <td>n/a</td> </tr> </tbody> </table> <p>In regards to the specific query, the reasoning behind not providing the sensitivity testing</p>	Residential Land Use	Morning Peak Hour		Evening Peak Hour		ITE	RTA	ITE	RTA	Single Family Detached/Low Density	0.75	0.95	1.01	0.99	Townhouse/Medium Density	0.44	0.4 to 0.65	0.52	0.4 to 0.65	Apartment/Higher Density	0.55	n/a <sup>11</sup>	0.67	n/a	Land Use	Morning Peak Hour		Evening Peak Hour		2021 and 2026	2036 and 2046	2021 and 2026	2036 and 2046	Single Family Detached/Low Density	0.85	0.65	1.0	0.8	Townhouse/Medium Density	0.65	0.50	0.65	0.50	Apartment/Higher Density	0.55	0.45	0.55	0.50	Apartment/Higher Density within approx. 800 m of RTN/FTN stop	0.45	0.40	0.55	0.50	Whenuapai Structure Plan average	0.68	0.53	0.75	0.61	Land Use	Morning Peak Hour	Evening Peak Hour	For isolated developments without access to RTN Stations or FTN/Connector stops			All Types of Residential Developments	0.85	1.0	For developments in vicinity of RTN Stations or FTN/Connector stops			Single Family Detached/Low Density	0.85	1.00	Townhouse/Medium Density	0.65	0.65	Apartment/Higher Density	0.55	0.55	Apartment/Higher Density within approx. 800 m of RTN/FTN stop	0.45	0.55	Residential Land Use	Morning Peak Hour		Evening Peak Hour		ITE	RTA	ITE	RTA	Single Family Detached/Low Density	0.75	0.95	1.01	0.99	Townhouse/Medium Density	0.44	0.4 to 0.65	0.52	0.4 to 0.65	Apartment/Higher Density	0.55	n/a <sup>11</sup>	0.67	n/a
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					is not accepted. Nevertheless, this should not hold up notification and our assessment will consider the impact of the proposed trip rates and the wider factor that effect this, such as proximity to public transport, cycle and pedestrian facilities.
23.	<p>Comment: The modelling shows that the Joseph McDonald Drive intersection is likely to operate adequately based on the flows provided, except for right and through turning vehicles on the minor roads. Whilst the number of vehicles experiencing the delay is low, in some instances drivers would be required to wait for 182 seconds (over three minutes) and this increases driver frustration and risky driver behaviour. What is more likely to occur if there are</p>	<p>TPC - This item does not actually request any further information.</p> <p>Nevertheless, it should be noted that although the modelling does indicate a crossroad intersection, the plan change does not seek an intersection on Brigham Creek Road.</p> <p>The ITA highlights that as Brigham Creek Road is an arterial road, and any access or intersection on Brigham Creek</p>	<p>That is correct, this item was identified as a comment and not an information request to advise the applicant of our concern regarding the modelling assessment of the give-way arrangement.</p>	<p>No further response required.</p>	

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	<p>significant delays, is drivers would detour to the Mamari Road intersection.</p> <p>For safety reasons, cross priority control intersections are not the preferred intersection type and as we stated in our initial comments, we will not support this arrangement. Particularly given that as the area is developed and when Brigham Creek Road is ungraded, this intersection is unlikely to be suitable for the associated increase in traffic.</p>	<p>Road under E27 would be subject to a Vehicle Access Restriction as a Restricted Discretionary Activity. Any future proposal for subdivision or land use will therefore require an assessment of effects on the current and future transport environment.</p>			
<i>Intersections with Brigham Creek Road and Mamari Road Design</i>					
24.	<p>At pre-application stage of the project, we provided the following comments:</p> <p><i>It is stated in Section 3.1 of the ITA that the concept layout of the site is an example of the type of</i></p>	<p>TPC – Please refer to the response to Item 23 above with regards to any assessment of an intersection on Brigham Creek Road.</p> <p>Concept layouts of intersection on both Brigham Creek Road</p>	<p>Please identify specifically where this is located. The Figure 5 ‘Proposed Site Plan’ does not contain any measurements or land take requirements and is for a priority cross intersection that</p>	<p>We understand that these plans have now been provided by Maven.</p>	<p>Plans have been provided and therefore the s92 query has been addressed. It is noted that we have safety concerns regarding the proposed layout, these issues can be addressed at a later stage in the process.</p>

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	<p><i>development the plan change will enable. It is stated that this is not the final detailed form of development but represents the likely development for the site. From a transport perspective, the design shows a cross intersection on Brigham Creek Road with Joseph McDonald Drive. It is further stated in the ITA that 'traffic modelling and assessment will be necessary to verify the intended layout of the intersections and their suitability to accommodate the anticipated traffic flows as land use occurs'. We agree with this assessment. A give-way controlled cross intersection is unlikely to be supported by AT and we consider that either a signalised intersection or a left in-left out configuration would provide the safest arrangement whilst also providing good outcomes for</i></p>	<p>and Mamari Road have been provided in the Resource Consent application along with assessment of effects for both intersections and amount of land required.</p>	<p>as noted numerous times is not supported.</p> <p>We have reviewed the Maven plans and we have been unable to locate a concept layout that would be acceptable for the development or that includes dimensions for land take requirements.</p> <p>Please provide a dedicated plan for each intersection showing the land take requirements with dimensions and associated appropriate intersection treatment.</p>		

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	<p><i>operation. Noting right turns could be accommodated via controlled movements from the signalised intersection at Brigham Creek Road/Mamari Road. We agree that the design of the intersection will be assessed at resource consent stage, however, consideration as to the effects of these upgrades should be considered as part of the proposed plan change.</i></p> <p>Information request: As requested at pre-lodgement, please provide an indicative intersection arrangement for both Brigham Creek Road and Mamari Road to demonstrate that the proposed plan change can be accommodated and integrated into the existing roading network and future roading network once the surrounding land becomes live zoned. This plan should indicate any land-take</p>				

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	requirements with associated dimensions.				
25.	<p>Comment: As noted in the ITA 'in terms of intersection design, crossroads on streets where traffic volumes are higher have been shown to have poorer crash records. In general, where traffic volumes are higher than 1,000 vehicles per day consideration should be given to controlling conflict at cross roads'. As per table 1 of the ITA, in 2019, Brigham Creek Road accommodated approximately 14,413 weekday daily trips and therefore we agree that a give-way/stop controlled cross intersection is not appropriate at this location.</p>	<p>TPC - This item does not actually request any further information.</p> <p>As above, the effects of any intersection on Brigham Creek Road can be addressed at time of land use.</p>	As above	We understand that these plans have now been provided by Maven.	Plans have been provided and therefore the s92 query has been answered. It is noted that we have safety concerns regarding the proposed layout but these issues can be addressed at a later stage in the process.
<u>Footpath/Cycleway on Brigham Creek Road</u>					

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26.	<p>Figure 6 of the ITA details the pedestrian connectivity and also notes the deficiencies in the supporting text. Section 2.11 of the ITA states ‘The future proposals in the area to the surrounding road environment look to provide walking and cycling routes on both sides of Brigham Creek Road and Mamari Road, which will provide direct links for future residents. These are intended to be provide in the form of segregated footways and cycleways’. Information request: It is not clear whether the ‘future proposals’ will be provided as part of the proposed plan change. If yes, in principle, we support this proposal, however, no details have been provided pertaining to location within the road reserve and any land-take requirements. Please clarify. It is noted that</p>	<p>TPC – Further details on the pedestrian connectivity is set out in the resource consent application. It sets out how dwellings within the site can connect to other activities including the school, public transport and local centre.</p> <p>Connections are proposed via Mamari Road and the signalised intersection with Brigham Creek Road and an indication of a cross facility on Brigham Creek Road near the site frontage.</p>	<p>The resource consent application that is being referred to has not been approved and no documentation pertaining to the resource consent application has been provided with the plan change documentation. We are therefore unable to assess the details that are being referred to.</p> <p>Please provide the further details.</p>	<p>We understand that these plans have now been provided by Maven.</p>	<p>Plans have been provided and therefore the s92 query has been answered. It is noted that we have safety concerns regarding the proposed layout but these issues can be addressed at a later stage in the process.</p>

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	<p>on the road frontage of 35 Brigham Creek Road, there is insufficient space to provide a footpath within the road reserve and therefore future connectivity should be considered. This also impacts on the site connectivity to activities to the north, including the Primary School, Café and park. In addition, as part of the plan change, consideration of the upgrade of cycle facilities on Brigham Creek Road, along the site frontage should also be undertaken to match the northern side of the road.</p> <p>We note the proposal for the footpath on the southern side of Brigham Creek Road as part of the proposed development, under the plan change application however, there is insufficient width outside 45 Brigham Creek Road. Please provide details of how the</p>				

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	<p>footpath can be implemented to ensure safe pedestrian connectivity.</p> <p>Comment: If the 'future proposals' are to be undertaken by others, we consider that the plan change would not adequately provide for the demand generated by pedestrian and cyclists within the proposed plan change area and could result in safety issues.</p>				
27.	<p>Figure 5 of the ITA shows 400 metre Walking Contour from the Site but notes that no footpath directly connects to the road frontage of the plan change site and therefore pedestrians would be required to cross either Brigham Creek Road or Mamari Road to reach a footpath and walking connection.</p>	<p>TPC – Please refer to the response to item 26 above.</p>	<p>The resource consent application that is being referred to has not been approved and no documentation pertaining to the resource consent application has been provided with the plan change documentation. We are therefore unable to assess the details that are being referred to.</p>	<p>We understand that these plans have now been provided by Maven.</p>	<p>Plans have been provided and therefore the s92 query has been answered. It is noted that we have safety concerns regarding the proposed layout but these issues can be addressed at a later stage in the process.</p>



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	Information request: please provide details on how the residents of the plan change will be able to cross Bringham Creek Road to access the wider development and footpath network noting that local area facilities are on the northern side, including cafes, park and Primary School		Please answer the original question.		
<u>Auckland Transport</u>					
28.	<p>Mr Rory Powers on behalf of Auckland Transport has provided the following information requests below. Please provide a response to each request:</p> <p><b>Information request:</b> Can you please identify the objectives, policies and rules in the AUP (OP) that support Appendix 2 Proposed Precinct Plan, and how the existing controls will manage the effects of future</p>	<p>TPC – Each of these matters have been illustrated through the plans and proposals in the resource consent application.</p> <p>The draft precinct provisions included in this response are considered to address those provisions necessary to address any transport effects, both current and future, with any development of the site.</p>			

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	<p>road widening of Brigham Creek Road and Marmari Road. If not why not?</p> <p><b>Information request:</b> Can you please identify the current provisions that will manage the location of the intersections on Marmari Road? If not why not?</p> <p><b>Information request:</b> Appendix 2 – Plan Change Plans contains a number of features, being the ‘local road’, ‘proposed intersections’, as these form as part of the proposal, how will these features be integrated into the AUP (OP) provided you have not supplied a precinct? Please note that these maps form part of the plan change and may be in scope of submissions.</p> <p><b>Information request:</b> Appendix 2 – Plan Change Plans identifies a pedestrian throughfare, can you please identify what this throughfare</p>				

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	<p>connects to? Can you also please confirm if it connects to public or private land and why the throughfare is required provided Brigham Creek Road is only a short distance to the north?</p>				



**Clause 23 Request for Further Information: Applicant’s Response**

	Clause 23 Request for Further Information: Applicant’s Response	Auckland Councils Urban Design Response
19.	<p>Urban Design Assessment - Please provide an addendum to the urban design assessment. It is considered the current assessment provided assesses what would be included in a future land use consent application, not the plan change. Further detail is required to understand the rationale for the block patterns, roading structure and connections back into the Whenuapai neighbourhood. This addendum should include the following:</p> <p>a. Context:</p> <p>i. A robust assessment of the immediate context as well as the wider context. Reliance on the Whenuapai Structure Plan is not considered adequate for a plan change of this scale. Please consider aspects such as walking / cycling connections to key amenities such as schools, local reserves, playgrounds, shops, public transport stops (and other key everyday facilities). Please provide details of how safe and direct access can be provided across Brigham Creek Road</p> <p>ii. Further justification is required in terms of proposed zoning ie. why is Mixed Housing Urban zone proposed. The justification appears to be this zoning is in line the Whenuapai Structure Plan. Please provide a</p>	<p>The response provided does not adequately address all the matters raised. As acknowledged by Mr Knott at the start of his memo <i>“the original report was prepared in light of the intention to concurrently submit both a PPC request and a resource consent for the residential development.”</i> It is my opinion that the PPC needs to be assessed in its own right opposed to relying on the resource consent application. The resource consent application may not be approved or may require significant changes before it is approved. It is my understanding the current resource consent application is on hold.</p> <p>Further, the resource consent has not be submitted as part of the plan change request and therefore:</p> <ol style="list-style-type: none"> <li>1. Cannot be assessed through the plan change process</li> <li>2. Out of scope of a decision maker</li> <li>3. Can not be submitted on if the plan change is notified.</li> </ol> <p><i>a Context</i></p>

Clause 23 Request for Further Information: Applicant's Response	Auckland Councils Urban Design Response
<p>robust analysis detailing how the proposed zoning is in line with the relevant parts of the Regional Policy Statement of the AUP and National Policy Statement on Urban Development.</p> <p>iii. Please provide further assessment in terms of the zoning proposed in relation to the interface with adjoining sites. Given development of this area is not anticipated for some time, due to infrastructure funding timeframes, what is the reason that no transition is proposed between the site and adjoining FUZ zoned sites?</p> <p>b. Block Structure:</p> <p>i. Please provide rationale for the block depths proposed. The blocks appear to be too deep to provide good frontages to the street without the reliance on additional lanes.</p> <p>ii. Please provide rationale for the placement of the local roading connections. I note fixed intersections are shown, what has defined these 'fixed locations'?</p> <p>iii. Please provide details of what alternative block structures have been considered. This information is required to understand if the most efficient urban block structure is being proposed for the subject site. If additional internal roads (such as Jointly Owner Access Lots) are to be relied upon, please provide assessment in terms of the benefits and costs of such mechanisms (ie. the long term costs on future residents to maintain the surface, lighting, any landscaping, establishing legal</p>	<p>The numbering below relates to the numbering of my Further Information Requests (FIR) and are an additional information requests to these RFI.</p> <p><b>Additional Information Request UD1:</b> (i) Thank you for detailing what walking/cycling connections exist and are required. Please detail which of these this plan change request will require and provide. Please show this detail on a plan.</p> <p><b>Additional Information Request UD2:</b> (ii) The justification provided by Mr Knott is that the zone is in line with the Whenuapai Structure Plan and matches zoning across the road. An assessment is provided around the NPS:UD and MDRS. Please provide further analysis in terms of the subject site itself and the unique characteristics to inform why this zone is the most appropriate. For example,</p> <ul style="list-style-type: none"> <li>• what mix of housing typologies are envisioned?</li> <li>• how will the design work around any opportunities or constraints within the site?</li> <li>• how will the design be place specific?</li> </ul> <p><b>Additional Information Request UD3:</b> (iii) The reason provided for no transition area to adjoining FUZ zoned land is it could compromise the development capacity of the subject site. Please provide further detail on the interface anticipated between the subject site and adjoining sites in the short-medium term.</p>

Clause 23 Request for Further Information: Applicant's Response	Auckland Councils Urban Design Response
<p>mechanisms such as residents societies to oversee the long term maintenance of such spaces)</p> <p>iv. Please detail how the proposed block structure responds to the constraints of flood prone land on the north east corner and also the overland flow path.</p> <p>c. Roading Connections:</p> <p>i. Rationale for the pedestrian throughfare proposed. If this east-west link is an important connection, please detail why a pedestrian only link is proposed rather than a road connection.</p> <p>TBC</p>	<p><i>Comment - b Block Structure</i></p> <p>It is understood that rear lanes are proposed to reduce the number of vehicle crossings and reduce garage dominance from the street while enabling a terrace typology. Although rear lanes can be beneficial in some situations, there is also an ongoing long-term cost in terms of maintenance. I also note the length of rear lanes needs to be carefully considered to ensure a permeable, safe pedestrian movement. Other solutions can also resolve this same matter. It would be useful if you specified if other block depths/ other block layouts have been considered to reduce the extent and length of lanes proposed. Please also provide the rationale for the block layout proposed.</p> <p><i>Comment - ii.</i> It would be useful if you clearly outline what the advice for the fixed intersection was and what technical specialist provided it. Please also specify who stated that these fixed locations are “not an impediment to achieving good design across the site”?</p> <p><b>Additional Information Request UD4:</b> iii. Please specify what ‘others’ you are referring to and provide a copy of what the advice provided was or please provide a reference in your report?</p> <p><b>Additional Information Request UD5:</b> iv. Thank you for specifying that this matter is addressed by the stormwater expert. Please provide an extract of the relevant advice provided and your urban design response to this, please provide a reference in your report.</p> <p><i>c. Roading connections</i></p>

	Clause 23 Request for Further Information: Applicant's Response	Auckland Councils Urban Design Response
		<p>It is understood this has now been changed to a public road connection opposed to a pedestrian only link.</p> <p><i>Other:</i></p> <p>I note a precinct plan is now proposed and provided in response to the Council Further information request. This was not part of the initial PPC application.</p> <p><b>Additional Information Request UD6:</b> Please provide some assessment in terms of the precinct plan provisions from an urban design perspective.</p>