

AUCKLAND UNITARY PLAN OPERATIVE IN PART

PROPOSED PLAN CHANGE 67 (Private)

Hingaia 1 Precinct

SUMMARY OF DECISIONS REQUESTED

Enclosed:

- **Explanation**
- **Summary of Decisions Requested**
- **Submissions**

Explanation

- You may make a “further submission” to support or oppose any submission already received (see summaries that follow).
- You should use Form 6.
- Your further submission must be received by **02 December 2021**
- Send a copy of your further submission to the original submitter as soon as possible after submitting it to the Council.

Summary of Decisions Requested

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Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary
1	1.1	Nicholas Paul Kroef	nic.kroef@gmail.com	Decline the plan change	Decline the plan change
2	2.1	Dean Bruce Cunningham	deandi@xtra.co.nz	Decline the plan change	Decline the plan change on traffic grounds.
3	3.1	leo	linxu868@gmail.com	Decline the plan change	Decline the plan change as the area is already crowded.
4	4.1	Blue kiwi Property Consulting Trust c/- Paul Brian Magill	paul@bluekiwi.nz	Approve the plan change with the amendments I requested	Approve the plan change but zone the area in Rosehill including Sunnypark Drive MHU
5	5.1	Lovejit Kaur	lovejit_1@hotmail.com	Decline the plan change	Decline the plan change on traffic grounds
5	5.2	Lovejit Kaur	lovejit_1@hotmail.com	Decline the plan change	Decline the plan change poor quality houses will crowd the area.
6	6.1	Akbar Sheikh	sheikh@sheikh.co.nz	Approve the plan change	Approve the plan change without amendments
7	7.1	Sunjay malik	sunjay.malik@gmail.com	Decline the plan change	Decline the plan change on traffic grounds.
7	7.2	Sunjay malik	sunjay.malik@gmail.com	Decline the plan change	Decline the plan change on security grounds
7	7.3	Sunjay malik	sunjay.malik@gmail.com	Decline the plan change	Decline the plan change because of negative impacts on property values
8	8.1	Danny Maera	dmaera@gmail.com	Decline the plan change	Decline the plan change as the change to MHU zone additional density not desired or necessary
9	9.1	Andre Gil	aegil@xtra.co.nz	Decline the plan change	Decline the plan change as do not want high social and high density housing in the area.
9	9.2	Andre Gil	aegil@xtra.co.nz	Decline the plan change	Decline the plan change on traffic grounds
9	9.3	Andre Gil	aegil@xtra.co.nz	Decline the plan change	Decline the plan change because high density on small sections is not visually pleasant
9	9.4	Andre Gil	aegil@xtra.co.nz	Decline the plan change	Decline the plan change as there is insufficient provision for services
10	10.1	Wenting Cao	wentingcao1989.wc@gmail.com	Decline the plan change	Decline the plan change to reserve nature

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Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary
11	11.1	Cassie Ju	cassie4ca@gmail.com	Decline the plan change	Decline the plan change as increased density will cause traffic problems
11	11.2	Cassie Ju	cassie4ca@gmail.com	Decline the plan change	Decline the plan change as increased density is not providing lower cost housing
12	12.1	Jason Deng	jasondeng07@gmail.com	Decline the plan change	Decline the plan change on traffic and lack of public transport grounds
12	12.2	Jason Deng	jasondeng07@gmail.com	Decline the plan change	Decline the plan change as increased density is not providing lower cost housing
12	12.3	Jason Deng	jasondeng07@gmail.com	Decline the plan change	Decline the plan change dues to additional traffic
13	13.1	Ryan Wang	nzwangjing@hotmail.com	Decline the plan change	Decline the plan change on traffic grounds.
14	14.1	James Han	tailor907@hotmail.com	Decline the plan change	Decline the plan change as do not want additional traffic on Kahanui Drive
15	15.1	Kelly Guo	stoneguo@gmail.com	Decline the plan change	Decline the plan change dues to additional traffic
16	16.1	Yusuf Jariwala	yusuf@apexarchitecture.nz	Decline the plan change	Decline the plan change due to effects on urban amenity
16	16.2	Yusuf Jariwala	yusuf@apexarchitecture.nz	Decline the plan change	Decline the plan change due to increased traffic and lack of public transport
17	17.1	Maria Taka	thomas.taka@xtra.co.nz	Decline the plan change	Decline the plan change due to traffic concerns especially at intersection of Great South Road and park Estate Road
17	17.2	Maria Taka	thomas.taka@xtra.co.nz	Decline the plan change	Decline the plan change as the developer's loss of land for environmental benefits is not a sufficient reason for a change of zoning
17	17.3	Maria Taka	thomas.taka@xtra.co.nz	Decline the plan change	Decline the plan change because of the removal of affordable housing rules
17	17.4	Maria Taka	thomas.taka@xtra.co.nz	Decline the plan change	Decline the plan change as wishes the neighbourhood to remain unchanged
18	18.1	Wenjing Qin	wispwiskers@gmail.com	Decline the plan change	Concerned about a lack of employment opportunities in the area
18	18.2	Wenjing Qin	wispwiskers@gmail.com	Decline the plan change	Decline the plan change due to concerns over increased traffic and limited access

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18	18.3	Wenjing Qin	wispswiskers@gmail.com	Decline the plan change	Decline the plan change because of effect on the community's amenity and well-being
19	19.1	Moncur Family c/- Kevin Moncur	kfm1949@gmail.com	Approve the plan change without any amendments	Approve the plan change without amendments
20	20.1	Waka Kotahi NZ Transport Agency c/- Evan Keating	evan.keating@nzta.govt.nz	Supports the plan change in principle subject to amendments	Provide a revised Transport Assessment Report which clearly identifies the effects of the increased vehicle movements enabled by this plan change and suitable provisions if required) to resolve any adverse effects
20	20.2	Waka Kotahi NZ Transport Agency c/- Evan Keating	evan.keating@nzta.govt.nz	Supports the plan change in principle subject to amendments	Retain the proposed neighbourhood centre zoning as notified.
20	20.3	Waka Kotahi NZ Transport Agency c/- Evan Keating	evan.keating@nzta.govt.nz	Supports the plan change in principle subject to amendments	Decline the deletion of objective 10 or inn the alternative draft new objectives which protect the safe and efficient operation of the state-highway network and minimise adverse effects from land transport on the residents of the sub-precinct
20	20.4	Waka Kotahi NZ Transport Agency c/- Evan Keating	evan.keating@nzta.govt.nz	Supports the plan change in principle subject to amendments	Reword policy 17 to read; Require subdivision to be consistent with the Electricity Transmission and <u>to minimise the effects of High Land Transport Noise Overlay</u> land transport noise on residents of the sub-precinct.
20	20.5	Waka Kotahi NZ Transport Agency c/- Evan Keating	evan.keating@nzta.govt.nz	Supports the plan change in principle subject to amendments	Decline proposed change to Rule 444.5.2 Notification
20	20.6	Waka Kotahi NZ Transport Agency c/- Evan Keating	evan.keating@nzta.govt.nz	Supports the plan change in principle subject to amendments	Insert a new standard to give effects to objective 10 and policy 17 as set out in submission or similar as may be proposed or agreed with Waka Kotahi.
21	21.1	Jahanzeb Aslam Khan	jahanzeb_k77@yahoo.com	Approve the plan change without any amendments	Approve the plan change without amendments
22	22.1	Mackenzie Schultze	mackenzieschultze@icloud.com	Decline the plan change	Decline the plan change due to decrease in property values
22	22.2	Mackenzie Schultze	mackenzieschultze@icloud.com	Decline the plan change	Decline the plan change due to increased traffic congestion
22	22.3	Mackenzie Schultze	mackenzieschultze@icloud.com	Decline the plan change	Decline the plan due to increased load on infrastructure

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Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary
22	22.4	Mackenzie Schultze	mackenzieschultze@icloud.com	Decline the plan change	Decline the plan change due to increased noise
23	23.1	Paul Dawkins	pauldawkins@me.com	Decline the plan change	Decline the plan change on traffic grounds.
24	24.1	Benjamin Hussey	ben.hussey@mail.com	Decline the plan change	Decline the plan change because of negative impact on wildlife and fauna
25	25.1	Yi Lun Lin	allen1258@hotmail.com	Approve the plan change without any amendments	Approve the plan change without amendments
26	26.1	Lei Wu	gengjun.wu@gmail.com	Approve the plan change without any amendments	Approve the plan change without amendments including the relocation of the Business Neighbourhood Centre Zone
27	27.1	amishkumar patel	amishp003@gmail.com	Approve the plan change without any amendments	Approve the plan change without amendments
28	28.1	shahrokh Mansoursafaeian	shah_safa42@yahoo.co.nz	Decline the plan change	Decline the plan change as does not wish the area to get too busy
29	29.1	Jarrod Raill	railmn@icloud.com	Decline the plan change	Decline the plan change as construction risks pollutants entering the water and adverse effects on wildlife.
29	29.2	Jarrod Raill	railmn@icloud.com	Decline the plan change	Decline the plan change as construction risks pollutants entering the water and adverse effects on wildlife.
30	30.1	Dennis Greenman	dennisgreenman@xtra.co.nz	Decline the plan change	Objects to plan change due to traffic concerns
31	31.1	Transpower New Zealand Limited c/- Trudi Burney	environment.policy@transpower.co.nz	Supports the plan change subject to amendments	Supports the retention of the National Grid Corridor insofar as it relates to the Hingaia 1 Precinct
31	31.2	Transpower New Zealand Limited c/- Trudi Burney	environment.policy@transpower.co.nz	Supports the plan change subject to amendments	Decline the deletion of objective 10
31	31.3	Transpower New Zealand Limited c/- Trudi Burney	environment.policy@transpower.co.nz	Supports the plan change subject to amendments	Decline the deletion of Policy 1444.3 17
31	31.4	Transpower New Zealand Limited c/- Trudi Burney	environment.policy@transpower.co.nz	Supports the plan change subject to amendments	If 1444.5 2 . Notification is retained it is requested that "within 37m of the centreline of a National Grid transmission line" be amended to "within the National Grid Corridor".

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31	31.5	Transpower New Zealand Limited c/- Trudi Burney	environment.policy@transpower.co.nz	Supports the plan change subject to amendments	Amend 1444.6.1 land use standard to remove the 'if listed' at the end of the sentence. Land use activities listed in Table I444.4.1 Activity Table – Land use activities must comply with the standards listed in the column in Table I444.4.1 called Standards to be complied with, including the relevant overlay, Auckland-wide and zone standards, if listed .
31	31.6	Transpower New Zealand Limited c/- Trudi Burney	environment.policy@transpower.co.nz	Supports the plan change subject to amendments	Amend 1444.6.2 Subdivision standards to; Subdivision activities listed in Table I444.4.2 Activity Table – Subdivision must comply with the standards listed in the column in Table I444.4.2 called Standards to be complied with, including the relevant overlay and Auckland-wide standards, if listed , except that the following standards do not apply to any proposed allotment 4 ha or greater in area:
32	32.1	Hugh Green Limited C/- CivilPlan Consultants Limited	aaron@civilplan.co.nz	Supports the plan change subject to amendments	Add the following to proposed standard I444.6.1.7 Vehicle access restrictions; Standards I444.6.1.7(1) and I444.6.1.7(2) above do not apply to: (a) the use of a vehicle crossing that exists on [legal effect date] that serves no more than one dwelling per site; and (b) the construction or use of a vehicle crossing that has been shown on the plans of an approved subdivision consent that will serve no more than one dwelling per existing or approved site.
32	32.2	Hugh Green Limited C/- CivilPlan Consultants Limited	aaron@civilplan.co.nz	Supports the plan change subject to amendments	Make changes as specified in the submission to give effect to Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill introduced to the House of Parliament on 19 October 2021.
33	33.1	Lee woo lim and Baek seungkyu	richroa@gmail.com	Approve the plan change without any amendments	Approve the plan change without any amendments
34	34.1	Roseanne Heather Hosken	roseannehosken@hotmail.com	Decline the plan change	Decline the plan change on traffic grounds
35	35.1	Ke Li	NORALI0412@GMAIL.COM	Decline the plan change	Decline the plan change as the provisions may change the environment and value of the Karaka Lakes community
36	36.1	Logan Billing	hotdog1@slingshot.co.nz	Decline the plan change	Decline the plan change because of negative impacts on property values

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36	36.2	Logan Billing	hotdog1@slingshot.co.nz	Decline the plan change	Decline the plan change on traffic grounds
36	36.3	Logan Billing	hotdog1@slingshot.co.nz	Decline the plan change	Decline the plan change because of negative impact on security, graffiti and rubbish.
37	37.1	Sue Billing	hotdog1@slingshot.co.nz	Decline the plan change	Decline the plan change because of negative impacts on property values
37	37.2	Sue Billing	hotdog1@slingshot.co.nz	Decline the plan change	Decline the plan change on traffic grounds
37	37.3	Sue Billing	hotdog1@slingshot.co.nz	Decline the plan change	Decline the plan change because of negative impact on security, pollution and safety.
38	38.1	Auckland Council c/- Alina Wimmer	alina.wimmer@aucklandcouncil.govt.nz	Decline the plan change	That the plan change be declined. - In the alternative, any other such relief that would mitigate effects on the wider transport/ infrastructure network from the urbanisation proposed by plan change request
38	38.2	Auckland Council c/- Alina Wimmer	alina.wimmer@aucklandcouncil.govt.nz	Decline the plan change	That the plan change be declined. - In the alternative, any other such relief that would mitigate the effects on the wider transport network from the urbanisation proposed by plan change request.
38	38.3	Auckland Council c/- Alina Wimmer	alina.wimmer@aucklandcouncil.govt.nz	Decline the plan change	Decline or amend the plan change or - That the Neighbourhood Centre objectives, policies and rules should be consistent with the underlying zone. - The reduction in the extent of the Neighbourhood Centre zone is supported. - That the plan change retains the current amount of Mixed Housing Urban and Suburban zoned land around the re-located Neighbourhood Centre. - In the alternative, any other such relief that would be consistent with the centres hierarchy within the plan change boundary.
38	38.4	Auckland Council c/- Alina Wimmer	alina.wimmer@aucklandcouncil.govt.nz	Decline the plan change	That the NPS-UD implementation by Council would provide a more consistent zoning approach and regionally consistent position on affordable housing than a privately initiated plan change that may not consider wider plan integrity. - In the alternative, any other such relief that would achieve plan integrity with NPS-UD implementation.

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38	38.5	Auckland Council c/- Alina Wimmer	alina.wimmer@aucklandcouncil.govt.nz	Decline the plan change	That the plan change be amended to generally reflect the underlying Auckland-wide and Residential zone objectives, policies, land use and development controls.
38	38.6	Auckland Council c/- Alina Wimmer	alina.wimmer@aucklandcouncil.govt.nz	Decline the plan change	Delete the rule enabling cafes to establish as a restricted discretionary activity.
38	38.7	Auckland Council c/- Alina Wimmer	alina.wimmer@aucklandcouncil.govt.nz	Decline the plan change	In the alternative, any other such relief that would respect the Mixed Housing Suburban and Urban zone integrity.
38	38.8	Auckland Council c/- Alina Wimmer	alina.wimmer@aucklandcouncil.govt.nz	Decline the plan change	If the plan change is accepted, that the minimum vacant lot size adjoining the coast remains at 600m ² . - Strengthen precinct objectives, policies and rules to align with RPS objectives and policies on natural hazards. - In the alternative, any other such relief that would avoid, mitigate, or remedy geotechnical/coastal hazards.
38	38.9	Auckland Council c/- Alina Wimmer	alina.wimmer@aucklandcouncil.govt.nz	Decline the plan change	If the plan change is accepted, retain the esplanade layer on Precinct map, and amend to provide greater setback of development along the southern coastline. - Amend the precinct provisions to strengthen the link to underlying natural hazard objectives and policies in E36 and E38 to avoid the creation of new risks to people, property and infrastructure and ensure adequate setback of development. - In the alternative, any other such relief that would take into account the likely impact of climate change and reduce the risk of urban development conflicting with coastal processes.
38	38.10	Auckland Council c/- Alina Wimmer	alina.wimmer@aucklandcouncil.govt.nz	Decline the plan change	If the Plan Change is approved, amend the precinct to add objectives, policies and rules to develop in accordance with an updated Stormwater Management Plan that addresses the greater site coverage proposed. - In the alternative, any other such relief that would manage stormwater effects.

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38	38.11	Auckland Council c/- Alina Wimmer	alina.wimmer@aucklandcouncil.govt.nz	Decline the plan change	If the Plan Change is approved, amend to include precinct provisions to support implementation of stormwater management rules - Amend the precinct to include specific provisions to manage flood risk and climate change impacts, water quality and hydrology mitigation. - In the alternative, any other such relief that would give effect to the updated stormwater management plan
38	38.12	Auckland Council c/- Alina Wimmer	alina.wimmer@aucklandcouncil.govt.nz	Decline the plan change	If the Plan Change is accepted, amend to retain policy 11 and introduce rules to give effect to it. - In the alternative, any such other relief that would address climate change effects.
38	38.13	Auckland Council c/- Alina Wimmer	alina.wimmer@aucklandcouncil.govt.nz	Decline the plan change	If the Plan Change is accepted, apply the SMAF1 control to the precinct, or - Retain bespoke hydrology mitigation requirement. - In the alternative, any such other relief that would achieve hydrology mitigation.
38	38.14	Auckland Council c/- Alina Wimmer	alina.wimmer@aucklandcouncil.govt.nz	Decline the plan change	If the Plan Change is accepted, retain the reference to E38 rules. - In the alternative, any such other relief that would avoid subdivision of residential land within a floodplain or avoid coastal erosion hazards and inundation.
38	38.15	Auckland Council c/- Alina Wimmer	alina.wimmer@aucklandcouncil.govt.nz	Decline the plan change	If the proposed Plan Change is accepted, amend PC67 to re-zone land purchased by Council for Open Space
38	38.16	Auckland Council c/- Alina Wimmer	alina.wimmer@aucklandcouncil.govt.nz	Decline the plan change	Amend PC67 to demonstrate through amended objectives, policies and rules, precinct diagrams, rules and assessment criteria how walking and cycling access along coastal areas will be achieved.
38	38.17	Auckland Council c/- Alina Wimmer	alina.wimmer@aucklandcouncil.govt.nz	Decline the plan change	Retain the existing Height in Relation to Boundary control between residential and Open Space land.

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38	38.18	Auckland Council c/- Alina Wimmer	alina.wimmer@aucklandcouncil.govt.nz	Decline the plan change	Support the fencing provision rule I444.6.1.4 allowing a planted interface between privately owned sites and open space.
38	38.19	Auckland Council c/- Alina Wimmer	alina.wimmer@aucklandcouncil.govt.nz	Decline the plan change	Amend provisions to refer to Open Space or public places rather than reserves to be consistent with the definitions section, Chapter J of the AUP.
38	38.20	Auckland Council c/- Alina Wimmer	alina.wimmer@aucklandcouncil.govt.nz	Decline the plan change	In the alternative, such other relief as would secure quality public Open Space outcomes in the precinct.
39	39.1	Parklands Properties Limited c/- Euan Williams	Euan.Williams@woods.co.nz	Approve the plan change with the amendments requested	Theme 8 (provision for show homes) be amended to apply to all residential zones in the precinct.
39	39.2	Parklands Properties Limited c/- Euan Williams	Euan.Williams@woods.co.nz	Approve the plan change with the amendments requested	Amendments are made across the Hingaia 1 Precinct to remove duplicative and/or contradictory provisions and include references to the relevant Auckland-Wide or Zone provisions of the AUP.
39	39.3	Parklands Properties Limited c/- Euan Williams	Euan.Williams@woods.co.nz	Approve the plan change with the amendments requested	That no other changes are made to the Hingaia 1 Precinct Plan as it relates to the northern side of Park Estate Road
39	39.4	Parklands Properties Limited c/- Euan Williams	Euan.Williams@woods.co.nz	Approve the plan change with the amendments requested	Any other alternative or consequential relief to give effect to this submission.
40	40.1	Auckland Transport c/- Teresa George	teresa.george@at.govt.nz	Decline the plan change	Decline PPC 67. If PPC 67 is to be approved, Auckland Transport seeks that its concerns as outlined in this submission are resolved.
40	40.2	Auckland Transport c/- Teresa George	teresa.george@at.govt.nz	Decline the plan change	Decline PPC 67 on the basis that the proposed rezoning does not give effect to the Regional Policy Statement (RPS) under the AUP(OP).

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40	40.3	Auckland Transport c/- Teresa George	teresa.george@at.govt.nz	Decline the plan change	PPC 67 be declined. If PPC 67 is not declined, then given that there is no certainty around funding and delivery for required infrastructure improvements, there is a need to consider a range of mitigation methods including the potential deferral of development or a review and implementation of land development staging to ensure co-ordination and alignment with the required transport network mitigation.
40	40.4	Auckland Transport c/- Teresa George	teresa.george@at.govt.nz	Decline the plan change	If PPC 67 is not declined, amend PPC 67 to include appropriate activity rules, standards, matters of discretion and assessment criteria in relation to staging requirements.
40	40.5	Auckland Transport c/- Teresa George	teresa.george@at.govt.nz	Decline the plan change	Further assessment of the transport effects of the enabled land use activities proposed in the PPC 67 precinct plan provisions is sought from the applicant. Auckland Transport requests that the traffic modeling be based on yields commensurate with the zoning envelope sought. The modelling should include the intersection on Hingaia Road / Beach Road corridor (including the SH1 interchange) as a network. Auckland Transport requests that the modelled signalised intersection at Great South Road /Park Estate Road in the Flow modelling report be demonstrated to be feasible within the existing road reserve. Depending on the outcome of the required further assessment, identify the transport mitigations required and the precinct mechanisms to give effect to the delivery of the mitigation measures, including locations, timing, and organisation responsible for delivery and funding.

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40	40.6	Auckland Transport c/- Teresa George	teresa.george@at.govt.nz	Decline the plan change	Amend PPC 67 to include provisions relating to the minimum road reserve widths and key design elements and functional requirements of new roads and existing roads which need to be upgraded to the applicable urban standards, including but not limited to: <ul style="list-style-type: none"> • Carriageway • Role and Function of Road • Pedestrian provision • Cycle facilities • Public Transport (agreed interim and long-term routes, dedicated lanes, geometry, bus stops etc) • Ancillary Zone (Parking, Public Transport stops, street trees) • Berm • Frontage • Building Setback • Design Speed (e.g. to support safe active mode movements) • Confirming that the proposed width of collector roads is adequate to accommodate required design elements and increase if necessary.
40	40.7	Auckland Transport c/- Teresa George	teresa.george@at.govt.nz	Decline the plan change	Amend Activity Table 4 Minimum Road Construction Standards with required detail as listed above, for Collector, Amenity Collector, Local Road, Minor Street, Reserve Edge Link and Park Edge Road. This should still be a standard guiding the creation of new roads through subdivision, rather than restricted discretionary assessment.
40	40.8	Auckland Transport c/- Teresa George	teresa.george@at.govt.nz	Decline the plan change	To guide developers and Council the Precinct Plan should be updated to identify the location of the various road types outlined above.
40	40.9	Auckland Transport c/- Teresa George	teresa.george@at.govt.nz	Decline the plan change	Amend the Matters of Discretion for Integrated Residential Development to include Standard I444.6.1.7.
40	40.10	Auckland Transport c/- Teresa George	teresa.george@at.govt.nz	Decline the plan change	Expand the Matters of Discretion for I444.8.1(8) to include alignment with Policy 13.

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40	40.11	Auckland Transport c/- Teresa George	teresa.george@at.govt.nz	Decline the plan change	Auckland Transport seeks that the indicative bus routes be removed from the proposed Precinct Plan and replaced by a column in a Road Construction Standards table (as per above submission point) providing for the provision of buses on all collector roads within the Hingaia 1 Precinct.
41	41.1	Firstgas Limited c/- Beca Limited, John McCall	john.mccall@beca.com	Supports the plan change subject to amendments	Firstgas seeks to include a 20m setback required for all new residential buildings from the centreline of the existing gas transmission line – recognising the duty of care responsibilities under the HSW Act. The submission included amendments to the precinct provisions to achieve this including for resource consents where required setbacks cannot be achieved.
41	41.2	Firstgas Limited c/- Beca Limited, John McCall	john.mccall@beca.com	Supports the plan change subject to amendments	Firstgas seeks to include restrictions on earthworks within proximity to the existing pipeline – ensuring the safe, efficient, and effective operation of the existing gas transmission line during future development of 144 Park Estate Road. The submission included amendments to the precinct provisions to achieve this including for resource consents where required standards cannot be achieved.
41	41.3	Firstgas Limited c/- Beca Limited, John McCall	john.mccall@beca.com	Supports the plan change subject to amendments	Firstgas seeks to include the existing gas transmission pipeline and proposed setback and earthworks corridor on the Precinct maps. The following amendments to the Precinct provisions are therefore proposed: <ul style="list-style-type: none"> ■ Amend Figure I444.10.1. Hingaia 1 – Precinct Plan to include the extent of the existing gas transmission pipeline. ■ Insert a new Figure that illustrates the centreline of the gas transmission pipeline and the 20m corridor either side of the centreline (to aid Plan users in the application of the proposed ‘Gas transmission pipeline setback’ and ‘earthworks within proximity to a gas transmission pipeline’ standards sought through this submission).
42	42.1	Rae and Terry Davies	t.davies@xtra.co.nz	Oppose the proposed changes	Decline the plan change on traffic grounds both in respect of local and motorway access.

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42	42.2	Rae and Terry Davies	t.davies@xtra.co.nz	Oppose the proposed changes	Decline the plan change because of adverse effects on pedestrian access and safety.
42	42.3	Rae and Terry Davies	t.davies@xtra.co.nz	Oppose the proposed changes	Decline the plan change because of the impact on NZ endemic and native fauna.
43	43.1	Veolia Water Services (ANZ) Pty Ltd c/- Sanjeev Morar	sanjeev.morar@veolia.com	Neither supports or opposes the plan change	Existing water infrastructure is modelled to ensure sufficient capacity. Should there be insufficient capacity, it is the responsibility of the Applicant to, at its cost, design and construct required network infrastructure upgrades.
43	43.2	Veolia Water Services (ANZ) Pty Ltd c/- Sanjeev Morar	sanjeev.morar@veolia.com	Neither supports or opposes the plan change	Wastewater disposal from the Plan Change Area is required to be connected to the public wastewater network, discharging to the Hingaia Wastewater Pump Station.
43	43.3	Veolia Water Services (ANZ) Pty Ltd c/- Sanjeev Morar	sanjeev.morar@veolia.com	Neither supports or opposes the plan change	The Applicant will, at its cost, design and construct: i. any wastewater infrastructure required to enable the connection of the Plan Change Area to the public wastewater disposal and collection system ii. any water infrastructure required to enable the connection of the Plan Change Area to the public retail water network
43	43.4	Veolia Water Services (ANZ) Pty Ltd c/- Sanjeev Morar	sanjeev.morar@veolia.com	Neither supports or opposes the plan change	The Applicant obtains approval from Veolia for the connection points to the local network to service the Plan Change Area.
44	44.1	Karine and Jason Fox	foxesnz@gmail.com	Oppose the proposed changes	Decline the plan change due to decrease in property values
44	44.2	Karine and Jason Fox	foxesnz@gmail.com	Oppose the proposed changes	Decline the plan change because of negative impact on security, crime and safety.
44	44.3	Karine and Jason Fox	foxesnz@gmail.com	Oppose the proposed changes	Decline the plan change because of the increase in traffic congestion and risk for the community
44	44.4	Karine and Jason Fox	foxesnz@gmail.com	Oppose the proposed changes	Decline the plan change because of adverse effects of wastewater

Plan Change 67 - Hingaia 1 Precinct
Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary
44	44.5	Karine and Jason Fox	foxesnz@gmail.com	Oppose the proposed changes	Decline the plan change because of the impact of pollution on nature and wildlife.
44	44.6	Karine and Jason Fox	foxesnz@gmail.com	Oppose the proposed changes	Decline the plan change as additional MHU zoning is inappropriate in this area.
45	45.1	Steph Cutfield	stephcutfield@xtra.co.nz	Opposes the plan change	Decline the plan change due to effects on neighbourhood and environment
45	45.2	Steph Cutfield	stephcutfield@xtra.co.nz	Opposes the plan change	Decline the plan change due to effects on neighbourhood and environment

Submissions

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Nicholas Paul Kroef

Organisation name:

Agent's full name:

Email address: nic.kroef@gmail.com

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:

We do not support the proposed change from residential mixed housing suburban to residential mixed housing urban

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

We wish the zoning to remain as it is

I or we seek the following decision by council: Decline the plan change

1.1

Submission date: 28 August 2021

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Dean Bruce Cunningham

Organisation name: resident

Agent's full name:

Email address: deandi@xtra.co.nz

Contact phone number:

Postal address:
51 Hinau rd Karaka Lakes
Papakura
Auckland 2113

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:
Changing of plans

Property address: 51 Hinau rd

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

This Hinau is already to busy at times ,in the morning the queue to get out of all exits is allready Crazy , at night the road is busy all night .IF jointing more subdivison to it will turn sub division into a motorway ,Why does nt park estate make they own road south to bremmer rd Duruy ?

I or we seek the following decision by council: Decline the plan change

Submission date: 28 August 2021

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: leo

Organisation name:

Agent's full name:

Email address: linxu868@gmail.com

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:

We don't want our community to become suburban

Property address: Hingaia Rezone

Map or maps: Hingaia rezone

Other provisions:

We don't want our community to become suburban

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

The community is too crowded

I or we seek the following decision by council: Decline the plan change

Submission date: 30 August 2021

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

3.1

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: PAUL BRIAN MAGILL

Organisation name: Managing Director

Agent's full name: Blue kiwi Property Consulting Trust

Email address: paul@bluekiwi.nz

Contact phone number:

Postal address:
paul@bluekiwi.nz
Auckland
Auckland 0630

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:
North and Including Sunnypark Ave

Property address: Sunnypark Ave

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:
The zone in Rosehill between and including Sunnypark drive.
Should all be zoned Residential Mixed Housing Urban.
As it is close to facilities, town, school, and motorway and transport.

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: Expand the area that is Mixed Housing URBAN

Submission date: 31 August 2021

4.1

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Lovejit Kaur

Organisation name:

Agent's full name:

Email address: lovejit_1@hotmail.com

Contact phone number: 0226022044

Postal address:
33 Kuhanui Drive
Karaka
Auckland 2113

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:
Housing change
Business centre

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

There will be too much traffic heading through our road.

Our house already sits on a bus stop marking. Only 1 carpark available outside our property. Getting in & out at peak times will become very difficult.

The quality of houses (not all) will be pretty average by the sounds of the plan. Not happy that more box type

Houses will crowd the area. Our house prices may be reflected due to this.

Park Estate side should not be able to link up to this side of lakes/hingaia due to the above reasons.

5.1

5.2

I or we seek the following decision by council: Decline the plan change

Submission date: 31 August 2021

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?

Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Akbar Sheikh

Organisation name:

Agent's full name:

Email address: sheikh@sheikh.co.nz

Contact phone number: 021844148

Postal address:

33 The Track

Takanini

Auckland 2112

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:

Rezoning

Property address: 3 Tairere Crescent Papakura

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

I agree with the new zoning plan

I or we seek the following decision by council: Approve the plan change without any amendments

6.1

Details of amendments:

Submission date: 1 September 2021

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Sunjay malik

Organisation name:

Agent's full name:

Email address: sunjay.malik@gmail.com

Contact phone number: 0275809091

Postal address:
25 lake drive
Karaka
2113

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:

Property address:

Map or maps:

Other provisions:
Linking park estate road to hinua road

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:
Massive increase in vehicle traffic. Reduced security. Negative impact on property value.

7.1 7.2 7.3
I or we seek the following decision by council: Decline the plan change

Submission date: 1 September 2021

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Danny Maera

Organisation name:

Agent's full name:

Email address: dmaera@gmail.com

Contact phone number:

Postal address:
9 Royal Arch Place
Papakura
Auckland 2113

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:
Proposed Plan Change - from Residential Mixed Housing Suburban to Residential Mixed Housing Urban

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

I believe the ability to have more houses on less land, and three storey high buildings on land in the area will create more problems and more noise.

Generally our area is a quiet area, at times there is a bit of noise and the odd domestic event however, when you increase the amount of people living in close vicinity to one another it can lead to more noise and more problems.

I've seen this happening in other areas around Papakura, and it is having an effect on people who have lived in Papakura for a long time, they are starting to move away because they are living close to these apartment buildings where you have people looking into your backyard etc.

I really don't think there is a need for this. People shouldn't be living so close together. Our 1/4 acre sections in NZ offered everyone the chance to have their own piece of paradise and that is slowly being eradicated.

Down the road in Drury and surrounds, there are plenty of new houses being built for people, why condense an already well set up area?

Please, think about the community and what is best for it rather than how we can get more houses in one area. There isn't a need.

Thank you :D

I or we seek the following decision by council: Decline the plan change

8.1

Submission date: 2 September 2021

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Andre Gil

Organisation name:

Agent's full name:

Email address: aegil@xtra.co.nz

Contact phone number: 027 542 3445

Postal address:
13 Bridgeview Rd
Karaka
Auckland
Karaka
Auckland 2113

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:
Proposed plan change 67 (private)

Property address: Hingaia 1 Precinct

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

We don't want social housing and high density building smells of social housing! We have spent a fortune living out here and we don't want crime to increase, or to devalue our neighbourhood and quality of life! If this government wants to produce high density housing - do it somewhere else, we don't want it near us! | 9.1

Traffic congestion - whether they feed onto the motorway at Drury, Park Estate or Papakura this area is so congested 7 days a week - even on a Sunday afternoon! Please think of peoples quality of life, mental health and not being stuck in traffic all the time! | 9.2

Allowing buildings that are 12 metres high and on a smaller sections is not visually pleasant. What about landscape and trees for the environment and look? Also off street parking and carparking is a | 9.3

problem in Auckland - smaller sections means less carparking space, and narrower roads.
What about services - water quality, local parks condensing, fire, ambulance etc.

I or we seek the following decision by council: Decline the plan change

Submission date: 3 September 2021

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: wenting cao

Organisation name:

Agent's full name: wenting cao

Email address: wentingcao1989.wc@gmail.com

Contact phone number:

Postal address:
27 Kabardin Street
karaka
AUCKLAND 1026

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:

Property address: 27 Kabardin street

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:
Need to reserve our beautiful nature here

I or we seek the following decision by council: Decline the plan change

10.1

Submission date: 7 September 2021

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Cassie Ju

Organisation name:

Agent's full name:

Email address: cassie4ca@gmail.com

Contact phone number: 0225196708

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:

Rezoning south of park estate road , Change from suburban to urban zone

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

There are already suburban lots in the area and the land size is very small and number of houses are increasing rapidly, traffic is getting a lot worse and obviously the capacity of the road is not enough, it is already very busy in the neighborhood, the new road will cross kuhanui road and the residents from bay-vista dr will be having trouble getting out from the round about. Suburban is already dense enough. The change of zone is obviously bringing benefit to the owner of the land and allow them to make more money but the smaller houses doesn't mean lower prices, the price they are selling now is very high and they don't sell it at cheaper prices because the smaller land size, this is just to harm the residents and the future buyers, it only benefit the developer/owner of the land. The zoning system should not be manipulated like this, being used as a profit making policy.

11.1

11.2

I or we seek the following decision by council: Decline the plan change

Submission date: 7 September 2021

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Jason Deng

Organisation name:

Agent's full name:

Email address: jasondeng07@gmail.com

Contact phone number: 0275471476

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:

Plan Change 67 - Rezoning of south of Park Estate Road from Suburban to Urban

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

High density housing is encouraged around city centers and those have convenient public transport or city hubs. Karaka is non of those, and the motorway is already not enough for the increasing traffic even after the road work, this is due to the rapidly increasing number of houses in south and out of date road. It took us very long just to get on to motorway in the morning, and it can only be worse if there are more high density houses being built.

12.1

Changing of zone clearly only benefit the developer/owner of the land, but taking advantage of current residents and future buyers. Smaller houses and smaller land don't mean the developer will sell the properties at lower affordable prices but only means higher profit. The houses here are already small enough such as 200m3 land and still selling at over 1 million, attached houses selling at close to 1 million. So that is not small enough and expensive enough for the developer. If the zoning is already there, what is the possible reason to change it? Money of course. The zoning policy should not be used as a profit generating tool.

12.2

The current road capacity is not enough, Kuhanui round about will be very busy and the residents inside will have real trouble just to get out from that roundabout.

12.3

I or we seek the following decision by council: Decline the plan change

Submission date: 8 September 2021

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: ryan wang

Organisation name:

Agent's full name:

Email address: nzwangjing@hotmail.com

Contact phone number: 0275888667

Postal address:
15 Andalusian Way
Karaka
Auckland 2113

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:
Pc 67 change

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:
Not want to connect

I or we seek the following decision by council: Decline the plan change

13.1

Submission date: 8 September 2021

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: James Han

Organisation name:

Agent's full name:

Email address: tailor907@hotmail.com

Contact phone number:

Postal address:
31 andalusian way
karaka
papakura 2113

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:

Property address: 31 andalusian way, karaka

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

We do not want to change plan at all. The road capacity is not enough to meet the need of more population. we want to keep current traffic condition of Kuhanui drive.

I or we seek the following decision by council: Decline the plan change

14.1

Submission date: 9 September 2021

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Kelly Guo

Organisation name:

Agent's full name:

Email address: stoneguo@gmail.com

Contact phone number:

Postal address:
31 andalusian way
karaka
papakura 2113

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:

Property address: 31 andalusian way, karaka

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

I don't agree with the plan (plan 67) change at all. This plan change (suburban zone to urban zone) means more houses built and residents grow in the community in the future. Single houses are welcomed but no apartments or terrace houses, as roadside parking, public transportation are all problems. The current traffic is already busy at peak times (especially Hingaia road), I don't want it to be any worse.

I or we seek the following decision by council: Decline the plan change

15.1

Submission date: 9 September 2021

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Yusuf Jariwala

Organisation name:

Agent's full name:

Email address: yusuf@apexarchitecture.nz

Contact phone number: 0212752786

Postal address:
57 Bayvista Drive
Karakā
Auckland 2113

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:
changing of surburban to urban

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:
Because it will create intense urban environment that will have tremendous effect on existing amenities as well traffic
there is no major public transport and current width of road is not sufficient specially during school days; so strongly oppose it

16.1

16.2

I or we seek the following decision by council: Decline the plan change

Submission date: 17 September 2021

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

21st Sept 2021

Auckland Council
John Duguid & Todd Elder

REJECT the Proposed Plan Change 67 (Private) – Hingaia 1 Precinct

To whom it may Concern

I am replying to your invitation to place a submission regarding the plan change from Residential Mixed Housing Suburban zone to Residential Mixed Housing Urban Zone

A bit of background about who I am and the ties that my whanau have within the Park Estate Rosehill area

My Parents purchased and moved into their Chichester Drive Property in 1973, so coming up to 49 years. They have occupied the homestead ever since. When they purchased the whare there were only two houses on this street (formerly Joanne Place). We were surrounded by paddocks back then. Papakura was still considered a "Country" town and I was part of the Xmas Parade celebrations when we to being an official "Town"

I am a foundation child of Park Estate Primary School when the school opened in 1976. I planted a tree by the driveway for the 20 year reunion. My whanau and several other neighbour whanau who have lived in this area for over 25, 30, 40 years still live and remain on the same properties all these many years later

We are also the same people who fought to stop a prison being built in the exact same place that this new development is taking place.

So yes my whanau and I have looked after our Papakura Neighbourhood for nearly 50 years

While at Park Estate I remember we were a Nation of 3 million people. Moving forward 45 years we are a Nation of 5 million, you would then expect in another 45 years our team would increase to 7 Million

I do understand the rationale behind future proofing for the next generations to come HOWEVER since the 1970's our whanau has witness extensive new developments within the Takanini, Papakura, Drury townships

The Takanini Race tracks disappear and filled with houses. Bruce Pullman Park and surrounding streets, The Army base camp (and Soccer fields) disappear. The hill above Dominion Road the Land around Bunnythorpe, Ponga Road, Karaka Lakes, Buckland Beach the list goes on and on and on

And now it is on our back doorstep with Park Estate and Drury.

Now somehow we missed the notification that our area/Zone moved from a Single house to Residential Mixed Housing Suburban Zone which I had to research and find out what that was.

I have read the Proposed Plan Change and have several issues outlined below

- Increase at the intersection of Park Estate and Gt Sth Road. – There are developments happening on Gatland Road Drury and just before the Drury School so yes there will be increases to not only the traffic on Great South Road but also along Chichester Drive which will impact us | 17.1
- The Report talks about how much Land the Developer will be losing or has lost due to Environments rulings which is the MAIN reason for the change in Zoning so they can “Make up their money by putting more houses in the smaller amount of Land”, which has nothing to do with the next generation | 17.2
- Removal of affordable housing... Mixed housing in the development | 17.3

If this proposal moves ahead due to the fact that the Developer wants to make more MONEY, how easy will it be for future developers to change the current Zoning?

We have a developer who has purchased the two houses behind us and also two adjoining house with the driveway on to Goodwin Drive

He has been and still is trying to sell the 4 houses together with the intention of building 21 townhouses when the Zoning Changes

I live in a neighbourhood where my “Residential character” is Single Story homes which we will try very hard for this not to change

We have WEEKLY visits and mail from Real Estate people wanting to purchase our house.

Why can't we remain living in the neighbourhood that we are accustomed to? Why can't we still endure the peace and privacy that we have grown up with? Why can't our neighbourhood REMAIN as a neighbour for large families? Why can't our low income earners enjoy a house that is big enough to accommodate their families? | 17.4

Once again I stress, if this ruling passes how easy it will be for the next developer to change the next zone just OVER the bridge

I am writing this for the future, welfare of our well established Neighbourhood

For Once Auckland Council think about the PEOPLE who live here and have lived here for many YEARS. Not MONEY

Nga Mihi

Maria Taka (and Taka Whanau)
157 Chichester Drive
Rosehill, Papakura
0211499343
thomas.taka@xtra.co.nz

Dear sir/madam,

Thank you for the notice regarding the proposed urban zone change outlined in the email subject line and I would like to take the opportunity to make a submission regarding the plan change.

From what I can understand, the plan change will allow a dense living style with apartments, townhouses etc. As a long time resident in the area I have certain concerns over the suitability of the proposed change and the long term sustainability of such residential structures.

First there is a lack of new local medium to large businesses in Papakura/Karaka/kingseat/Drury to provide the growing populations with job opportunities to stay local in order to create a balanced work/lifestyle. | 18.1

Secondly, there are limited access ways to travel to other districts of Auckland for the need to work elsewhere. And that the motorway is not sufficient to ease the traffic around peak hours especially if the population is to continuously grow as the result of the fast-track southern housing developments. The extent of the traffic congestion on the motorway also extends into nearby suburbs creating unnecessary travel stress and dangerous driving behaviours. | 18.2

Furthermore, in the close proximity where the precinct is to be developed, there are already several developments such as Harbourside development, Karaka Lake development, Hayfield development etc, some of them are ongoing. The traffic in Hingaia continues to become heavier over time which reflects the incompatibility of the use of existing suburban infrastructures to host large populations, as the traffic flow is limited by the single road layout and will always be limited by it without any road widening. However the needed improvement may be difficult as a result of lack of space once the physical buildings are set in place.

I think that the community's well-being as a whole to live and enjoy in the suburbs in the way they are designed to function should outweigh the need to change the existing zone plan, and to avoid further challenges and difficulties in township/regional planning in the long term. | 18.3

Yours sincerely
Wenjing Qin

wispswiskers@gmail.com

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Kevin Moncur

Organisation name: Moncur Family owning a property at 241 Bremner Rd

Agent's full name:

Email address: kfm1949@gmail.com

Contact phone number:

Postal address:

6 Marne Rd.
Sandringham
Sandringham
Auckland 1025

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:

Zone change in an area 2km north of the property we own in Bremner Rd

Property address:

Map or maps:

Other provisions:

Allowing higher buildings in the area north of ours

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

Lack of impact on our property

I or we seek the following decision by council: Approve the plan change without any amendments

19.1

Details of amendments:

Submission date: 23 September 2021

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

FORM 5

**Submission on a notified proposal for Private Plan Change 67 – Hingaia 1 under Clause 6 of
Schedule 1
Resource Management Act 1991**

23 September 2021

Auckland Council
Plans and Places
Private Bag 92300
Auckland 1142
Attn: John Duguid

Email: unitaryplan@aucklandcouncil.govt.nz

CC: Aaron@civilplan.co.nz

Name of submitter: The New Zealand Transport Agency

This is a submission on Private Plan Change 67 Hingaia 1 Precinct (**Plan Change**) to the Auckland Unitary Plan (Operative in Part).

The New Zealand Transport Agency (**Waka Kotahi**) could not gain an advantage in trade competition through this submission.

Waka Kotahi role and responsibilities

Waka Kotahi is a Crown Entity established by Section 93 of the Land Transport Management Act 2003 (LTMA). Waka Kotahi's objective is to undertake its functions in a way that contributes to an effective, efficient, and safe land transport system in the public interest. Waka Kotahi's roles and responsibilities include:

- Managing the State Highway system, including planning, funding, designing, supervising, constructing, maintaining and operating the system.
- Managing funding of the land transport system, including auditing the performance of organisations receiving land transport funding.
- Managing regulatory requirements for transport on land and incidents involving transport on land.
- Issuing guidelines for and monitoring the development of regional land transport plans.

The Plan Change relates to land which is close to and potentially affects State Highway 1. Waka Kotahi's interest in this proposed Plan Change stems from its role as:

- A transport investor to maximise effective, efficient and strategic returns for New Zealand.
- A planner of the land transport network to integrate one effective and resilient network for customers.

- Provider of access to and use of the land transport system to shape smart efficient, safe and responsible transport choices.
- The manager of the State Highway system and its responsibility to deliver efficient, safe and responsible highway solutions for customers.

Government Policy Statement on Land Transport.

Waka Kotahi also has a role in giving effect to the Government Policy Statement on Land Transport (GPS). The GPS is required under the LTMA and outlines the Government's strategy to guide land transport investment over the next 10 years. The four strategic priorities of the GPS 2021 are safety, better travel options, climate change and improving freight connections. A key theme of the GPS is integrating land use, transport planning and delivery. Land use planning has a significant impact on transport policy, infrastructure and services provision, and vice versa. Once development has happened, it has a long-term impact on transport. Changes in land use can affect the demand for travel, creating both pressures and opportunities for investment in transport infrastructure and services, or for demand management. Likewise, changes in transport can affect land use.

Waka Kotahi gives effect to the GPS through a number of strategic plans including:

- Arataki – our ten-year view of the step changes and actions needed to deliver on the government's current priorities and long-term outcomes for the land transport system;
- Toitu Te Taiao – Our sustainability action plan. This notes two big challenges around reducing greenhouse gases and improving public health;
- Keeping Cities Moving – our national mode shift plan based around shaping urban form, making shared and active modes more attractive and influencing travel demand and transport choices.

Decision sought

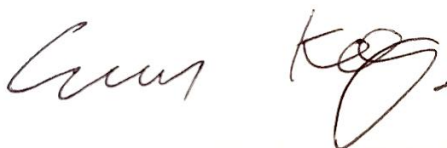
Waka Kotahi supports the zoning sought by the plan change in principle but seeks amendments and / or further information to provide greater certainty around the effects of the development and to ensure the health and wellbeing of future residents are protected.

Decisions that Waka Kotahi seeks on the Plan Change are set out in its submissions contained in **Table 1**. Waka Kotahi also seeks any consequential changes to the Plan Change required to give effect to the relief described in **Table 1**.

Hearings

Waka Kotahi wishes to be heard in support of its submission. If others make a similar submission, Waka Kotahi will consider presenting a joint case with them at a hearing.

Signature of person authorised to sign on behalf of Submitter:



Evan Keating

Principal Planner, Waka Kotahi

Address for Service of person making submission:

NZ Transport Agency

Contact Person: Evan Keating

Email: Evan.Keating@nzta.govt.nz

Table 1: NZ Transport Agency Submission on Auckland Unitary Plan (OIP) Plan Change 67 (Private) Hingaia 1 Precinct

Sub #	Provision Number	Reason for Submission	Relief Sought Base text is PC67 as notified New text <u>underline</u> Deleted text strikethrough	
1	Whole of plan change	Waka Kotahi seeks to ensure that transport effects across the land transport system are appropriately managed and that sufficient infrastructure is provided to service the proposed development. At present, the Transportation Assessment Report does not provide information to assess the effects of the development on the strategic transport network, including the Papakura Interchange on State Highway 1 (SH1).	Provide a revised Transportation Assessment Report which clearly identifies the effects of the increased vehicle movements enabled by this plan change and suitable provisions (if required) to resolve any adverse effects.	20.1
2	Proposed neighbourhood centre zoning	Waka Kotahi supports the provision of local services for the developing residential population in this location,	Retain zoning as notified	20.2
2	Proposed deletion of objective 10	The sub-precinct was originally assessed under the notified version of the Proposed Auckland Unitary Plan (PAUP) and all relevant considerations of its local environment, including effects on and from the adjoining state highway. This remains a relevant consideration for future resource consents in the sub-precinct.	Decline proposed change. In the alternative, draft new objectives which protect the safe and efficient operation of the state highway network and minimise adverse effects from land transport noise on the residents of the sub-precinct.	20.3
3	Proposed deletion of policy 17.	The sub-precinct was originally assessed under the notified version of the Proposed Auckland Unitary Plan (PAUP) and zoned under all its provisions. This included a policy to ensure compliance with a 'High Land Transport Noise Overlay'. Although this overlay no longer exists, the issue the policy was seeking to address remains, and the applicant retains an obligation to achieve similar outcomes.	Support with amendment. Relief sought: Reword policy 17 to read: Require subdivision to be consistent with the Electricity Transmission and <u>to minimise the effects of High Land Transport Noise Overlay</u> land transport noise on residents of the sub-precinct.	20.4

4	444.5. 2. Notification	As per submission point (2) above, the precinct was zoned on the basis of an overlay to protect residents from noise effects and Waka Kotahi from reverse sensitivity effects. The notification rule ensures that Waka Kotahi has an opportunity to assess compliance with the relevant noise standards.	Decline proposed change.	20.5
5	New standard to give effect to objective 10 and policy 17	Insert technical standards to provide for human health protection adjacent to state highways for the reasons outlined in submission points (2) and (3).	Insert activity controls as per attachment 1 below or similar wording as may be proposed by or agreed with Waka Kotahi.	20.6

Attachment 1:

Permitted Activity Rule X

At any point within 100 metres from the edge of State Highway carriageway 1:

Outdoor road noise

1. Any noise sensitive space in a new building, or alteration to an existing building, that contains an activity sensitive to noise where:
 - a. External road noise levels are less than 57 $\text{dBL}_{\text{Aeq}}(24\text{h})$ at all points 1.5 metres above ground level within the proposed notional boundary; or
 - b. there is a noise barrier at least 3 metres high which blocks the line-of-sight to the road surface from all points 1.5 metres above ground level within the proposed notional boundary.

Indoor road noise

2. Any noise sensitive space in a new building, or alteration to an existing building, that contains an activity sensitive to noise where the building or alteration is:
 - a. Designed, constructed and maintained to achieve indoor design noise levels resulting from the road not exceeding the maximum values in Table 1; or
 - b. At least 50 metres from the carriageway of any state highway and is designed so that a noise barrier entirely blocks line-of-sight from all parts of doors and windows, to the road surface.

Table 1

Occupancy/activity	Maximum road noise level $L_{Aeq}(24h)$
<i>Building type: Residential</i>	
Sleeping spaces	40 dB
All other habitable rooms	40 dB
<i>Building type: Education</i>	
Lecture rooms/theatres, music studios, assembly halls	35 dB
Teaching areas, conference rooms, drama studios, sleeping areas	40 dB
Libraries	45 dB
<i>Building type: Health</i>	
Overnight medical care, wards	40 dB
Clinics, consulting rooms, theatres, nurses' stations	45 dB
<i>Building type: Cultural</i>	
Places of worship, marae	35 dB

Mechanical ventilation

3. If windows must be closed to achieve the design noise levels in clause 2(a), the building is designed, constructed and maintained with a mechanical ventilation system that:
- a. For habitable rooms for a residential activity, achieves the following requirements:
 - i. Provides mechanical ventilation to satisfy clause G4 of the New Zealand Building Code; and
 - ii. is adjustable by the occupant to control the ventilation rate in increments up to a high air flow setting that provides at least 6 air changes per hour; and
 - iii. provides relief for equivalent volumes of spill air; and
 - iv. provides cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18CC and 25CC; and
 - v. does not generate more than 35 dB LAeq(30s) when measured 1 metre away from any grille or diffuser.
 - b. For other spaces, is as determined by a suitably qualified and experienced person.

Indoor road vibration

4. Any noise sensitive space with a noise sensitive room in a new buildings or alterations to existing buildings containing an activity sensitive to noise, closer than 40 metres to the carriageway of a state highway, is designed constructed and maintained to achieve road vibration levels not exceeding 0.3mm/s $V_{w.95}$.

Design report

5. A report is submitted by a suitably qualified and experienced person to the council demonstrating compliance with clauses (1) to (4) above (as relevant) prior to the construction or alteration of any building containing an activity sensitive to noise. In the design:
- a. Road noise is based on measured or predicted noise levels plus 3 dB.

Restricted Discretionary Activity – Matters of Discretion IX.8.2

Discretion is restricted to:

- (a) Location of the building;
- (b) The effects of the non-compliance on the health and amenity of occupants;
- (c) Topographical, ground conditions or building design features that will mitigate noise or vibration effects; and
- (d) The outcome of any consultation with the NZ Transport Agency.

Restricted Discretionary Activity – Assessment Criteria IX.8.2

Discretion is restricted to:

- (a) Whether the location of the building minimises effects;
- (b) Alternative mitigation which manages the effects of the non-compliance on the health and amenity of occupants;
- (c) Any identified topographical, ground conditions or building design features that will mitigate noise and vibration effects or; and
- (d) The outcome of any consultation with the NZ Transport Agency.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Jahanzeb Aslam Khan

Organisation name: None

Agent's full name: None

Email address: jahanzeb_k77@yahoo.com

Contact phone number: 0210691910

Postal address:
18 park estate road
Rosehill
Papakura 2113

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:
Plan change 67 (private) - Hingaia 1 Precinct.

Property address: 18 park estate road rosehill papakura 2113

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:
None

I or we seek the following decision by council: Approve the plan change without any amendments

21.1

Details of amendments:

Submission date: 24 September 2021

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Mackenzie Schultze

Organisation name:

Agent's full name:

Email address: mackenzieschultze@icloud.com

Contact phone number:

Postal address:
25 Lynton Road
Bucklands Beach
Auckland 2012

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:

Proposed plan change 7. Rezoning of land from residential mixed suburban zone to residential mixed housing urban zone and relocation of the business neighbourhood centre zone.

Property address: 28 Waka Ama Road

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Reducing value of my property	22.1
Traffic congestion	22.2
Increased load on infrastructure	22.3
Increased noise	22.4

I or we seek the following decision by council: Decline the plan change

Submission date: 24 September 2021

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Paul Dawkins

Organisation name:

Agent's full name:

Email address: pauldawkins@me.com

Contact phone number:

Postal address:
43 Bayvista Dive
Karaka
Auckland 2113

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:

Property address:

Map or maps:

Other provisions:

The access to the Southern motorway at Karaka from Karaka Lakes side of Hingaia will be severely affected by the increased housing density proposed.

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

The access to the Southern motorway at Karaka from Karaka Lakes side of Hingaia will be severely affected by the increased housing density proposed.

I or we seek the following decision by council: Decline the plan change

23.1

Submission date: 25 September 2021

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Benjamin Hussey

Organisation name:

Agent's full name:

Email address: ben.hussey@mail.com

Contact phone number: 0277025855

Postal address:
65 Bayvista Drive
Karakā
Auckland 2113

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:
Hingaia 1 Precinct

Property address: 65 Bayvista Drive

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:
Negative Impact on wildlife and fauna

I or we seek the following decision by council: Decline the plan change

24.1

Submission date: 25 September 2021

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Yi Lun Lin

Organisation name:

Agent's full name:

Email address: allen1258@hotmail.com

Contact phone number:

Postal address:

allen1258@hotmail.com

Papakura

Auckland 2113

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:

Property address: 15 cooladerry Place Papakura

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

I hope my house can be changed into a zone that can be used to build terrace houses

I or we seek the following decision by council: Approve the plan change without any amendments

25.1

Details of amendments:

Submission date: 25 September 2021

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? Yes

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Lei Wu

Organisation name:

Agent's full name:

Email address: gengjun.wu@gmail.com

Contact phone number:

Postal address:
32 Bayvista Drive
Karaka
Auckland 2113

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:

Property address: 32 Bayvista Drive, Karaka, Auckland

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

The community is growing in size, it is better to relocate the Business Neighbourhood Centre Zone to a more convenient location for all of us.

I or we seek the following decision by council: Approve the plan change without any amendments | 26.1

Details of amendments:

Submission date: 25 September 2021

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: amishkumar patel

Organisation name:

Agent's full name:

Email address: amishp003@gmail.com

Contact phone number:

Postal address:

3 devoy drive
owfata
rotorua 3010
owhata
rotorua 3010

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:

4 tiaki lane, duery, auckland

Property address: as above

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

no

I or we seek the following decision by council: Approve the plan change without any amendments | 27.1

Details of amendments:

Submission date: 26 September 2021

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? Yes

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: shahrokh Mansoursafaeian

Organisation name:

Agent's full name: shahrokh Mansoursafaeian

Email address: shah_safa42@yahoo.co.nz

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:

Plan Change 67 (private) - Hingaia 1 Precinct

Property address: 10 Lusitano Drive

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:
I don't like the area get too busy.

28.1

I or we seek the following decision by council: Decline the plan change

Submission date: 28 September 2021

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Jarrod Rail

Organisation name:

Agent's full name:

Email address: railmn@icloud.com

Contact phone number: 021877670

Postal address:

Karaka
Auckland 2113

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:

Proposed Private Plan Change 67 - rezoning of land south of Park Estate Road.

Property address: Park Estate Road, Hingaia.

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

The current proposed PC67 will have major impacts on the surrounding wetland environments, transportation routes and existing suburbs.

Wetlands and waterways and the south end of Park Estate Road will be severely impacted by construction and the risk of pollutants entering the water is high. Run off from the construction area naturally run down into the waters surrounding that end of park estate road. The damage done by this will destroy wildlife and pollute foods sources for species of animals living nearby. | 29.1

Without a new on ramp/off ramp for Park Estate Road, further strain will be put on an already congested roads. Hingaia Road and Karaka Road are extremely busy by 6am in the morning, where it can take upwards of 30mins just get onto the motorway. The adverse effect of increased traffic from additional residential housing will; decrease liveability, increase pollution and decrease safety of the | 29.2

roads of the surrounding suburbs with the increased amount of traffic.

As it is in the Karaka Lakes roads are not designed as a thoroughfare for high traffic volumes. They are narrow residential streets and even with one car parked on the road side it narrows the road down to a single lane. Auckland Transport buses have to carefully navigate these roads as it is to supply a public transport service to the area.

The roads in the area are frequently used by families for cycling and exercise. Increased traffic in the area will make this less safe and less enjoyable for all.

I or we seek the following decision by council: Decline the plan change

Submission date: 30 September 2021

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

Dennis Greenman
28 September 2021

Objection to Project 67 Park Estate.

Reason for objection: Northern traffic flow onto Hinau Road Karaka and then onto Hingaia Road or through any neighbouring streets in Karaka Lake side Estate.

30.1

1. Hinau Road while wide at the top section where it flows onto Hingaia Road it narrows considerably after the roundabout at the junction of Fountain Ave.

A. At this point it becomes a narrow two lane road. (Please see attached photo).



B. It has a nasty dog leg entrance to this section going from the roundabout going south going down Hinau Road. (Please see attached photo)



Dennis Greenman
28 September 2021

- C. If two vehicles are legally parked there is not sufficient room for a third vehicle to get through- let alone an emergency vehicle.
- D. This is a narrow straight road, with a nasty elbow intersection onto Wawatai Drive. There has been a number of traffic incidences here and already a vehicle rolling.

2. Altered traffic flow:

- A. It would increase the volume of traffic in peak hours exiting Hinau Road onto Hingaia Road and the Northern Bound Lane of the Southern Motorway.
- B. At peak times at the moment it can take up to 10 minutes to get out of Hinau Road onto Hingaia Road, then a further 15 minutes to get onto the Northern Lanes of the Southern Motorway.
- C. Traffic is banked up and down Hinau Road past he round about, and on Fountain Ave to the intersection of Anchorage Drive.
- D. The roads were designed as suburban residential roads and were not designed as major throughfares.

3. Existing problems with the flow section of Hinau road.

- A. A long straight section of road to roundabout – this has become a good drag strip for boy racers.
- B. Residents have already had problems with damage to cars due to speeding vehicle's.
 - Damage to wing mirrors
 - Rear damage to cars
 - Residence would like to see some form of traffic control put into place
 - Speed bumps -etc
- 4. Traffic flow on Hinau Road: the effects of the new 120 bed Hinau Road Hilton have yet to be evaluated by local residence.
- 5. Traffic flows on Hingaia Road with new subdivision further down the road at Strathallan and further on out toward Kingseat are already putting a strain on the intersection of Harbourside Road, Hinau Road and Hingaia Road. At peak times cars can be seen banked up to the Karaka Hall intersection area. This is some three kilometres away from this intersection.

Dennis Greenman
28 September 2021

6. If there is any major incident in the area, all traffic will come to a standstill as there is no other viable option to get onto the motorway to go north. This effects access to both Northern and Southern motorway's.

Reference:

Dennis Greenman
4 Cornwall Place
Karak Lakes
Ph: 0212466399

Steph Cutfield
43 Hinau Road
Karak Lakes
Ph: 0211370917

In support of submission to Park Estate Roding via Hinau Road.

HI Dennis

Great to hear of your submission which we wholeheartedly support. I'm not sure if this makes sense - hopefully it does! Should i load it as my own or will you add to your submission?

We live at 43 HInau Rd, Karaka Lakes and strongly object to this becoming a feeder from the mentioned development, our road is not fit for purpose for multiple reasons.

1. **No parking** - visitors have to park on the road, which essentially turns it into a one way road. This causes hold ups during the quieter time during day/weekends - however peak times it is worse and hold up large amounts of traffic. Also, as it is given the narrow road, home owners are unable to pull out safely without crossing the centre line - the proposed increase in traffic will make it near impossible to safely reverse out of our driveways

2. **Speed** - currently on a daily basis we have drivers using Hinau Rd as a drag strip, at times zooming past our house well over 60kms an hour - putting residents walking and children outside playing at risk. We have already had a car flip on the corner of Hinau & Wawatai Rd - thankfully no one was injured.

Whilst my car was parked on road a car hit and smashed off the wing mirror of my car. They were heard but not seen, drove off and left me with a \$300 repair bill Their wingmirror was also on the road in front of my car - it was evident they were speeding.

3. **HInau Rd/Fountain Rd roundabout** is definitely not suitable for increase volume in traffic. Currently cars coming through the dog leg from Hingaia Rd end cannot stick to their lane. I would say 99% of drivers cross the centre line coming out of the dog leg - while drivers coming the other way do not slow down and

Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full
Name) _____

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

Telephone:

Fax/Email:

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PC 67 (Private)

Plan Change/Variation Name

Hingaia 1 Precinct

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

Or

Property Address

Or

Map

Or

Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above

I **oppose** the specific provisions identified above

I wish to have the provisions identified above amended Yes No

The reasons for my views are: _____

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation

Accept the proposed plan change / variation with amendments as outlined below

Decline the proposed plan change / variation

If the proposed plan change / variation is not declined, then amend it as outlined below.

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing



Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could /could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am / am not directly affected by an effect of the subject matter of the submission that:

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition.

Submission by Transpower New Zealand Ltd on Proposed Plan Change 67 – Hingaia 1 Precinct

Auckland Unitary Plan

September 2021

Keeping the energy flowing



SUBMISSION ON PROPOSED PLAN CHANGE 67 – HINGAIA 1 PRECINCT

Overview

The following is a submission from Transpower New Zealand Limited (“**Transpower**”) on Proposed Plan Change 67 – Hingaia 1 Precinct (“**PC67**”) to the Auckland Unitary Plan (operative in part) (“**AUP**”).

The submission has been prepared to assist the Council in ensuring the planning framework under PC67 appropriately recognises and provides for the National Grid. Transpower notes that it is generally neutral regarding PC67 as notified, however it opposes the removal of the relevant objective and policy and seeks amendment to two of the proposed changes (land use and subdivision standards).

Introduction to Transpower

Transpower is a State-Owned Enterprise that plans, builds, maintains and operates New Zealand’s National Grid, the high voltage transmission network for the country. The National Grid links generators directly to distribution companies and major industrial users, feeding electricity to the local networks that distribute electricity to homes and businesses. The National Grid comprises towers, poles, lines, cables, substations, a telecommunications network and other ancillary equipment stretching and connecting the length and breadth of the country from Kaikohe in the North Island down to Tiwai in the South Island, with two national control centres (in Hamilton and Wellington).

The National Grid includes approximately 12,000 km of transmission lines and more than 160 substations, supported by a telecommunications network of some 300 telecommunication sites, which help link together the components that make up the National Grid.

Transpower’s role and function is determined by the State-Owned Enterprises Act 1986, the company’s Statement of Corporate Intent, and the regulatory framework within which it operates. Transpower does not generate electricity, nor does it have any retail functions.

Transpower’s Statement of Corporate Intent for July 2019 to July 2022, states that:

Transpower is central to the New Zealand electricity industry, connecting New Zealanders to their power system through safe, smart solutions for today and tomorrow. Our principal commercial activities are:

- As grid owner, to reliably and efficiently transport electricity from generators to distributors and large users, and

- As system operator, to operate a competitive electricity market and deliver a secure power system

In line with these objectives, Transpower needs to efficiently maintain and develop the network to meet increasing demand, to connect new generation, and to ensure security of supply, thereby contributing to New Zealand’s economic and social aspirations. It has to be emphasised that the National Grid is an ever-developing system, responding to changing supply and demand patterns, growth, reliability and security needs. Transpower therefore has a significant interest in contributing to the process of developing an effective, workable and efficient Unitary Plan where it may affect the National Grid, including possible future changes.

National Grid Transmission Assets in Auckland

Transpower has a number of assets which are located within and traverse the Auckland Region. A map showing the assets is attached as Appendix 2:

Of specific relevance to PC67 are the Huntly – Otahuhu A (HLY-OTA A) 220kV double circuit transmission line on towers and the Bombay-Otahuhu A (BOB-OTA A) 110kV double circuit transmission line on towers. These lines traverse the *Hingaia 1 Precinct*.

Statutory Framework

National Policy Statement on Electricity Transmission

The National Policy Statement on Electricity Transmission was gazetted on 13 March 2008. The NPSET confirms the national significance of the National Grid and establishes national policy direction to ensure decision-makers under the RMA duly recognise the benefits of transmission, manage the effects of the National Grid and appropriately manage the adverse effects of activities and development close to the Grid. The NPSET only applies to the National Grid – the assets used or operated by Transpower – and not to electricity generation or distribution networks. A copy of the NPSET is attached as **Appendix 3**.

The NPSET sets a clear directive to councils on how to provide for National Grid resources (including future activities) when drafting all their plans. Thus, district councils have to work through how to make appropriate provision for nationally and regionally significant infrastructure in their district plans.

The one objective of the NPSET is as follows:

To recognise the national significance of the electricity transmission network by facilitating the operation, maintenance and upgrade of the existing transmission network and the establishment of new transmission resources to meet the needs of present and future generations, while:

- a. Managing the adverse environmental effects of the network; and*
- b. Managing the adverse effects of other activities on the network.*

The NPSET's 14 policies provide for the recognition of the benefits of the National Grid, as well as the environmental effects of transmission and the management of adverse effects on the National Grid. The policies have to be applied by both Transpower and decision-makers under the RMA, as relevant. The development of the National Grid is explicitly recognised in the NPSET.

Background to PC67

PC67 is proposing a number of changes to the Hingaia 1 Precinct within the AUP.

The summary of the proposal is outlined in the plan change request as: *'Proposed Private Plan Change 67 seeks to rezone land south of Park Estate Road, Hingaia and make changes to the Hingaia 1 Precinct provisions. The rezoning relates to changing the zone of land from Residential Mixed Housing Suburban zone to Residential Mixed Housing Urban zone and a relocation a Business Neighbourhood Centre zone in the Auckland Unitary Plan (Operative in Part) 2016.'*

The plan change introduces new provisions and zoning for the Precinct as well as removal of existing provisions, including objectives, policies and rules. Existing National Grid assets traverse the proposed Hingaia 1 Precinct and a number of changes relate to provisions directly relevant to Transpower.

Chapter D26 National Grid Corridor Overlay

Chapter D26 National Grid Corridor Overlay within the AUP manages the effects of third-party land use, development and subdivision on the National Grid within the Auckland Region. Section D26.1 provides:

The purpose of the National Grid Corridor Overlay is to manage sensitive activities and potentially incompatible development (including land disturbance) within close proximity to the National Grid in order to:

- *prevent risks to people and property;*
- *protect the National Grid;*
- *preserve line access for inspection and maintenance;*
- *preserve a corridor for the operation, maintenance, upgrade and development of National Grid infrastructure; and*
- *manage potential reverse sensitivity effects.*

Within Chapter D26 is one Objective, a number of associated policies and supporting rules relevant to the National Grid. PC67 does not propose any amendments to these provisions.

Transpower's Submission:

Transpower supports the proposal to ensure that there are no changes to the National Grid Corridor overlay provisions in Chapter D26 as they apply to the precinct. However, Transpower seeks relief as described below and set out in **Appendix 1**.

1. Removal of Objective and Policy

It is noted that the plan change request proposes the following changes, with the corresponding reasons.

- Removal of Objective 10, being;
10.Subdivision and development in the precinct will not adversely impact on the safe and efficient operation of the adjoining State Highway network and/or the National Grid.

The reason given is that in theme 18 on page 20 of the updated clean version of the plan change request:

Removes provisions (including items shown on the precinct plan) that are not necessary to be included as part of the Hingaia 1 Precinct as the subject matter is dealt with in other sections of the AUP...

- Removal of Policy 17, being;
17.Require subdivision to be consistent with the Electricity Transmission and High Noise Land Transport overlay provisions.

The reason given is that in theme 16 on page 20 of the updated clean version of the plan change request: Policy 1. *Require the structural elements of the Hingaia 1 precinct plan to be incorporated into all subdivision and development that results in urbanisation of the land.*

Transpower considers that while the precinct provisions do not propose to amend or override Chapter D26, given the national significance of the National Grid, it is appropriate to retain the objective and policy referencing the National Grid Corridor. The Precinct provisions, including the Precinct Description do not contain any text that identifies that the precinct is traversed by National Grid transmission lines and regulated by the National Grid Corridor provisions in Chapter D26.

Transpower considers that the objective and policy should be retained to alert plan users to the National Grid Corridor requirements and ensure they are considered as part of the development of the Precinct as a whole, particularly given that the precinct enables a significant land use change.

3. Notification

The plan change request proposed to amend the wording of the notification section of the Precinct provisions, of relevance to Transpower the following provision is proposed to be removed;

2.Subdivision and resource consent applications for urban development within 37m of the centerline of a National Grid transmission line, or over underground Counties Power electricity lines, or adjoining the southern motorway in sub-precincts B, C or D will be notified on a limited basis to Transpower, the New Zealand Transport Agency and/or Counties Power if written approval from these parties is not included with the resource consent application.

It is to be replaced with a more generic notification provision, being;

I444.5. Notification

- (1) Any application for resource consent for an activity listed in Table I444.4.1 or Table I444.4.2 above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.*
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).*

Transpower has taken a neutral position on the wording of the notification clause. Chapter D26 and the corresponding provisions in Chapter C general rules (specifically C1.13 Notification) provide for Transpower to be considered an affected party (if written approval has not been provided) in regards to activities within the National Grid Corridor Overlay.

Transpower agrees that the requirement for the notification within 37m of the centerline of a National Grid transmission line is no longer required. If the notification provision is to be retained the wording could be amended to state 'within the National Grid Corridor'.

4. Land Use and Subdivision Standards

As part of the plan change request the general wording of the land use and subdivision standards are proposed to be amended, to state:

I444.6.1 Land use standards

Land use activities listed in Table I444.4.1 Activity Table – Land use activities must comply with the standards listed in the column in Table I444.4.1 called Standards to be complied with, including the relevant overlay, Auckland-wide and zone standards, if listed.

And

I444.6.2 Subdivision Standards

Subdivision activities listed in Table I444.4.2 Activity Table – Subdivision must comply with the standards listed in the column in Table I444.4.2 called Standards to be complied with, including the relevant overlay and Auckland-wide standards, if listed, except that the following standards do not apply to any proposed allotment 4 ha or greater in area:

There appears to be a double up of the matters listed, the 'if listed' wording underlined above is considered confusing and unnecessary. The provision already states that land use and subdivision need to comply with the standards listed in the corresponding tables. The way the provision is worded could therefore be read that the relevant overlay and Auckland-wide standards need to be listed for them to apply. Of relevance to Transpower there are no overlays specifically listed under the land use standards and only the Significant Ecological Areas Overlay listed under the subdivision provision. This could be interpreted to read that the National Grid Corridor Overlay could be excluded from applying. This is unlikely to be the intent of the changes and Transpower seeks a simple amendment to remove doubt.

Specific Submission Points

Specific comments are included in the table in Appendix 1 attached and for the avoidance of doubt, include any consequential relief to the specific relief sought.

Appendix 1: Specific Submission Points

Table 1. Specific Submission Point

Specific Plan Provision	Support/ Oppose/ Amendment	Reasons for Submission	Relief Sought
<u>Retention of National Grid Corridor Overlay insofar as it relates to the Hingaia 1 Precinct</u>	Support	PC67 proposes that there will be no change to the National Grid Corridor overlay, Chapter D26. The scope of the plan change request states that the scope excludes ‘any change to overlays or controls as shown on the AUP planning maps;’ and ‘excludes ‘any changes to the text of the Overlay, Auckland-wide and Zone provisions of the AUP. This means that the National Grid Corridor overlay will continue to apply within the Precinct (albeit noting Transpower’s relief sought on Clauses I444.6.1 and I444.6.2). This gives effect to the National Policy Statement on Electricity Transmission 2008 insofar as it relates to the Hingaia Precinct.	N/A
<p>I444.2. Objectives</p> <p>...</p> <p>10. Subdivision and development in the precinct will not adversely impact on the safe and efficient operation of the adjoining State Highway network and/or the National Grid.</p>	Oppose	The NPSET confirms the national significance of the National Grid and establishes national policy direction to ensure decision-makers under the RMA duly recognise the benefits of transmission, manage the effects of the National Grid and appropriately manage the adverse effects of activities and development close to the Grid. Policies 10 and 11 of the NPSET provide a clear policy directive for managing the adverse effects of third-party land use and development on the transmission network. Retention of the objective gives effect to NPSET Policy 10 and 11, and alerts plan users to the National Grid within the precinct, particularly given the lack of specific recognition of the National Grid within the precinct description.	Retain the Objective (new number as appropriate)

31.1

31.2

Specific Plan Provision	Support/ Oppose/ Amendment	Reasons for Submission	Relief Sought
<p><u>I444.3. Policies</u> ... 17.Require subdivision to be consistent with the Electricity Transmission and High Noise Land Transport overlay provisions. Restrict or manage</p>	<p>Oppose</p>	<p>As above for inclusion of both the objective and policy.</p>	<p>Retain the policy (with the new number as appropriate).</p>
<p>I444.5. 2. Notification (1) Any application for resource consent for an activity listed in Table I444.4.1 or Table I444.4.2 above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991. (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4). ... 2.Subdivision and resource consent applications for urban development within 37m of the centerline of a National Grid transmission line, or over underground Counties Power electricity lines, or adjoining the southern motorway in sub-precincts B, C or D will be notified on a limited basis to Transpower, the New Zealand Transport Agency and/or Counties Power if written approval from these parties is not included with the resource consent application.</p>	<p>Neutral</p>	<p>Transpower neither supports nor opposes the removal of the notification provisions as they relate to Transpower. On the basis that no changes are made to D26 or C1 Transpower is neutral to the removal of provisions as they relate to notification.</p>	<p>If retained, request that ‘<i>within 37m of the centreline of a National Grid transmission line</i>’ be amended to “within the National Grid Corridor”.</p>

31.3

31.4

Specific Plan Provision	Support/ Oppose/ Amendment	Reasons for Submission	Relief Sought
<p>I444.6.1 Land use standards</p> <p><u>Land use activities listed in Table I444.4.1 Activity Table – Land use activities must comply with the standards listed in the column in Table I444.4.1 called Standards to be complied with, including the relevant overlay, Auckland-wide and zone standards, if listed.</u></p>	<p>Oppose, in part</p>	<p>The provision could be interpreted to mean that the relevant overlay and Auckland-wide standards need to be listed for them to apply. As the National Grid Corridor overlay Chapter D26 is not listed, this could be interpreted to read that the National Grid Corridor Overlay could be excluded from applying. To avoid confusion with the amended wording Transpower requests a simple amendment to the wording.</p>	<p>Amend the land use standard to remove the ‘if listed’ at the end of the sentence.</p> <p><u>Land use activities listed in Table I444.4.1 Activity Table – Land use activities must comply with the standards listed in the column in Table I444.4.1 called Standards to be complied with, including the relevant overlay, Auckland-wide and zone standards, if listed.</u></p>
<p>I444.6.2 Subdivision Standards</p> <p><u>Subdivision activities listed in Table I444.4.2 Activity Table – Subdivision must comply with the standards listed in the column in Table I444.4.2 called Standards to be complied with, including the relevant overlay and Auckland-wide standards, if listed, except that the following standards do not apply to any proposed allotment 4 ha or greater in area:</u></p>	<p>Oppose, in part</p>	<p>As above for I444.6.1 Land use standards.</p>	<p>Amend to;</p> <p><u>Subdivision activities listed in Table I444.4.2 Activity Table – Subdivision must comply with the standards listed in the column in Table I444.4.2 called Standards to be complied with, including the relevant overlay and Auckland-wide standards, if listed, except that the following standards do not apply to any proposed allotment 4 ha or greater in area:</u></p>

31.5

31.6

Appendix 2: Map of Transpower Assets in the Auckland Region



Transpower Assets

Auckland

Legend

Territorial Land Authority

Boundary

NZ Roads

Highways

Transpower Assets

Cable Protection Zone

Overhead Fibre Cable

Underground Fibre Cables

Site

ACSTN

COMMS

HVDC

TEE

Transmission Line

0kV Overhead

11, 66kV Underground

11, 33, 66 kV Overhead

110kV Underground

110 kV Overhead

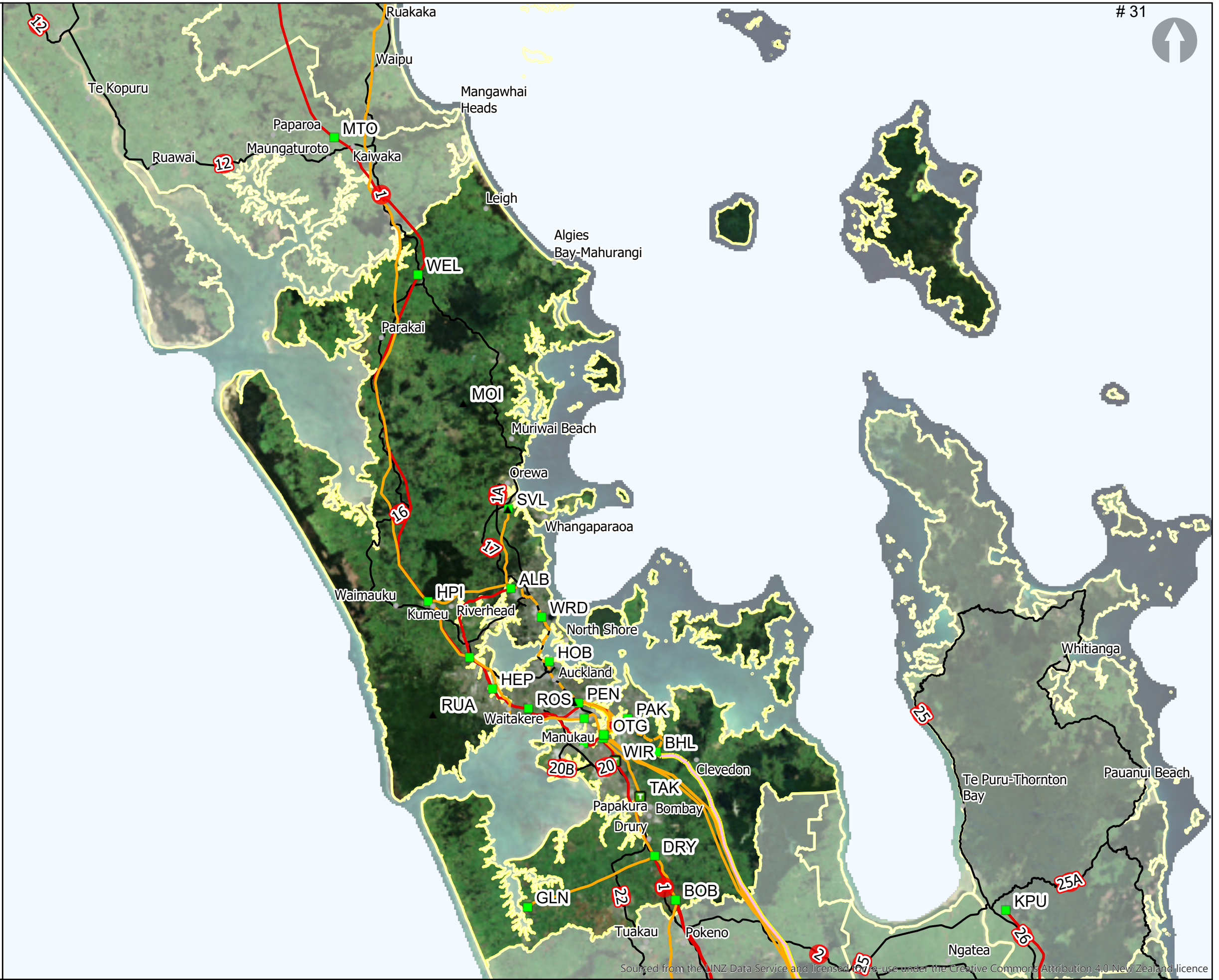
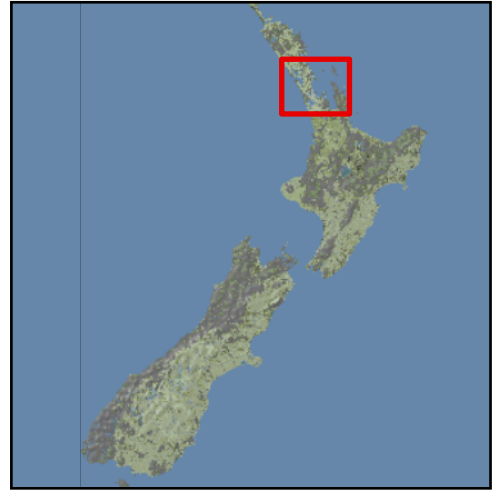
220kV Underground

220 kV Overhead

350 kV Overhead

350kV Submarine

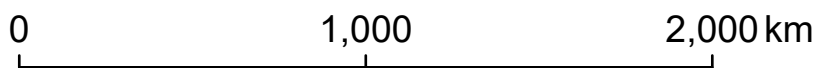
400kV Overhead



Sourced from the LINZ Data Service and licensed for re-use under the Creative Commons Attribution 4.0 New Zealand licence



Projection: NZTM 2000 Scale: 1:609,000 Plan Size: A3L



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Path: \\transpower.co.nz\CorpDFSR\Collaboration\Spatial\GIS\Projects\p_Regional_District_Territory_Asset_Mapping\Territorial_Asset_Mapping.aprx

Appendix 3: National Policy Statement on Electricity Transmission 2008

NATIONAL POLICY STATEMENT

on Electricity Transmission

Issued by notice in the Gazette on 13 March 2008

CONTENTS

Preamble

1. Title
2. Commencement
3. Interpretation
4. Matter of national significance
5. Objective
6. Recognition of the national benefits of transmission
7. Managing the environment effects of transmission
8. Managing the adverse effects of third parties on the transmission network
9. Maps
10. Long-term strategic planning for transmission assets

Preamble

This national policy statement sets out the objective and policies to enable the management of the effects of the electricity transmission network under the Resource Management Act 1991.

In accordance with section 55(2A)(a) of the Act, and within four years of approval of this national policy statement, local authorities are to notify and process under the First Schedule to the Act a plan change or review to give effect as appropriate to the provisions of this national policy statement.

The efficient transmission of electricity on the national grid plays a vital role in the well-being of New Zealand, its people and the environment. Electricity transmission has special characteristics that create challenges for its management under the Act. These include:

- Transporting electricity efficiently over long distances requires support structures (towers or poles), conductors, wires and cables, and sub-stations and switching stations.
- These facilities can create environmental effects of a local, regional and national scale. Some of these effects can be significant.
- The transmission network is an extensive and linear system which makes it important that there are consistent policy and regulatory approaches by local authorities.
- Technical, operational and security requirements associated with the transmission network can limit the extent to which it is feasible to avoid or mitigate all adverse environmental effects.
- The operation, maintenance and future development of the transmission network can be significantly constrained by the adverse environmental impact of third party activities and development.
- The adverse environmental effects of the transmission network are often local – while the benefits may be in a different locality and/or extend beyond the local to the regional and national – making it important that those exercising powers and functions under the Act balance local, regional and national environmental effects (positive and negative).
- Ongoing investment in the transmission network and significant upgrades are expected to be required to meet the demand for electricity and to meet the Government’s objective for a renewable energy future, therefore strategic planning to provide for transmission infrastructure is required.

The national policy statement is to be applied by decision-makers under the Act. The objective and policies are intended to guide decision-makers in drafting plan rules, in making decisions on the notification of the resource consents and in the determination of resource consent applications, and in considering notices of requirement for designations for transmission activities.

However, the national policy statement is not meant to be a substitute for, or prevail over, the Act’s statutory purpose or the statutory tests already in existence. Further, the national policy statement is subject to Part 2 of the Act.

For decision-makers under the Act, the national policy statement is intended to be a relevant consideration to be weighed along with other considerations in achieving the sustainable management purpose of the Act.

This preamble may assist the interpretation of the national policy statement, where this is needed to resolve uncertainty.

1. Title

This national policy statement is the National Policy Statement on Electricity Transmission 2008.

2. Commencement

This national policy statement comes into force on the 28th day after the date on which it is notified in the *Gazette*.

3. Interpretation

In this national policy statement, unless the context otherwise requires:

Act means the Resource Management Act 1991.

Decision-makers means all persons exercising functions and powers under the Act.

Electricity transmission network, electricity transmission and transmission activities/assets/infrastructure/resources/system all mean part of the national grid of transmission lines and cables (aerial, underground and undersea, including the high-voltage direct current link), stations and sub-stations and other works used to connect grid injection points and grid exit points to convey electricity throughout the North and South Islands of New Zealand.

National environmental standard means a standard prescribed by regulations made under the Act.

National grid means the assets used or owned by Transpower NZ Limited.

Sensitive activities includes schools, residential buildings and hospitals.

4. Matter of national significance

The matter of national significance to which this national policy statement applies is the need to operate, maintain, develop and upgrade the electricity transmission network.

5. Objective

To recognise the national significance of the electricity transmission network by facilitating the operation, maintenance and upgrade of the existing transmission network and the establishment of new transmission resources to meet the needs of present and future generations, while:

- managing the adverse environmental effects of the network; and
- managing the adverse effects of other activities on the network.

6. Recognition of the national benefits of transmission

POLICY 1

In achieving the purpose of the Act, decision-makers must recognise and provide for the national, regional and local benefits of sustainable, secure and efficient electricity transmission. The benefits relevant to any particular project or development of the electricity transmission network may include:

- i) maintained or improved security of supply of electricity; or
- ii) efficient transfer of energy through a reduction of transmission losses; or
- iii) the facilitation of the use and development of new electricity generation, including renewable generation which assists in the management of the effects of climate change; or
- iv) enhanced supply of electricity through the removal of points of congestion.

The above list of benefits is not intended to be exhaustive and a particular policy, plan, project or development may have or recognise other benefits.

7. Managing the environmental effects of transmission

POLICY 2

In achieving the purpose of the Act, decision-makers must recognise and provide for the effective operation, maintenance, upgrading and development of the electricity transmission network.

POLICY 3

When considering measures to avoid, remedy or mitigate adverse environmental effects of transmission activities, decision-makers must consider the constraints imposed on achieving those measures by the technical and operational requirements of the network.

POLICY 4

When considering the environmental effects of new transmission infrastructure or major upgrades of existing transmission infrastructure, decision-makers must have regard to the extent to which any adverse effects have been avoided, remedied or mitigated by the route, site and method selection.

POLICY 5

When considering the environmental effects of transmission activities associated with transmission assets, decision-makers must enable the reasonable operational, maintenance and minor upgrade requirements of established electricity transmission assets.

POLICY 6

Substantial upgrades of transmission infrastructure should be used as an opportunity to reduce existing adverse effects of transmission including such effects on sensitive activities where appropriate.

POLICY 7

Planning and development of the transmission system should minimise adverse effects on urban amenity and avoid adverse effects on town centres and areas of high recreational value or amenity and existing sensitive activities.

POLICY 8

In rural environments, planning and development of the transmission system should seek to avoid adverse effects on outstanding natural landscapes, areas of high natural character and areas of high recreation value and amenity and existing sensitive activities.

POLICY 9

Provisions dealing with electric and magnetic fields associated with the electricity transmission network must be based on the International Commission on Non-ionising Radiation Protection *Guidelines for limiting exposure to time varying electric magnetic fields (up to 300 GHz)* (Health Physics, 1998, 74(4): 494-522) and recommendations from the World Health Organisation monograph *Environment Health Criteria* (No 238, June 2007) or revisions thereof and any applicable New Zealand standards or national environmental standards.

8. Managing the adverse effects of third parties on the transmission network

POLICY 10

In achieving the purpose of the Act, decision-makers must to the extent reasonably possible manage activities to avoid reverse sensitivity effects on the electricity transmission network and to ensure that operation, maintenance, upgrading, and development of the electricity transmission network is not compromised.

POLICY 11

Local authorities must consult with the operator of the national grid, to identify an appropriate buffer corridor within which it can be expected that sensitive activities will generally not be provided for in plans and/or given resource consent. To assist local authorities to identify these corridors, they may request the operator of the national grid to provide local authorities with its medium to long-term plans for the alteration or upgrading of each affected section of the national grid (so as to facilitate the long-term strategic planning of the grid).

9. Maps

POLICY 12

Territorial authorities must identify the electricity transmission network on their relevant planning maps whether or not the network is designated.

10. Long-term strategic planning for transmission assets

POLICY 13

Decision-makers must recognise that the designation process can facilitate long-term planning for the development, operation and maintenance of electricity transmission infrastructure.

POLICY 14

Regional councils must include objectives, policies and methods to facilitate long-term planning for investment in transmission infrastructure and its integration with land uses.

Explanatory note

This note is not part of the national policy statement but is intended to indicate its general effect

This national policy statement comes into force 28 days after the date of its notification in the *Gazette*. It provides that electricity transmission is a matter of national significance under the Resource Management Act 1991 and prescribes an objective and policies to guide the making of resource management decisions.

The national policy statement requires local authorities to give effect to its provisions in plans made under the Resource Management Act 1991 by initiating a plan change or review within four years of its approval.

Form 5

Submission on the Proposed Plan Change 67

To: Auckland Council

Name of Submitter: Hugh Green Limited

Address for Service: C/- CivilPlan Consultants Limited
PO Box 97796
Manukau City
Auckland 2241

Attn: Aaron Grey

Telephone: (09) 222 2445

Email: aaron@civilplan.co.nz

This is a submission on Proposed Plan Change 67 to the Auckland Unitary Plan ('the proposal'), affecting the Hingaia 1 Precinct area.

The submitter is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991 ('RMA').

The submitter is the applicant of the private plan change.

1. Specific provisions of the proposal that this submission relates to

This submission specifically relates to proposed Standard I444.6.1.7. Vehicle access restrictions – Cycle facilities.

2. Submission

As applicant of the private plan change, the submitter supports the proposal in full.

However, the submitter now seeks an amendment to a new standard proposed to apply in the Hingaia 1 Precinct, being Standard I444.6.1.7. Vehicle access restrictions – Cycle facilities. The proposed standard will have an unintended impact on the use of sites with existing vehicle crossings across shared paths and the construction of dwellings on vacant sites served by vehicle crossings across shared paths. In the case of the latter, the current provisions do not contain any land use rules controlling this and so the assessment of effects of these vehicle crossings have been determined through subdivision consent approvals instead.

The effects of the sought amendment are considered to be minimal, given that all assessment of effects of vehicle crossings across shared paths and dedicated cycleways will have been undertaken as part of subdivision consent approvals.

3. Relief Sought

The following amendments are sought to proposed Standard I444.6.1.7. Vehicle access restrictions – Cycle facilities:

I444.6.1.7. Vehicle access restrictions – Cycle facilities

- (1) In addition to the requirements of Standard E27.6.4.1, new vehicle crossings must not be constructed or used to provide vehicle access across that part of a site boundary which has frontage to an existing or proposed shared path or dedicated cycle way, including where shown on Figure I444.10.1. Hingaia 1 - Precinct Plan. For the avoidance of doubt, this relates only to allotments fronting that side of the road where the shared path or dedicated cycle way exists or is proposed.
- (2) Standard I444.6.1.7(1) above applies in any of the following circumstances:
 - (a) a new vehicle crossing is proposed;
 - (b) a new activity is established on a site;
 - (c) there is a change of type of activity; or
 - (d) a building(s) is constructed, or additions to buildings that are not permitted activities in Table H12.4.1 Activity table, except that this does not apply in the case of a dwelling where the reconstruction, alteration or addition does not increase the number of dwellings on a site.
- (3) Standards I444.6.1.7(1) and I444.6.1.7(2) above do not apply to:
 - (a) the use of a vehicle crossing that exists on [legal effect date] that serves no more than one dwelling per site; and
 - (b) the construction or use of a vehicle crossing that has been shown on the plans of an approved subdivision consent that will serve no more than one dwelling per existing or approved site.

It is otherwise sought that Plan Change 67 be approved as proposed.

32.1

HGL do not wish to be heard in support of this submission, noting that they will be heard as the applicant of the plan change regardless.

Signature: 

Aaron Grey – Senior Planner, CivilPlan Consultants Ltd
on behalf of Hugh Green Limited

Date: 8 October 2021

Form 5

Submission on the Proposed Plan Change 67

To: Auckland Council

Name of Submitter: Hugh Green Limited

Address for Service: C/- CivilPlan Consultants Limited
PO Box 97796
Manukau City
Auckland 2241

Attn: Aaron Grey

Telephone: (09) 222 2445

Email: aaron@civilplan.co.nz

This is a submission on Proposed Plan Change 67 to the Auckland Unitary Plan ('the proposal'), affecting the Hingaia 1 Precinct area. This is the second submission being made by Hugh Green Limited.

The submitter is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991 ('RMA').

The submitter is the applicant of the private plan change.

1. Specific provisions of the proposal that this submission relates to

This submission specifically relates to all provisions of the Hingaia 1 Precinct and Plan Change 67 that will be affected by the Medium Density Residential Standards that are to be introduced by the passing of the Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill. It is expected that this bill will be passed and enacted by the New Zealand Parliament in December 2021, which would most likely be prior to a hearing on Plan Change 67 being held.

2. Submission

In light of the introduction of the Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill, the submitter supports Plan Change 67 subject to all amendments necessary in order to incorporate the Medium Density Residential Standards referred to by the Bill for those parts of the Hingaia 1 Precinct proposed to be within a residential zone.

If changes are made to the Medium Density Residential Standards prior to the passing and enactment of the Bill, amendments to Plan Change 67 are to be in accordance with those changes.

3. Relief Sought

Based off the version of the Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill introduced to the House of Parliament on 19 October 2021, the amendments sought to the proposed Hingaia 1 Precinct text are attached. For the sake of clarity and to avoid confusion, tracked changes are made to the 'clean' copy of the Hingaia 1 Precinct text proposed by Plan Change 67 (which does not identify the changes to the operative text). The various changes can be categorised as either (as noted in the attachment):

32.2

- Changes to policies required by Schedule 3A, clause 8(b);
- Changes to activity statuses for dwellings required by Schedule 3A, clauses 2 and 3;
- Changes to the applicable standards for up to three dwellings required by Schedule 3A, clause 2;
- Inserting the activity of 'fences and walls' as a permitted activity subject to the existing zone and proposed precinct standards applicable to fences and walls as a consequential change, given that Schedule 3A, clause 2(3) does not allow for these standards to apply to the activity of up to three dwellings, as well as related consequential changes to matters of discretion and assessment criteria for four or more dwellings and integrated residential development in recognition of this activity being inserted;
- Changes to the notification rules required in Schedule 3A, clause 4;
- Inserting the building standards in Part 2 of Schedule 3A, including text requiring terms in these standards to having the meaning as they do in the definitions standard (section 14) of the national planning standards (in accordance with Schedule 3A, clause 1(3));
- Deleting existing or proposed precinct standards where they are less permissive than the building standards in Part 2 of Schedule 3A, in order to ensure that section 77F(4)(c) is adhered to;
- Relocating the exemptions from the proposed Standard I444.6.1.5 Height in relation to boundary standard to the MDRS standard (Schedule 3A, clause 10), recognising that section 77F(4)(b) allows for a standard to be more permissive than the MDRS standard;
- Consequential changes to the applicable standards, matters of discretion and assessment criteria for four or more dwellings and integrated residential development in order to provide alignment with the building standards in Part 2 of Schedule 3A where there are equivalent existing or proposed standards;
- Consequential changes relocating the standards related to impervious area in yards and landscaped area to the matters of discretion and assessment criteria for four or more dwellings and integrated residential development given that Schedule 3A, clause 2(3) does not allow for these standards to apply to the activity of up to three dwellings;
- Changes to Standard I444.1.1.2 (vacant sites subdivision site sizes) required by Schedule 3A, clause 6(a)(ii);

- Deletion of the matters of discretion and assessment criteria proposed for infringing applicable precinct standards (including the building standards in Part 2 of Schedule 3A being inserted), with reliance instead on the provisions in section C1.9 of the AUP;
- Consequential changes to remove redundant provisions following the above changes, including removal of all provisions related to the use of the alternative height in relation to boundary recession plane as a permitted activity (given that the standard in Schedule 3A, clause 10 is more permissive);
- Consequential changes to provide explanatory text, such as to identify that the MDRS standards are being incorporated prior to a public plan change using the ISPP; and
- Consequential changes to update provision numbering.

If changes are made to the Medium Density Residential Standards prior to the passing and enactment of the Bill, further amendments are sought, if necessary, in order for the proposed Hingaia 1 Precinct text to be in accordance with those changes.

It is otherwise sought that Plan Change 67 be approved as proposed.

While the Medium Density Residential Standards will generally result in the Residential – Mixed Housing Suburban and Residential – Mixed Housing Urban imposing the same requirements, no amendments to the proposed zoning are sought.

HGL do not wish to be heard in support of this submission, noting that they will be heard as the applicant of the plan change regardless.

Signature: 

Aaron Grey – Senior Planner, CivilPlan Consultants Ltd
on behalf of Hugh Green Limited

Date: 21 October 2021

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REVISED HINGAIA 1 PRECINCT TEXT
MDRS Submission Version
(Based on 22 March 2021 Clean Copy Version)

21 October 2021

I444. Hingaia 1

I444.1. Precinct Description

The Hingaia 1 precinct is located approximately 2.4km west of Papakura and is located in the southern part of the Hingaia Peninsula, to the south of the existing 'Karakā Lakes' residential subdivision.

The whole of the Hingaia Peninsula was structure planned for growth in 2000-2002. However, only Stage 1A was re-zoned at that time. This precinct is to be developed to provide for a logical extension of the existing Hingaia urban area, and development in the precinct will be guided by the Hingaia 1 precinct plan.

The purpose of the Hingaia 1 precinct is to provide for comprehensive and integrated residential development on the Hingaia Peninsula, to increase the supply of housing, to facilitate the efficient use of land, and to co-ordinate the provision of infrastructure.

It is envisaged that future land use, development and subdivision consents will give effect to the key elements of the precinct plan and provide opportunities for pedestrian and roading connections into future development areas.

The Hingaia 1 Precinct also gives effect to the Medium Density Residential Standards ('MDRS') introduced by the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021. These provisions are expected to be deleted if duplication with zone provisions occurs as a result of implementation of the intensification policies of the NPS-UD through the Intensification streamline planning process for the remainder of the Auckland urban area.

Commented [MDRS1]: Consequential change (explanatory text)

The zoning of land within this precinct is Residential – Mixed Housing Suburban, Residential – Mixed Housing Urban and Business – Neighbourhood Centre.

All relevant overlay, Auckland-wide and zone provisions apply in this precinct unless otherwise specified below.

I444.2. Objectives

- (1) Subdivision and development occurs in a co-ordinated way that implements the Hingaia 1 precinct plan, provides a logical extension to the existing urban environment, and provides for connections to future development on adjoining land.
- (2) Development achieves a high standard of amenity while ensuring there is a choice of living environments and affordability options.
- (3) The existing stream network as illustrated on the Hingaia 1 precinct plan is retained and enhanced.
- (4) Subdivision and development occurs in a manner that achieves the co-ordinated delivery of infrastructure, including transport, wastewater, and water services.

- (5) The safety of users of shared paths and dedicated cycleways is prioritised over vehicle access.
- (6) Significant adverse effects of stormwater run-off on communities, the marine receiving environment and freshwater systems are avoided to the extent practical, or otherwise mitigated using water sensitive design principles.
- (7) Subdivision and development adjoining the coast provides for enhanced amenity and avoids risks of adverse effects arising from coastal erosion.
- (8) A neighbourhood centre is developed that provides for small scale convenience retail, service and commercial activities that meet the day-to-day needs of the area, and which does not undermine the viability and role of either the Hingaia Mixed Use Town Centre or the Papakura Metropolitan Centre.

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

1444.3. Policies

- (1) Require the structural elements of the Hingaia 1 precinct plan to be incorporated into all subdivision and development that results in urbanisation of the land.
- (2) Require the construction of new roads, as generally indicated on the Hingaia 1 precinct plan, to achieve integration with the existing urban area and to enable future connections to link into adjoining sites to ensure that an interconnected movement network can be achieved on the Hingaia Peninsula.
- (3) Ensure that a range of lot sizes, housing typologies and densities is enabled throughout the precinct to reflect a choice of living environments and affordability by applying the Medium Density Residential Standards introduced by the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021, including by enabling greater development potential for higher density residential developments and integrated residential development;
- (4) Enable a range of residential living opportunities (including a range of lot sizes) with more intensive housing encouraged in locations with close proximity to the neighbourhood centre, public transport routes or areas with high amenity (e.g. locations close to public open space).
- (5) Ensure subdivision and development, including road design, achieves a high standard of amenity, pedestrian safety and convenience, and contributes to a positive sense of place and identity.
- (6) Require subdivision and development to be staged to align with the co-ordinated provision of infrastructure, including transport, water and wastewater.
- (7) Require subdivision and development to use water sensitive design principles as the core development approach to manage stormwater run-off, water quality, and flooding and mimic the natural hydrological regime and provide baseflow to streams.
- (8) Require subdivision and development to restore and to enhance the stream network, as illustrated on the Hingaia 1 precinct plan, to achieve a natural appearance with appropriate native species and encourage restoration and enhancement of wetland areas.
- (9) Encourage walkways along stream corridors and within and around wetland areas. Where possible, walkways should integrate with existing open space areas and enable future connections to adjoining undeveloped sites.

Commented [MDRS2]: Change required by Schedule 3A, clause 8(b)

- (10) Require the design of stormwater management devices in public areas to be integrated with the surrounding area and to contribute to multi-use benefits for public areas. Where appropriate, the devices should be natural in appearance.
- (11) Enhance the natural character of the coast and avoid adverse effects from further coastal erosion by encouraging restoration planting with eco-sourced plants where subdivision vests esplanade reserve in Council.
- (12) Promote the development and enhancement of a high amenity urban coastal character by:
- (a) managing the interface between reserves and private allotments to minimise visual dominance effects from buildings, fences and retaining walls; and
 - (b) providing for viewshafts out to the coast along roads and open space (and from the esplanade reserve back into the development).
- (13) Restrict or manage vehicle access to and from sites adjacent to shared paths or dedicated cycleways so that:
- (a) the location, number, and design of vehicle crossings and associated access provides for the efficient movement of users of the shared path or dedicated cycleway; and
 - (b) any adverse effect on the effective, efficient and safe operation of the shared paths or dedicated cycleways arising from vehicle access across these facilities is avoided or mitigated.
- (14) Provide for a neighbourhood centre as a community meeting point to that meets the local convenience needs of residents in a manner that protects and safeguards the viability and roles of the Hingaia Local Centre (and adjacent Mixed Use zone) and the Papakura Metropolitan Centre.
- (15) Encourage subdivision and development to contribute to a positive sense of place and identity through in-street landscape elements, including retaining existing landscape features, and maximising coastal vistas.

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

I444.4. Activity Tables

All relevant overlay activity tables apply unless otherwise specified below.

All other relevant Auckland-wide and zone activity tables apply unless the activity is listed in Activity Table I444.4.1 below.

Table I444.4.1 specifies the activity status of land use and development activities in the Hingaia 1 Precinct pursuant to section 9(3) of the Resource Management Act 1991.

Table I444.4.2 specifies the activity status of subdivision activities in the Hingaia 1 Precinct pursuant to section 11 of the Resource Management Act 1991.

A blank cell in the activity status means that the activity status (and any relevant matters of control or discretion) in the relevant overlay, Auckland-wide or zone provisions applies.

Table I444.4.1 Activity Table – Land use activities

Activity	Activity Status	Standards to be complied with
Transport		
(A1)	Construction or use of a vehicle crossing	E27.6.4.1. Vehicle access restrictions; E27.6.4.2. Width and number of vehicle crossings; Standard I444.6.1.107 Vehicle access restrictions – Cycle facilities
Residential		
(A2)	Residential activities (including dwellings) not provided for below	The underlying zone standards applying to that activity; Standard I444.6.1.4 Fences and walls adjoining reserves
(A2)	Up to three dwellings in a residential zone	P Standard I444.6.1.1 Building height (MDRS); Standard I444.6.1.2 Height in relation to boundary (MDRS); Standard I444.6.1.3 Setbacks (MDRS); Standard I444.6.1.4 Building coverage (MDRS); Standard I444.6.1.5 Impervious area (MDRS); Standard I444.6.1.6 Outdoor living space (per unit) (MDRS); Standard I444.6.1.7 Outlook space (per unit) (MDRS)
(A3)	Four or more dwellings in a residential zone	RD Standard I444.6.1.1 Building height (MDRS); Standard I444.6.1.2 Height in relation to boundary (MDRS); Standard I444.6.1.3 Setbacks (MDRS)
(A3)	Two or three dwellings per site where the site area per dwelling is less than 400 m ² in the Residential – Mixed Housing Suburban zone that do not comply with Standard H4.6.8 Maximum impervious area, Standard H4.6.9 Building coverage or Standard H4.6.10 Landscaped area	RD Standard H4.6.4 Building height; Standard H4.6.5 Height in relation to boundary; H4.6.6 Alternative height in relation to boundary; Standard H4.6.7 Yards; Standard I444.6.1.4 Fences and walls adjoining reserves
(A4)	Four or more dwellings per site where the site area per dwelling is less than 400 m ² in the Residential – Mixed Housing Suburban zone	RD Standard H4.6.4 Building height; Standard H4.6.5 Height in relation to boundary; H4.6.6 Alternative height in relation to boundary; Standard H4.6.7 Yards; Standard I444.6.1.4 Fences and walls adjoining reserves
(A5)	One dwelling on a front site less than 400 m ² in area in the Residential – Mixed Housing Urban zone	P Standard H5.6.4 Building height; Standard H5.6.8 Yards; Standard H5.6.12 Outlook space; Standard H5.6.13 Daylight; Standard H5.6.14 Outdoor living space; Standard H5.6.15 Front, side and rear fences and walls; Standard H5.6.16 Minimum dwelling size; Standard I444.6.1.1 Maximum impervious areas for higher density development; Standard I444.6.1.2 Building coverage for higher density development; Standard I444.6.1.3 Landscaped area for higher density development; Standard I444.6.1.4

Commented [MDRS3]: Consequential change (redundant provisions)

Commented [MDRS4]: Change required by Schedule 3A, clause 2(1)

Commented [MDRS5]: Change required by Schedule 3A, clauses 2(2) and 2(3)

Commented [MDRS6]: Change required by Schedule 3A, clause 3(2)(a)

Commented [MDRS7]: Consequential change (alignment with MDRS standards)

Commented [MDRS8]: Consequential change (redundant provisions)

Commented [MDRS9]: Consequential change (redundant provisions)

			Fences and walls adjoining reserves; Standard I444.6.1.5 Height in relation to boundary in the Residential – Mixed Housing Urban Zone
(A6)	Two or three dwellings per site where the site area per dwelling is less than 400 m ² in the Residential – Mixed Housing Urban zone that do not comply with Standard H5.6.9 Maximum impervious area, Standard H5.6.10 Building coverage or Standard H5.6.11 Landscaped area	RD	Standard H5.6.4 Building height; Standard H5.6.8 Yards; Standard I444.6.1.4 Fences and walls adjoining reserves; Standard I444.6.1.5 Height in relation to boundary in the Residential – Mixed Housing Urban Zone
(A7)	Four or more dwellings per site where the site area per dwelling is less than 400 m ² in the Residential – Mixed Housing Urban zone	RD	Standard H5.6.4 Building height; Standard H5.6.8 Yards; Standard I444.6.1.4 Fences and walls adjoining reserves; Standard I444.6.1.5 Height in relation to boundary in the Residential – Mixed Housing Urban Zone
(A48)	Integrated Residential Development in a residential zone the Residential – Mixed Housing Suburban zone	RD	Standard I444.6.1.1 Building height (MDRS); Standard I444.6.1.2 Height in relation to boundary (MDRS); Standard I444.6.1.3 Setbacks (MDRS); Standard H4.6.4 Building height; Standard H4.6.5 Height in relation to boundary; Standard H4.6.6 Alternative height in relation to boundary; Standard H4.6.7 Yards
(A9)	Integrated Residential Development in the Residential – Mixed Housing Urban zone	RD	Standard H5.6.4 Building height; Standard H5.6.8 Yards; Standard I444.6.1.5 Height in relation to boundary in the Residential – Mixed Housing Urban Zone
Commerce			
(A510)	Show homes in the Residential – Mixed Housing Urban zone	P	Standard H5.6.4 Building height; Standard H5.6.8 Yards; Standard H5.6.12 Outlook space; Standard H5.6.13 Daylight; Standard H5.6.14 Outdoor living space; Standard H5.6.15 Front, side and rear fences and walls; Standard H5.6.16 Minimum dwelling size; Standard I444.6.1.1 Maximum impervious areas for higher density development; Standard I444.6.1.2. Building coverage for higher density development; Standard I444.6.1.3. Landscaped area for higher density development; Standard I444.6.1.4 Fences and walls adjoining reserves; Standard I444.6.1.5 Height in relation to boundary in the Residential – Mixed Housing Urban Zone; Standard I444.6.1.1 Building height (MDRS); Standard I444.6.1.2 Height in relation to boundary (MDRS); Standard I444.6.1.3 Setbacks (MDRS); Standard I444.6.1.4 Building coverage (MDRS); Standard I444.6.1.5 Impervious area (MDRS);

Commented [MDRS10]: Consequential change (redundant provisions)

Commented [MDRS11]: Consequential change (redundant provisions)

Commented [MDRS12]: Consequential change (redundant provisions)

Commented [MDRS13]: Consequential change (alignment with MDRS standards)

			Standard I444.6.1.6 Outdoor living space (per unit) (MDRS); Standard I444.6.1.7 Outlook space (per unit) (MDRS); Standard I444.6.1.9 6 Show homes in the Residential – Mixed Housing Urban zone
Development			
(A614)	Internal and external alterations to buildings in residential zones		The same activity status and standards as applies to the land use activity that the building is designed to accommodate
(A712)	Accessory buildings, (excluding fences and walls) in residential zones		The same activity status and standards as applies to the land use activity that the building is accessory to
(A13)	New buildings and additions to buildings in the Residential – Mixed Housing Suburban zone which do not comply with H4.6.5 Height in relation to boundary but comply with H4.6.6 Alternative height in relation to boundary		The same activity status and standards as applies in the underlying zone
(A14)	New buildings and additions to buildings in the Residential – Mixed Housing Urban zone which do not comply with Standard H5.6.5 Height in relation to boundary but comply with Standard I444.6.1.5 Height in relation to boundary in the Residential – Mixed Housing Urban Zone	P	Standard I444.6.1.5 Height in relation to boundary in the Residential – Mixed Housing Urban Zone Note: Compliance with Standard H5.6.5 Height in relation to boundary is not required.
(A15)	New buildings and additions to buildings in the Residential – Mixed Housing Urban zone which do not comply with Standard I444.6.1.5 Height in relation to boundary in the Residential – Mixed Housing Urban Zone but comply with Standard H5.6.6 Alternative height in relation to boundary	RD	H5.6.6 Alternative height in relation to boundary Note: Compliance with Standard I444.6.1.5 Height in relation to boundary in the Residential – Mixed Housing Urban Zone is not required.
(A816)	New buildings and additions to buildings in residential zones		The same activity status and standards as applies to the land use activity that the new building or addition to a building is designed to accommodate
(A9)	Fences and walls in the Residential – Mixed Housing Suburban zone	P	Standard H4.6.14 Front, side and rear fences and walls; Standard I444.6.1.8 Fences and walls adjoining reserves
(A10)	Fences and walls in the Residential – Mixed Housing Urban zone	P	Standard H5.6.15 Front, side and rear fences and walls Standard I444.6.1.8 Fences and walls adjoining reserves
(A17)	Structures not defined as buildings under Chapter J in the Residential – Mixed Housing Suburban zone that are accessory to a residential activity listed as permitted or restricted discretionary activity in this activity table	P	Standard H4.6.14 Front, side and rear fences and walls; Standard I444.6.1.1 Maximum impervious areas for higher density development; Standard I444.6.1.3. Landscaped area for higher density development; Standard I444.6.1.4 Fences and walls adjoining reserves
(A1148)	Structures not defined as buildings under Chapter J in the Residential – Mixed Housing Suburban zone not otherwise provided for	P	Standard H4.6.8 Maximum impervious areas; Standard H4.6.10 Landscaped area; Standard H4.6.14 Front, side and rear fences and walls; Standard

Commented [MDRS14]: Consequential change (alignment with MDRS standards)

Commented [MDRS15]: Consequential change (fence standards)

Commented [MDRS16]: Consequential change (redundant provisions - alternative height in relation to boundary)

Commented [MDRS17]: Consequential change (redundant provisions - alternative height in relation to boundary)

Commented [MDRS18]: Consequential change (redundant provisions - alternative height in relation to boundary)

Commented [MDRS19]: Consequential change required by Schedule 3A, clause 2(3) (fence standards)

Commented [MDRS20]: Consequential change (redundant provisions)

			I444.6.1.4 Fences and walls adjoining reserves
(A19)	Structures not defined as buildings under Chapter J in the Residential – Mixed Housing Urban zone that are accessory to a show home or a residential activity listed as permitted or restricted discretionary activity in this activity table	P	Standard H5.6.15 Front, side and rear fences and walls; Standard I444.6.1.1 Maximum impervious areas for higher density development; Standard I444.6.1.3 Landscaped area for higher density development; Standard I444.6.1.4 Fences and walls adjoining reserves
(A1229)	Structures not defined as buildings under Chapter J in the Residential – Mixed Housing Urban zone not otherwise provided for	P	Standard H5.6.9 Maximum impervious areas; Standard H5.6.11 Landscaped area; Standard H5.6.15 Front, side and rear fences and walls; Standard I444.6.1.4 Fences and walls adjoining reserves
(A1324)	Structures not defined as buildings under Chapter J in the Business – Neighbourhood Centre zone	P	Standard H12.6.11 Landscaping; Standard H12.6.6 Maximum impervious area in the riparian yard; Standard I444.6.1.4 Fences and walls adjoining reserves

Commented [MDRS21]: Consequential change (redundant provisions)

Commented [MDRS22]: Consequential change (redundant provisions)

Commented [MDRS23]: Consequential change (redundant provisions)

Table I444.4.2 Activity Table – Subdivision activities

Subdivision Activity	Activity Status	Standards to be complied with
(A22) Subdivision that is listed as a restricted discretionary activity in Table E38.4.1, E38.4.2, E38.4.3 or E38.4.4 and not otherwise provided for below	RD	The relevant Auckland-wide standards in sections E38.6 to E38.10; Standard I444.6.2.1 Precinct Plan; Standard I444.6.2.3 Riparian Margins.
(A23) Vacant sites subdivision in a residential zone	RD	The standards in section E38.6 General standards for subdivision; the standards in section E38.8.1 General standards in residential zones; Standard I444.6.2.1 Precinct Plan; Standard I444.6.2.2 Vacant Sites Subdivision in Residential Zones; Standard I444.6.2.3 Riparian Margins
(A24) Any subdivision that does not meet any of the standards to be complied with listed in this table	D	

I444.5. Notification

(1) Any application for resource consent for the following activities will be considered without public or limited notification or the need to obtain the written approval from affected parties:

(a) four or more dwellings per site in a residential zone that comply with all of the following standards:

(i) Standard I444.1.1.1 Building height (MDRS);

(ii) Standard I444.6.1.2 Height in relation to boundary (MDRS);

(iii) Standard I444.6.1.3 Setbacks (MDRS);

(iv) Standard I444.6.1.4 Building coverage (MDRS);

- (v) Standard I444.6.1.5 Impervious area (MDRS);
- (vi) Standard I444.6.1.6 Outdoor living space (per unit) (MDRS); and
- (vii) Standard I444.6.1.7 Outlook space (per unit) (MDRS)

Commented [MDRS24]: Change required by Schedule 3A, clause 4(2)

(2) Any application for resource consent for the following activities will be considered without public notification:

(a) up to three dwellings per site in a residential zone that does not comply with any of the following standards:

- (i) Standard I444.1.1.1 Building height (MDRS);
- (ii) Standard I444.6.1.2 Height in relation to boundary (MDRS);
- (iii) Standard I444.6.1.3 Setbacks (MDRS);
- (iv) Standard I444.6.1.4 Building coverage (MDRS);
- (v) Standard I444.6.1.5 Impervious area (MDRS);
- (vi) Standard I444.6.1.6 Outdoor living space (per unit) (MDRS); and
- (vii) Standard I444.6.1.7 Outlook space (per unit) (MDRS)

(34) Any application for resource consent for an activity listed in Table I444.4.1 or Table I444.4.2 and which is not listed in I144.5(1) or I144.5(2) above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.

Commented [MDRS25]: Consequential change

(42) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

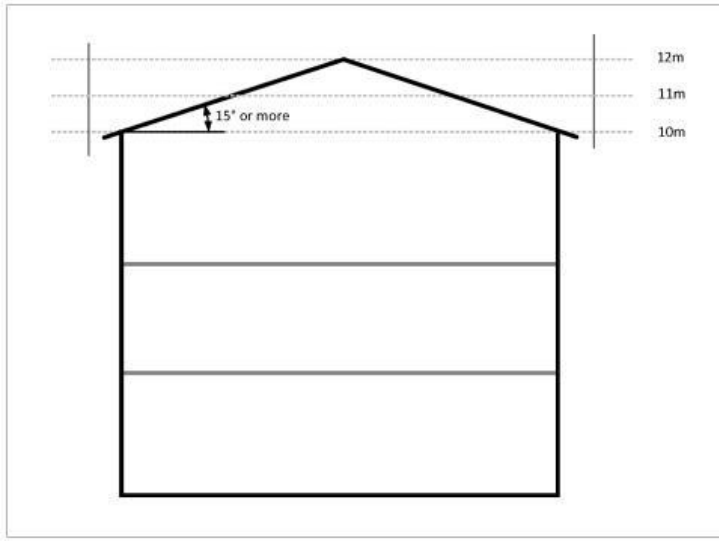
I444.6. Standards

I444.6.1. Land use standards

Land use activities listed in Table I444.4.1 Activity Table – Land use activities must comply with the standards listed in the column in Table I444.4.1 called Standards to be complied with, including the relevant overlay, Auckland-wide and zone standards, if listed.

I444.1.1.1. Building height (MDRS)

(1) Buildings must not exceed 11 metres in height, except that 50% of a building's roof in elevation, measured vertically from the junction between wall and roof, may exceed this height by 1 metre, where the entire roof slopes 15° or more, as shown on the following diagram.

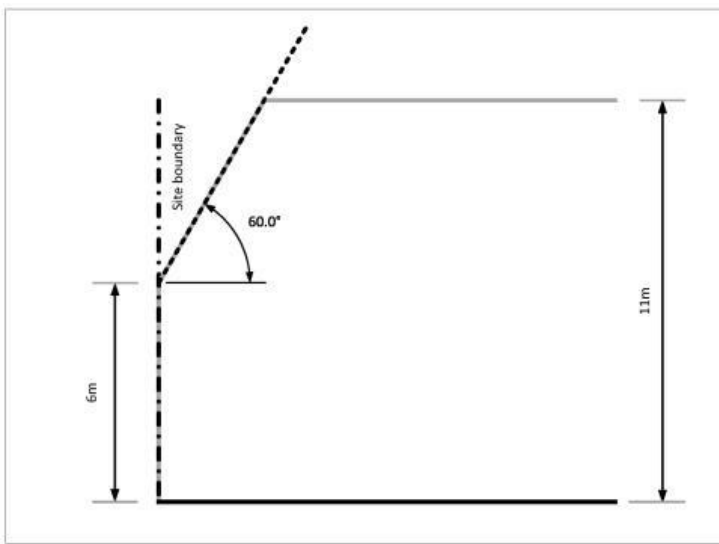


Commented [MDRS26]: Schedule 3A, clause 9

1444.1.1.2. Height in relation to boundary (MDRS)

- (1) Terms used in this standard that are defined in the national planning standards have the same meaning in this standard as they do in those standards, rather than Chapter J.
- (2) Buildings must not project beyond a 60° recession plane measured from a point 6 metres vertically above ground level along all boundaries, as shown on the following diagram. Where the boundary forms part of a legal right of way, entrance strip, access site, or pedestrian access way, the height in relation to boundary applies from the farthest boundary of that legal right of way, entrance strip, access site, or pedestrian access way.

Commented [MDRS27]: Change required by Schedule 3A, clause 1(3)



(3) This standard does not apply to:

- (a) a boundary with a road;
- (b) existing or proposed internal boundaries within a site;
- (c) site boundaries where there is an existing common wall between 2 buildings on adjacent sites or where a common wall is proposed;
- (d) a boundary with any site in the Business – Neighbourhood Centre Zone;
- (e) a boundary with any site within the Open Space – Conservation Zone, Open Space – Informal Recreation Zone, Open Space – Sports and Active Recreation Zone, Open Space – Civic Spaces Zone or the Open Space – Community Zone that are greater than 2,000 m² in area, subject to the following:
 - (i) the site is greater than 20 m in width when measured perpendicular to the shared boundary; and
 - (ii) where an open space comprises multiple sites but has a common open space zoning, the entire zone may be treated as a single site for the purpose of applying this standard.
- (f) a boundary with a site vested in Council as reserve or in lieu of reserve or a site shown on an approved subdivision consent scheme plan to be vested in Council as reserve or in lieu of reserve where:
 - (i) the site and any adjoining sites vested in Council as reserve or in lieu of reserve are cumulatively greater than 2,000 m² in area; and
 - (ii) where that part of the site in (i) is greater than 20 m in width when measured perpendicular to the shared boundary; or
- (g) a boundary with a part of a site subject to a land covenant that protects streams and/or wetlands where:
 - (i) the covenant area is within 5 m of the site boundary;
 - (ii) the covenant area and any adjoining covenant areas for the purpose of protecting streams and/or wetlands are cumulatively greater than 2,000 m² in area; and
 - (iii) that part of the site is greater than 20 m in width when measured perpendicular to the shared boundary.

Commented [MDRS28]: Schedule 3A, clause 10

1444.1.1.3. Setbacks (MDRS)

- (1) Terms used in this standard that are defined in the national planning standards have the same meaning in this standard as they do in those standards, rather than Chapter J.
- (2) Buildings must be set back from the relevant boundary by the minimum depth listed in the yards table below:

Yard	Minimum depth
Front	2.5 metres
Side	1 metre

Commented [MDRS29]: Relocated from proposed Standard I444.6.1.5 Height in relation to boundary (more permissive approach enabled by section 77F(4))

Commented [MDRS31]: Schedule 3A, clause 11

Commented [MDRS30]: Change required by Schedule 3A, clause 1(3)

Rear	1 metre (excluded on corner sites)
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1444.1.1.4. Building coverage (MDRS)

- (1) Terms used in this standard that are defined in the national planning standards have the same meaning in this standard as they do in those standards, rather than Chapter J.
- (2) The maximum building coverage must not exceed 50% of the net site area.

Commented [MDRS32]: Change required by Schedule 3A, clause 1(3)

Commented [MDRS33]: Schedule 3A, clause 12

1444.1.1.5. Impervious area (MDRS)

- (1) Terms used in this standard that are defined in the national planning standards have the same meaning in this standard as they do in those standards, rather than Chapter J.
- (2) The maximum impervious area must not exceed 60% of the site area.

Commented [MDRS34]: Change required by Schedule 3A, clause 1(3)

Commented [MDRS35]: Schedule 3A, clause 13

1444.1.1.6. Outdoor living space (per unit) (MDRS)

- (1) Terms used in this standard that are defined in the national planning standards have the same meaning in this standard as they do in those standards, rather than Chapter J.
- (2) A residential unit at ground floor level must have an outdoor living space that is at least 15 square metres and that comprises ground floor or balcony or roof terrace space that:
 - (a) where located at ground level, has no dimension less than 3 metres; and
 - (b) where provided in the form of a balcony, patio, or roof terrace, is at least 8 square metres and has a minimum dimension of 1.8 metres; and
 - (c) is accessible from the residential unit; and
 - (d) is free of buildings, parking spaces, and servicing and manoeuvring areas.

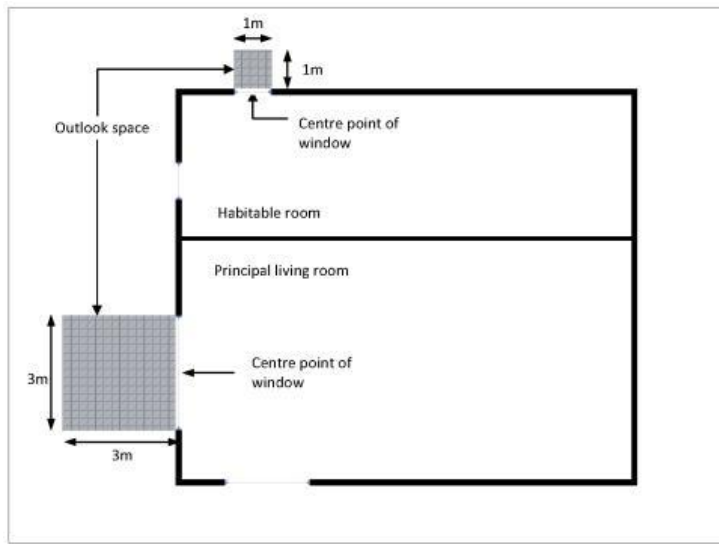
Commented [MDRS36]: Change required by Schedule 3A, clause 1(3)

Commented [MDRS37]: Schedule 3A, clause 14

1444.1.1.7. Outlook space (per unit) (MDRS)

- (1) Terms used in this standard that are defined in the national planning standards have the same meaning in this standard as they do in those standards, rather than Chapter J.
- (2) An outlook space must be provided from habitable room windows as shown in the diagram below. Where the room has 2 or more windows, the outlook space must be provided from the largest area of glazing.

Commented [MDRS38]: Change required by Schedule 3A, clause 1(3)



- (3) The minimum dimensions for a required outlook space are as follows:
- a principal living room must have an outlook space with a minimum dimension of 3 metres in depth and 3 metres in width; and
 - all other habitable rooms must have an outlook space with a minimum dimension of 1 metre in depth and 1 metre in width.
- (4) The width of the outlook space is measured from the centre point of the largest window on the building face to which it applies.
- (5) Outlook spaces may be within the site or over a public street or other public open space.
- (6) Outlook spaces required from different rooms within the same building may overlap.
- (7) Outlook spaces must:
- be clear and unobstructed by buildings; and
 - not extend over an outlook space or outdoor living space required by another dwelling.

Commented [MDRS39]: Schedule 3A, clause 15

444.6.1.1. Maximum impervious areas for higher density development

Purpose:

- to manage the amount of stormwater runoff generated by a development, particularly in relation to the capacity of the stormwater network and potential flood risk;
- to support the functioning of riparian yards, lakeside yards and coastal yards and water quality and ecology;
- to reinforce the building coverage and landscaped area standards;
- to limit paved areas on a site to improve the site's appearance and cumulatively maintain amenity values in a neighbourhood; and
- To provide for flexibility of built form for higher density development

~~(1) The maximum impervious area must not exceed 70 per cent of the site area.~~

Commented [MDRS40]: Deleting as standard is less permissive than Schedule 3A, clause 13 (refer section 77F(4)(c))

~~(2) The maximum impervious area within a riparian yard, a lakeside yard or a coastal protection yard must not exceed 10 per cent of the riparian yard, the lakeside yard or the coastal protection yard area.~~

Commented [MDRS41]: Consequential change required by Schedule 3A, clause 2(3) (impervious area in yards)

1444.6.1.2. Building coverage for higher density development

Purpose:

- ~~• in the Residential — Mixed Housing Suburban zone, to manage the extent of buildings on a site to achieve the planned suburban built character of buildings;~~
- ~~• in the Residential — Mixed Housing Urban zone, to manage the extent of buildings on a site to achieve the planned urban built character of buildings; and~~
- ~~• to provide for flexibility of built form for higher density residential development.~~

~~(1) The maximum building coverage must not exceed 50 per cent of net site area.~~

Commented [MDRS42]: Deleting as standard is less permissive than Schedule 3A, clause 12 (refer section 77F(4)(c))

1444.6.1.3. Landscaped area for higher density development

Purpose:

- ~~• in the Residential — Mixed Housing Suburban zone, to provide for quality living environments consistent with the planned suburban built character of buildings within a generally spacious setting;~~
- ~~• in the Residential — Mixed Housing Urban zone, to provide for quality living environments consistent with the planned urban built character of buildings surrounded by open space;~~
- ~~• to maintain the landscaped character of the streetscape within the zone; and~~
- ~~• to provide for flexibility of built form for higher density residential development.~~

~~(1) The minimum landscaped area must be at least 30 per cent of net site area.~~

~~(2) The front yard must comprise landscaped area of at least 40 per cent of the front yard.~~

Commented [MDRS43]: Change required by Schedule 3A, clause 2(3) (landscaped area)

1444.6.1.84. Fences and walls adjoining reserves

Purpose: to enable fences and walls to be constructed on or adjacent to a site boundary adjoining a reserve vested or to be vested in Council to be a sufficient height to:

- provide privacy for dwellings while enabling opportunities for passive surveillance of the adjoining reserve; and
 - minimise visual dominance effects to the adjoining reserve;
- (3) Where a site has a boundary that adjoins either a site that is vested in Council as a local purpose (esplanade) reserve or part of a site that is shown on an approved subdivision consent scheme plan as to be vested in Council as a local purpose (esplanade) reserve, then:
- (a) no fences or walls shall be constructed on or within 1.0 m of that boundary;
 - (b) no retaining walls shall be constructed within 1.5 m of that boundary;
 - (c) within 1.5 m of that boundary, any fences must not exceed a height, measured from the ground level at the boundary, of either:
 - (i) 1.2 m; or
 - (ii) 1.6 m, if the fence is at least 50 per cent visually open as viewed perpendicular to the boundary;

- (d) within 1.5 m of that boundary, any fences must be a dark, recessive colour; and
 - (e) if any fence is constructed within 1.5 m of that boundary, then the area between the fence and that boundary shall be fully planted with shrubs that are maintained at a height of at least 1.0 m, except that:
 - (i) where a fence contains a gate, no planting is required between that gate and the boundary for a maximum width of 2 m.
- (4) Where a site has a boundary that adjoins either a site that is vested in Council as a reserve or in lieu of reserves, part of a site that is shown on an approved subdivision consent scheme plan as to be vested in Council as a reserve or in lieu of reserves or a site or part of a site in the Open Space – Conservation Zone; Open Space – Informal Recreation Zone; Open – Space Sports and Active Recreation Zone; Open Space – Civic Spaces Zone; or the Open Space – Community Zone that Standard I444.6.1.4(1) does not apply to, then:
- (a) on or within 1.0 m of that boundary, fences or walls or any combination of these structures (whether separate or joined together) must not exceed a height, measured from the ground level at the boundary, of either:
 - (i) 1.4 m;
 - (ii) 1.8 m for no more than 50 per cent of the length of the boundary and 1.4 m for the remainder; or
 - (iii) 1.8 m if the fence is at least 50 per cent visually open as viewed perpendicular to the boundary.

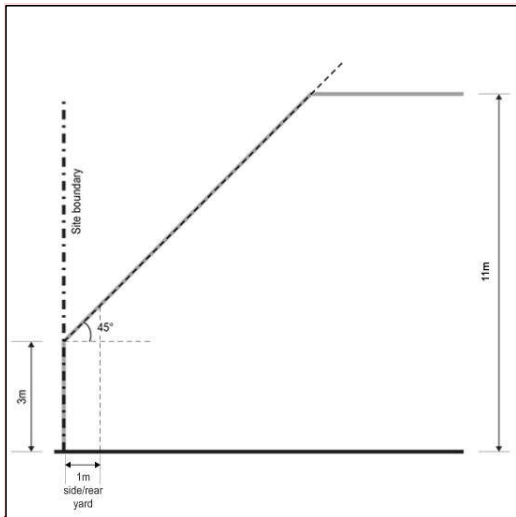
I444.6.1.5. Height in relation to boundary in the Residential – Mixed Housing Urban Zone

Purpose:

- to manage the height and bulk of buildings at boundaries to maintain a reasonable level of sunlight access and minimise adverse visual dominance effects to immediate neighbours; and
- to enable the efficient use of the site by providing design flexibility at upper floors of a building close to the street frontage, while maintaining a reasonable level of sunlight access and minimising overlooking and privacy effects to immediate neighbours

- (1) Unless otherwise specified below, buildings must not project beyond a 45 degree recession plane measured from a point 3 m vertically above ground level along side and rear boundaries, as shown in Figure I444.6.1.5.1 Height in relation to boundary below.

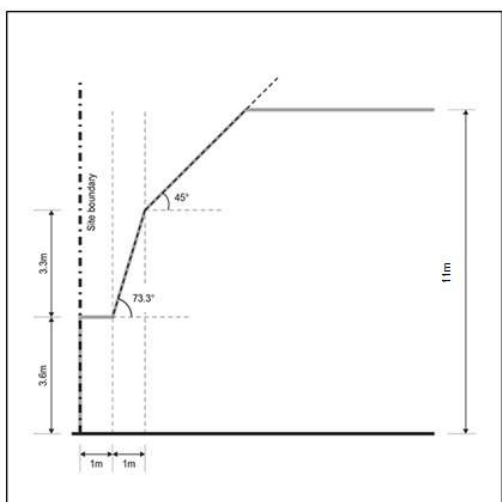
Figure I444.6.1.5.1 Height in relation to boundary



(2) Standard I444.6.1.5(1) does not apply to any buildings or parts of buildings that comply with Standards I444.6.1.5(3) and I444.6.1.5(5) below.

(3) Any buildings or parts of buildings on front sites within 20 m of the site frontage and more than 6 m from any rear boundary must not exceed a height of 3.6 m measured vertically above ground level at side boundaries. Thereafter, buildings must be set back 1 m and then 0.3 m for every additional metre in height (73.3 degrees) up to 6.9 m and then 1 m for every additional metre in height (45 degrees) as shown in Figure I444.6.1.5.2 Alternative Height in relation to boundary, below.

Figure I444.6.1.5.2 Alternative Height in relation to boundary



~~(4) Standard I444.6.1.5(3) above only applies to buildings that comply with the following:~~

- ~~(a) Where the site that adjoins the side boundary that the recession plane under Standard I444.6.1.5(3) is taken from contains an existing dwelling (or a dwelling that has obtained building consent), then shading caused by those parts of the building that would not comply with Standard I444.6.1.5(1) shall not result in less than four hours of sunlight between the hours of 9am and 4 pm during the equinox (22 September) over an area of at least:

 - ~~(i) 75% of that existing dwelling's outdoor living space, if the outdoor living space has a total area of 20 m² or greater; or~~
 - ~~(ii) 100% of that existing dwelling's outdoor living space, if the outdoor living space has a total area of less than 20 m².~~~~
- ~~(b) The front façade of each building must contain glazing that is cumulatively at least 20 percent of the area of the front façade (excluding any garage door).~~
- ~~(c) The front yard must comprise landscaped area of at least 50 per cent of the front yard.~~
- ~~(d) The proposed building shall provide a main entrance door that is visible from the street.~~
- ~~(e) Pedestrian access between the main entrance door of the building and the street must not cross any areas for the parking or manoeuvring of vehicles.~~
- ~~(f) Any garage doors facing the street must:

 - ~~(i) Be set back at least 5 m from the front boundary; and~~
 - ~~(ii) Must not project forward of the front façade of the building.~~~~
- ~~(g) Any balconies, decks or any similar outdoor living spaces above ground floor level must not be visible from any side boundary (when viewing perpendicular to that boundary), unless the structure (including any balustrades) does not intrude the recession planes specified in Standard I444.6.1.5(1).~~
- ~~(h) Those parts of the building that would not comply with Standard I444.6.1.5(1) must not include any glazing that faces a side boundary unless at least one of the following applies:

 - ~~(i) The glazing is opaque; or~~
 - ~~(ii) The window sill height is at least 1.6 m above the room's floor level.~~~~

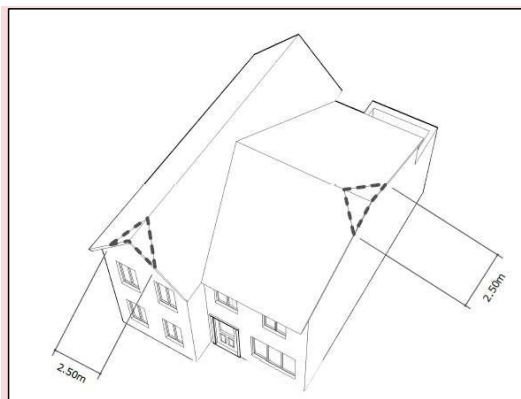
~~(5) Standards I444.6.1.5(1) and I444.6.1.5(3) above do not apply to a boundary or part of a boundary adjoining any of the following sites:~~

- ~~(a) Any site in the Business – Neighbourhood Centre Zone;~~
- ~~(b) Any site within the Open Space – Conservation Zone, Open Space – Informal Recreation Zone, Open Space – Sports and Active Recreation Zone, Open Space – Civic Spaces Zone or the Open Space – Community Zone that are greater than 2,000 m² in area, subject to the following:

 - ~~(i) the site is greater than 20 m in width when measured perpendicular to the shared boundary; and~~~~

- (ii) where an open space comprises multiple sites but has a common open space zoning, the entire zone may be treated as a single site for the purpose of applying this standard.
- (c) A site vested in Council as reserve or in lieu of reserve or a site shown on an approved subdivision consent scheme plan to be vested in Council as reserve or in lieu of reserve where:
 - (i) the site and any adjoining sites vested in Council as reserve or in lieu of reserve are cumulatively greater than 2,000 m² in area; and
 - (ii) where that part of the site in (i) is greater than 20 m in width when measured perpendicular to the shared boundary; or
- (d) Part of a site subject to a land covenant that protects streams and/or wetlands where:
 - (i) the covenant area is within 5 m of the site boundary;
 - (ii) the covenant area and any adjoining covenant areas for the purpose of protecting streams and/or wetlands are cumulatively greater than 2,000 m² in area; and
 - (iii) that part of the site is greater than 20 m in width when measured perpendicular to the shared boundary.
- (6) Unless otherwise specified below, buildings must not project beyond a 45-degree recession plane measured from a point 2.5 m vertically above ground level along any boundary adjoining any of the following sites:
 - (a) Any site in the Residential – Mixed Housing Suburban Zone; or
 - (b) Any site within the Open Space – Conservation Zone, Open Space – Informal Recreation Zone, Open Space – Sports and Active Recreation Zone, Open Space – Civic Spaces Zone or the Open Space – Community Zone not covered by Standard I444.6.1.5(5)(b) above.
- (7) Standards I444.6.1.5(1), I444.6.1.5(3) and I444.6.1.5(6) do not apply to site boundaries where there is an existing common wall between two buildings on adjacent sites or where a common wall is proposed.
- (8) Where the boundary forms part of a legal right of way, entrance strip, access site or pedestrian access way, the applicable recession plane in Standard I444.6.1.5(1), I444.6.1.5(3) or I444.6.1.5(6) applies from the farthest boundary of that legal right of way, entrance strip, access site or pedestrian access way.
- (9) A gable end, former or roof may project beyond the applicable recession plane in Standard I444.6.1.5(1), I444.6.1.5(3) or I444.6.1.5(7) where that portion beyond the recession plane is:
 - (a) no greater than 1.5 m² in area and no greater than 1 m in height; and
 - (b) no greater than 2.5 m cumulatively in length measured along the edge of the roof as shown in Figure I444.6.1.5.3 Exceptions for gable ends, dormers and roof projections and dormers below

Figure I444.6.1.5.3 Exceptions for gable ends, dormers and roof projections and dormers



(10) No more than two gable end, dormer or roof projections enabled under I444.6.1.5(10) above are allowed for every 6 m length of site boundary.

(11) The recession planes in Standards I444.6.1.5(1), I444.6.1.5(3) and I444.6.1.5(7) do not apply to existing or proposed internal boundaries within a site.

Commented [MDRS44]: Deleting as standard is less permissive than Schedule 3A, clause 10 (refer section 77F(4)(c))

I444.6.1.96. Show homes in the Residential – Mixed Housing Urban zone

Purpose: to avoid, remedy and mitigate adverse effects on residential amenity resulting from show homes, including in relation to noise and traffic.

- (1) The show home shall be treated as a dwelling for the purpose of compliance with all other standards listed in the column in Table I444.4.1 called Standards to be complied with.
- (2) The show home shall not operate outside the hours of 9:00 am and 5:00 pm on any day.
- (3) The show home shall cease to operate five years after approval of code compliance certificate for that show home. From that date, the show home shall be deemed to be a dwelling.

I444.6.1.107. Vehicle access restrictions – Cycle facilities

- (1) In addition to the requirements of Standard E27.6.4.1, new vehicle crossings must not be constructed or used to provide vehicle access across that part of a site boundary which has frontage to an existing or proposed shared path or dedicated cycle way, including where shown on Figure I444.10.1. Hingaia 1 - Precinct Plan. For the avoidance of doubt, this relates only to allotments fronting that side of the road where the shared path or dedicated cycle way exists or is proposed.
- (2) Standard I444.6.1.107(1) above applies in any of the following circumstances:
 - (a) a new vehicle crossing is proposed;
 - (b) a new activity is established on a site;
 - (c) there is a change of type of activity; or

- (d) a building(s) is constructed, or additions to buildings that are not permitted activities in Table H12.4.1 Activity table, except that this does not apply in the case of a dwelling where the reconstruction, alteration or addition does not increase the number of dwellings on a site.

I444.6.2. Subdivision standards

Subdivision activities listed in Table I444.4.2 Activity Table – Subdivision must comply with the standards listed in the column in Table I444.4.2 called Standards to be complied with, including the relevant overlay and Auckland-wide standards, if listed, except that the following standards do not apply to any proposed allotment 4 ha or greater in area:

- (1) E38.6.1. Site size and shape;
- (2) E38.6.6. Existing vegetation on the site;
- (3) E38.7.3.1. Subdivision of a site with two or more zones or subdivision along an undefined zone boundary;
- (4) E38.7.3.3. Subdivision of a site within the one per cent annual exceedance probability floodplain;
- (5) E38.7.3.4. Subdivision of land in the coastal erosion hazard area; or the coastal storm inundation 1 per cent annual exceedance probability (AEP) area;
- (6) E38.8.1.1. Site shape factor in residential zones;
- (7) E38.8.2.5. Subdivision involving indigenous vegetation scheduled in the Significant Ecological Areas Overlay.

I444.6.2.1. Precinct Plan

- (1) Vacant sites subdivision shall provide for the following structural elements shown on Figure I444.10.1. Hingaia 1 - Precinct Plan, unless they are shown on the precinct plan to be within any proposed allotment 4 ha or greater in area:
 - (a) Collector roads;
 - (b) Shared paths or dedicated cycle ways (excluding the shared path along the Southern Motorway);
 - (c) Parks, in the locations shown on the precinct plan.
- (2) Where the structural elements shown on Figure I444.10.1. Hingaia 1 - Precinct Plan are required within any proposed allotment that is 4 ha or greater in area, it shall be demonstrated that the proposed subdivision does not preclude the provision of these elements under future subdivisions of that allotment.

I444.6.2.2. Vacant Sites Subdivision in Residential Zones

(1) Compliance with this standard is not required for any allotment where it is practicable to construct one dwelling in accordance with the applicable permitted activity standards listed in Activity Table I444.4.1.

- (2) Where subdivision is of a parent site less than 1 ha, each vacant site must comply with the minimum net site area of 300 m².

Commented [MDRS45]: Change required by Schedule 3A, clause 6(a)(ii)

(32) Where subdivision is of a parent site 1 ha or greater in area:

- (a) Each vacant site within residential zones must comply with the minimum net site area in Table I444.6.2.2.1 Minimum and average net site areas for vacant sites subdivisions involving parent sites of 1 hectare or greater above.

Table I444.6.2.2.1 Minimum and average net site areas for vacant sites subdivisions involving parent sites of 1 hectare or greater

Zone	Minimum Net Site Area	Minimum Average Net Site Area	Maximum Average Net Site Area
Residential – Mixed Housing Suburban Zone	240m ²	300m ²	480m ²
Residential – Mixed Housing Urban Zone	240m ²	300m ²	360m ²

- (b) The minimum average net site area calculated over the total of all sites created must comply with Table I444.6.2.2.1 Minimum and average net site areas for vacant sites subdivisions involving parent sites of 1 hectare or greater above.

When calculating the minimum average net site area for the purpose of this standard, any proposed site with a net site area greater than the maximum average net site area specified for the applicable zone in Table I444.6.2.2.1 Minimum and average net site areas for vacant sites subdivisions involving parent sites of 1 hectare or greater must be included in the averaging calculation at the figure specified as the maximum average net site area for the applicable zone.

(43) Where 30 or more vacant sites are proposed, the total number of rear sites must not exceed five per cent of the total number of proposed sites.

I444.6.2.3. Riparian Margins

- (1) Where a permanent or intermittent stream is shown on Figure I444.10.1. Hingaia 1 - Precinct Plan within or adjoining a road or an allotment less than 4 ha in area, riparian margins shall be established either side of the banks of the stream (or on one side where the opposite side adjoins an allotment 4 ha or more in area) to a minimum width of 10m measured from the bank of the stream, where the location of the bank can be physically identified by ground survey, or from the centreline of the stream where the bank cannot be physically identified by ground survey. Those margins shall be planted in native vegetation and shall be offered to Council for vesting as local purpose (drainage) reserves where not required by Standard E38.7.3.2 Subdivision establishing an esplanade reserve to be vested as local purpose (esplanade) reserve.

I444.7. Assessment – controlled activities

There are no controlled activities in this precinct

I444.8. Assessment – Restricted Discretionary Activities

I444.8.1. Matters of discretion

The Council will restrict its discretion to all the following matters when assessing a restricted discretionary activity resource consent application.

(1) ~~for two or three dwellings per site where the site area per dwelling is less than 400 m² in the Residential – Mixed Housing Suburban zone that do not comply with Standard H4.6.8 Maximum impervious area, Standard H4.6.9 Building coverage or Standard H4.6.10 Landscaped area; four or more dwellings per site where the site area per dwelling is less than 400 m² in the Residential – Mixed Housing Suburban zone;~~

Commented [MDRS46]: Consequential change (redundant provisions)

(a) the matters listed in H4.8.1(2)(a) and H4.8.1(2)(c); ~~and~~

(b) all of the following standards:

~~(i) Standard I444.6.1.4 Building coverage (MDRS);~~

~~(ii) Standard I444.6.1.5 Impervious area (MDRS);~~

~~(iii) Standard I444.6.1.6 Outdoor living space (per unit) (MDRS);~~

~~(iv) Standard I444.6.1.7 Outlook space (per unit) (MDRS);~~

~~(i) Standard I444.6.1.1 Maximum impervious areas for higher density development;~~

~~(ii) Standard I444.6.1.2 Building coverage for higher density development;~~

~~(iii) Standard I444.6.1.3 Landscaped area for higher density development;~~

~~(iv) Standard H4.6.11 Outlook space;~~

(v) Standard H4.6.12 Daylight; ~~and~~

~~(vi) Standard H4.6.13 Outdoor living space;~~

Commented [MDRS47]: Consequential change (alignment with MDRS standards)

~~(vii) Standard H4.6.14 Front, side and rear fences and walls; and~~

Commented [MDRS48]: Consequential change required by Schedule 3A, clause 2(3) (fence standards)

(viii) Standard H4.6.15 Minimum dwelling size.

~~(b) the extent of impervious area within a riparian yard, a lakeside yard or a coastal protection yard; and~~

Commented [MDRS49]: Consequential change required by Schedule 3A, clause 2(3) (impervious area in yards)

~~(c) the extent of landscaped area, including the extent within the site's front yard.~~

Commented [MDRS50]: Consequential change required by Schedule 3A, clause 2(3) (landscaped area)

(2) ~~for two or three dwellings per site where the site area per dwelling is less than 400 m² in the Residential – Mixed Housing Urban zone that do not comply with Standard H5.6.9 Maximum impervious area, Standard H5.6.10 Building coverage or Standard H5.6.11 Landscaped area; four or more dwellings per site where the site area per dwelling is less than 400 m² in the Residential – Mixed Housing Urban zone;~~

Commented [MDRS51]: Consequential change (redundant provisions)

(a) the matters listed in H5.8.1(2)(a) and H5.8.1(2)(c); ~~and~~

(b) all of the following standards:

~~(i) Standard I444.6.1.4 Building coverage (MDRS);~~

~~(ii) Standard I444.6.1.5 Impervious area (MDRS);~~

~~(iii) Standard I444.6.1.6 Outdoor living space (per unit) (MDRS);~~

~~(iv) Standard I444.6.1.7 Outlook space (per unit) (MDRS);~~

~~(i) Standard I444.6.1.1 Maximum impervious areas for higher density development;~~

~~(ii) Standard I444.6.1.2 Building coverage for higher density development;~~

~~(iii) Standard I444.6.1.3 Landscaped area for higher density development;~~

~~(iv) Standard H5.6.12 Outlook space;~~

(v) Standard H5.6.13 Daylight; and

~~(vi) Standard H5.6.14 Outdoor living space;~~

~~(vii) Standard H5.6.15 Front, side and rear fences and walls; and~~

(viii) Standard H5.6.16 Minimum dwelling size.

~~(b) the extent of impervious area within a riparian yard, a lakeside yard or a coastal protection yard; and~~

~~(c) the extent of landscaped area, including the extent within the site's front yard.~~

(3) for Integrated Residential Development in the Residential – Mixed Housing Suburban zone:

(a) the matters listed in H4.8.1(3)(a) and H4.8.1(3)(c); ~~and~~

(b) all of the following standards:

~~(i) Standard I444.6.1.4 Building coverage (MDRS);~~

~~(ii) Standard I444.6.1.5 Impervious area (MDRS);~~

~~(iii) Standard I444.6.1.6 Outdoor living space (per unit) (MDRS);~~

~~(iv) Standard I444.6.1.7 Outlook space (per unit) (MDRS);~~

~~(i) Standard I444.6.1.1 Maximum impervious areas for higher density development;~~

~~(ii) Standard I444.6.1.2 Building coverage for higher density development;~~

~~(iii) Standard I444.6.1.3 Landscaped area for higher density development;~~

~~(iv) Standard I444.6.1.4 Fences and walls adjoining reserves;~~

~~(v) Standard H4.6.11 Outlook space;~~

(vi) Standard H4.6.12 Daylight; and

~~(vii) Standard H4.6.13 Outdoor living space;~~

~~(viii) Standard H4.6.14 Front, side and rear fences and walls; and~~

(vix) Standard H4.6.15 Minimum dwelling size.

~~(b) the extent of impervious area within a riparian yard, a lakeside yard or a coastal protection yard; and~~

~~(c) the extent of landscaped area, including the extent within the site's front yard.~~

Commented [MDRS52]: Consequential change (alignment with MDRS standards)

Commented [MDRS53]: Consequential change required by Schedule 3A, clause 2(3) (fence standards)

Commented [MDRS54]: Consequential change required by Schedule 3A, clause 2(3) (impervious area in yards)

Commented [MDRS55]: Consequential change required by Schedule 3A, clause 2(3) (landscaped area)

Commented [MDRS56]: Consequential change (alignment with MDRS standards)

Commented [MDRS57]: Consequential change required by Schedule 3A, clause 2(3) (fence standards)

Commented [MDRS58]: Consequential change (alignment with MDRS standards)

Commented [MDRS59]: Consequential change required by Schedule 3A, clause 2(3) (fence standards)

Commented [MDRS60]: Consequential change required by Schedule 3A, clause 2(3) (impervious area in yards)

Commented [MDRS61]: Consequential change required by Schedule 3A, clause 2(3) (landscaped area)

(4) for Integrated Residential Development in the Residential – Mixed Housing Urban zone:

(a) The matters listed in H5.8.1(3)(a) and H5.8.1(3)(c); ~~and~~

(b) all of the following standards:

~~(i) Standard I444.6.1.4 Building coverage (MDRS);~~

~~(ii) Standard I444.6.1.5 Impervious area (MDRS);~~

~~(iii) Standard I444.6.1.6 Outdoor living space (per unit) (MDRS);~~

~~(iv) Standard I444.6.1.7 Outlook space (per unit) (MDRS);~~

~~(i) Standard I444.6.1.1 Maximum impervious areas for higher density development;~~

~~(ii) Standard I444.6.1.2 Building coverage for higher density development;~~

~~(iii) Standard I444.6.1.3 Landscaped area for higher density development;~~

~~(iv) Standard I444.6.1.4 Fences and walls adjoining reserves;~~

~~(v) Standard H5.6.12 Outlook space;~~

(vi) Standard H5.6.13 Daylight; ~~and~~

~~(vii) Standard H5.6.14 Outdoor living space;~~

~~(viii) Standard H5.6.15 Front, side and rear fences and walls; and~~

(vix) Standard H5.6.16 Minimum dwelling size.

~~(b) the extent of impervious area within a riparian yard, a lakeside yard or a coastal protection yard; and~~

~~(c) the extent of landscaped area, including the extent within the site's front yard.~~

~~(5) for development that does not comply with Standard I444.6.1.1 Maximum impervious areas for higher density development; Standard I444.6.1.2 Building coverage for higher density development; Standard I444.6.1.3 Landscaped area for higher density development; Standard I444.6.1.4 Fences and walls adjoining reserves; Standard I444.6.1.6 Show homes in the Residential – Mixed Housing Urban zone;~~

~~(a) any precinct or zone policy which is relevant to the standard;~~

~~(b) the purpose of the standard;~~

~~(c) the effects of the infringement of the standard;~~

~~(d) in the Residential – Mixed Housing Suburban zone, the effects on the suburban built character of the zone;~~

~~(e) in the Residential – Mixed Housing Urban zone, the effects on the urban built character of the zone;~~

~~(f) the effects on the amenity of neighbouring sites;~~

Commented [MDRS62]: Consequential change (alignment with MDRS standards)

Commented [MDRS63]: Consequential change required by Schedule 3A, clause 2(3) (fence standards)

Commented [MDRS64]: Consequential change (alignment with MDRS standards)

Commented [MDRS65]: Consequential change required by Schedule 3A, clause 2(3) (fence standards)

Commented [MDRS66]: Consequential change required by Schedule 3A, clause 2(3) (impervious area in yards)

Commented [MDRS67]: Consequential change required by Schedule 3A, clause 2(3) (landscaped area)

~~(g) the effects of any special or unusual characteristic of the site which is relevant to the standard;~~

~~(h) the characteristics of the development;~~

~~(i) any other matters specifically listed for the standard; and~~

~~(j) where more than one standard will be infringed (including standards in the underlying zone), the effects of all infringements.~~

~~(6) for new buildings and additions to buildings in the Residential — Mixed Housing Urban zone which do not comply with Standard I444.6.1.5 Height in relation to boundary in the Residential — Mixed Housing Urban Zone but comply with Standard H5.6.6 Alternative height in relation to boundary:~~

~~(a) the matters listed in H5.8.1(5).~~

~~(7) for new buildings and additions to buildings in the Residential — Mixed Housing Urban zone that does not comply with Standard I444.6.1.5 Height in relation to boundary in the Residential — Mixed Housing Urban Zone where Standard H5.6.6 Alternative height in relation to boundary is either not applicable or infringed:~~

~~(a) any precinct or zone policy which is relevant to the standard;~~

~~(b) the purpose of the standard;~~

~~(c) the effects of the infringement of the standard;~~

~~(d) the effects on the urban built character of the zone;~~

~~(e) the effects on the amenity of neighbouring sites;~~

~~(f) the effects of any special or unusual characteristic of the site which is relevant to the standard;~~

~~(g) the characteristics of the development;~~

~~(h) any other matters specifically listed for the standard; and~~

~~(i) where other standards will be infringed (including standards in the underlying zone), the effects of all infringements.~~

~~(58) for construction or use of a vehicle crossing that does not comply with Standard I444.6.1.107. Vehicle access restrictions – Cycle facilities:~~

~~(a) the matters listed in E27.8.1(12).~~

~~(69) for subdivision listed as a restricted discretionary activity in Activity Table I444.4.2:~~

~~(a) the relevant matters listed in section E38.12.1, except that the matters listed in the following sections should not apply to proposed allotments 4 ha or greater in area:~~

~~(i) E38.12.1(1) subdivision of a site within the one per cent annual exceedance probability floodplain:~~

Commented [MDRS68]: Consequential change (redundant provisions) - section C1.9 to instead be relied on

Commented [MDRS69]: Consequential change (redundant provisions - alternative height in relation to boundary)

- (ii) E38.12.1(2) subdivision of a site in the coastal storm inundation 1 per cent annual exceedance probability (AEP) area or the coastal storm inundation 1 per cent annual exceedance probability (AEP) plus 1 metre sea level rise area;
 - (iii) E38.12.1(3) subdivision of a site in the coastal erosion hazard area;
 - (iv) E38.12.1(4) subdivision of a site subject to land instability including those areas defined in the Plan as "land which may be subject to land instability", or other unstable soils as identified through a specific site assessment;
 - (v) E38.12.1(7) all other restricted discretionary activity subdivisions; and
 - (vi) E38.12.1(8) subdivision involving indigenous vegetation scheduled in the Significant Ecological Areas Overlay.
- (b) the subdivision's consistency with Figure I444.10.1. Hingaia 1 - Precinct Plan;
 - (c) consistency with Standard I444.6.1.107 Vehicle access restrictions – Cycle facilities for any proposed or future vehicle crossings required to access proposed or existing allotments;
 - (d) any applicable on-site stormwater management requirements for lots less than 4 ha in area; and
 - (e) the management of effects of stormwater from any proposed roads; and
 - (f) enabling viewshafts out to the coast.

I444.8.2. Assessment Criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities from the list below.

- (1) ~~for two or three dwellings per site where the site area per dwelling is less than 400 m² in the Residential – Mixed Housing Suburban zone that do not comply with Standard H4.6.8 Maximum impervious area, Standard H4.6.9 Building coverage or Standard H4.6.10 Landscaped area; four or more dwellings per site where the site area per dwelling is less than 400 m² in the Residential – Mixed Housing Suburban zone;~~
 - (a) ~~whether the development complies with or the extent to which it infringes the following medium density residential standards:~~
 - (i) ~~Standard I444.6.1.4 Building coverage (MDRS);~~
 - (ii) ~~Standard I444.6.1.5 Impervious area (MDRS);~~
 - (iii) ~~Standard I444.6.1.6 Outdoor living space (per unit) (MDRS);~~
 - (iv) ~~Standard I444.6.1.7 Outlook space (per unit) (MDRS);~~
 - (ba) the extent to which or whether the development achieves the purpose outlined in the following standards or what alternatives are provided that result in the same or a better outcome:
 - (i) ~~Standard I444.6.1.1 Maximum impervious areas for higher density development;~~
 - (ii) ~~Standard I444.6.1.2 Building coverage for higher density development;~~

Commented [MDRS70]: Consequential change (redundant provisions)

Commented [MDRS71]: Consequential change (alignment with MDRS standards)

~~(iii) Standard I444.6.1.3 Landscaped area for higher density development;~~

~~(iv) Standard H4.6.11 Outlook space;~~

~~(iv) Standard H4.6.12 Daylight; and~~

~~(vi) Standard H4.6.13 Outdoor living space;~~

~~(vii) Standard H4.6.14 Front, side and rear fences and walls; and~~

~~(iviii) Standard H4.6.15 Minimum dwelling size.~~

(cb) the criteria listed in H4.8.2(2)(b) to H4.8.2(2)(i).

~~(d) whether the development complies with or the extent to which it infringes the following additional standards:~~

~~(i) The maximum impervious area within a riparian yard, a lakeside yard or a coastal protection yard must not exceed 10 per cent of the riparian yard, the lakeside yard or the coastal protection yard area;~~

~~(ii) The minimum landscaped area must be at least 30 per cent of net site area;~~

~~(iii) The front yard must comprise landscaped area of at least 40 per cent of the front yard.~~

(2) for two or three dwellings per site where the site area per dwelling is less than 400 m² in the Residential – Mixed Housing Urban zone that do not comply with Standard H5.6.9 Maximum impervious area, Standard H5.6.10 Building coverage or Standard H5.6.11 Landscaped area; four or more dwellings per site where the site area per dwelling is less than 400 m² in the Residential – Mixed Housing Urban zone:

~~(a) whether the development complies with or the extent to which it infringes the following medium density residential standards:~~

~~(i) Standard I444.6.1.4 Building coverage (MDRS);~~

~~(ii) Standard I444.6.1.5 Impervious area (MDRS);~~

~~(iii) Standard I444.6.1.6 Outdoor living space (per unit) (MDRS);~~

~~(iv) Standard I444.6.1.7 Outlook space (per unit) (MDRS)~~

(ba) the extent to which or whether the development achieves the purpose outlined in the following standards or what alternatives are provided that result in the same or a better outcome:

~~(i) Standard I444.6.1.1 Maximum impervious areas for higher density development;~~

~~(ii) Standard I444.6.1.2. Building coverage for higher density development;~~

~~(iii) Standard I444.6.1.3. Landscaped area for higher density development;~~

~~(iv) Standard H5.6.12. Outlook space;~~

~~(iv) Standard H5.6.13. Daylight; and~~

Commented [MDRS72]: Consequential change (alignment with MDRS standards)

Commented [MDRS73]: Consequential change required by Schedule 3A, clause 2(3) (fence standards)

Commented [MDRS74]: Consequential change required by Schedule 3A, clause 2(3) (impervious area in yards)

Commented [MDRS75]: Consequential change required by Schedule 3A, clause 2(3) (landscaped area)

Commented [MDRS76]: Consequential change (alignment with MDRS standards)

~~(vi) Standard H5.6.14. Outdoor living space;~~

~~(vii) Standard H5.6.15. Front, side and rear fences and walls; and~~

~~(iiviii) Standard H5.6.16. Minimum dwelling size.~~

(cb) the criteria listed in H5.8.2(2)(b) to H5.8.2(2)(h).

~~(d) whether the development complies with or the extent to which it infringes the following additional standards:~~

~~(i) The maximum impervious area within a riparian yard, a lakeside yard or a coastal protection yard must not exceed 10 per cent of the riparian yard, the lakeside yard or the coastal protection yard area;~~

~~(ii) The minimum landscaped area must be at least 30 per cent of net site area;~~

~~(iii) The front yard must comprise landscaped area of at least 40 per cent of the front yard.~~

(3) for integrated residential development in the Residential – Mixed Housing Suburban zone:

~~(a) whether the development complies with or the extent to which it infringes the following medium density residential standards:~~

~~(i) Standard I444.6.1.4 Building coverage (MDRS);~~

~~(ii) Standard I444.6.1.5 Impervious area (MDRS);~~

~~(iii) Standard I444.6.1.6 Outdoor living space (per unit) (MDRS);~~

~~(iv) Standard I444.6.1.7 Outlook space (per unit) (MDRS)~~

(ba) the extent to which or whether the development achieves the purpose outlined in the following standards or what alternatives are provided that result in the same or a better outcome:

~~(i) Standard I444.6.1.1 Maximum impervious areas for higher density development;~~

~~(ii) Standard I444.6.1.2 Building coverage for higher density development;~~

~~(iii) Standard I444.6.1.3 Landscaped area for higher density development;~~

~~(iv) Standard I444.6.1.4 Fences and walls adjoining reserves;~~

~~(v) Standard H4.6.11 Outlook space;~~

~~(ivi) Standard H4.6.12 Daylight; and~~

~~(vii) Standard H4.6.13 Outdoor living space;~~

~~(viii) Standard H4.6.14 Front, side and rear fences and walls; and~~

~~(iix) Standard H4.6.15 Minimum dwelling size.~~

(cb) the criteria listed in H4.8.2(3)(b) to H4.8.2(3)(k).

Commented [MDRS77]: Consequential change (alignment with MDRS standards)

Commented [MDRS78]: Consequential change required by Schedule 3A, clause 2(3) (fence standards)

Commented [MDRS79]: Consequential change required by Schedule 3A, clause 2(3) (impervious area in yards)

Commented [MDRS80]: Consequential change required by Schedule 3A, clause 2(3) (landscaped area)

Commented [MDRS81]: Consequential change (alignment with MDRS standards)

Commented [MDRS82]: Consequential change (alignment with MDRS standards)

Commented [MDRS83]: Consequential change required by Schedule 3A, clause 2(3) (fence standards)

Commented [MDRS84]: Consequential change (alignment with MDRS standards)

Commented [MDRS85]: Consequential change required by Schedule 3A, clause 2(3) (fence standards)

(d) whether the development complies with or the extent to which it infringes the following additional standards:

(i) The maximum impervious area within a riparian yard, a lakeside yard or a coastal protection yard must not exceed 10 per cent of the riparian yard, the lakeside yard or the coastal protection yard area;

(ii) The minimum landscaped area must be at least 30 per cent of net site area;

(iii) The front yard must comprise landscaped area of at least 40 per cent of the front yard.

Commented [MDRS86]: Consequential change required by Schedule 3A, clause 2(3) (impervious area in yards)

Commented [MDRS87]: Consequential change required by Schedule 3A, clause 2(3) (landscaped area)

(4) for integrated residential development in the Residential – Mixed Housing Urban zone:

(a) whether the development complies with or the extent to which it infringes the following medium density residential standards:

(i) Standard I444.6.1.4 Building coverage (MDRS);

(ii) Standard I444.6.1.5 Impervious area (MDRS);

(iii) Standard I444.6.1.6 Outdoor living space (per unit) (MDRS);

(iv) Standard I444.6.1.7 Outlook space (per unit) (MDRS);

Commented [MDRS88]: Consequential change (alignment with MDRS standards)

(a) the extent to which or whether the development achieves the purpose outlined in the following standards or what alternatives are provided that result in the same or a better outcome:

(i) Standard I444.6.1.1 Maximum impervious areas for higher density development;

(ii) Standard I444.6.1.2 Building coverage for higher density development;

(iii) Standard I444.6.1.3 Landscaped area for higher density development;

(iv) Standard I444.6.1.4 Fences and walls adjoining reserves;

Commented [MDRS89]: Consequential change (alignment with MDRS standards)

(v) Standard H5.6.12. Outlook space;

Commented [MDRS90]: Consequential change required by Schedule 3A, clause 2(3) (fence standards)

(vi) Standard H5.6.13. Daylight; and

(vii) Standard H5.6.14. Outdoor living space;

Commented [MDRS91]: Consequential change (alignment with MDRS standards)

(viii) Standard H5.6.15. Front, side and rear fences and walls; and

Commented [MDRS92]: Consequential change required by Schedule 3A, clause 2(3) (fence standards)

(ix) Standard H5.6.16. Minimum dwelling size.

(b) the criteria listed in H5.8.2(3)(b) to H3.8.2(3)(k).

(d) whether the development complies with or the extent to which it infringes the following additional standards:

(i) The maximum impervious area within a riparian yard, a lakeside yard or a coastal protection yard must not exceed 10 per cent of the riparian yard, the lakeside yard or the coastal protection yard area;

(ii) The minimum landscaped area must be at least 30 per cent of net site area;

Commented [MDRS93]: Consequential change required by Schedule 3A, clause 2(3) (impervious area in yards)

~~(iii) The front yard must comprise landscaped area of at least 40 per cent of the front yard.~~

Commented [MDRS94]: Consequential change required by Schedule 3A, clause 2(3) (landscaped area)

~~(5) for development that does not comply with Standard I444.6.1.1 Maximum impervious areas for higher density development:~~

~~(a) refer Policies I444.3(3) and I444.3(4).~~

~~(b) in the Residential – Mixed Housing Suburban zone, the criteria listed in H4.8.2(9).~~

~~(c) in the Residential – Mixed Housing Urban zone, the criteria listed in H5.8.2(10).~~

~~(6) for buildings that do not comply with Standard I444.6.1.2 Building coverage for higher density development:~~

~~(a) refer Policies I444.3(3) and I444.3(4).~~

~~(b) in the Residential – Mixed Housing Suburban zone, the criteria listed in H4.8.2(10).~~

~~(c) in the Residential – Mixed Housing Urban zone, the criteria listed in H5.8.2(11).~~

~~(7) for development that does not comply with Standard I444.6.1.3 Landscaped area for higher density development:~~

~~(a) refer Policies I444.3(3) and I444.3(4).~~

~~(b) in the Residential – Mixed Housing Suburban zone, the criteria listed in H4.8.2(11).~~

~~(c) in the Residential – Mixed Housing Urban zone, the criteria listed in H5.8.2(12).~~

~~(8) for development that does not comply with Standard I444.6.1.4 Fences and walls adjoining reserves:~~

~~(a) refer Policies I444.3(5) and I444.3(12).~~

Commented [MDRS95]: Consequential change (redundant provisions) - section C1.9 to instead be relied on

~~(9) for new buildings and additions to buildings in the Residential – Mixed Housing Urban zone which do not comply with Standard I444.6.1.5 Height in relation to boundary in the Residential – Mixed Housing Urban Zone but comply with Standard H5.6.6 Alternative height in relation to boundary:~~

~~(a) the criteria listed in H5.8.2(5).~~

~~(10) for new buildings and additions to buildings in the Residential – Mixed Housing Urban zone that does not comply with Standard I444.6.1.5 Height in relation to boundary in the Residential – Mixed Housing Urban Zone where Standard H5.6.6 Alternative height in relation to boundary is either not applicable or infringed:~~

~~(a) refer Policies I444.3(3) and I444.3(4).~~

~~(b) the criteria listed in H5.8.2(6) and H5.8.2(7).~~

Commented [MDRS96]: Consequential change (redundant provisions - alternative height in relation to boundary)

~~(11) for development that does not comply with Standard I444.6.1.6 Show homes in the Residential – Mixed Housing Urban zone:~~

~~(a) refer Policy H5.8.2(8).~~

Commented [MDRS97]: Consequential change (redundant provisions) - section C1.9 to instead be relied on

(512) for construction or use of a vehicle crossing that does not comply with Standard I444.6.1.107. Vehicle access restrictions – Cycle facilities:

- (a) the criteria listed in E27.8.2(11).

(613) for subdivision listed as a restricted discretionary activity in Activity Table I444.4.2:

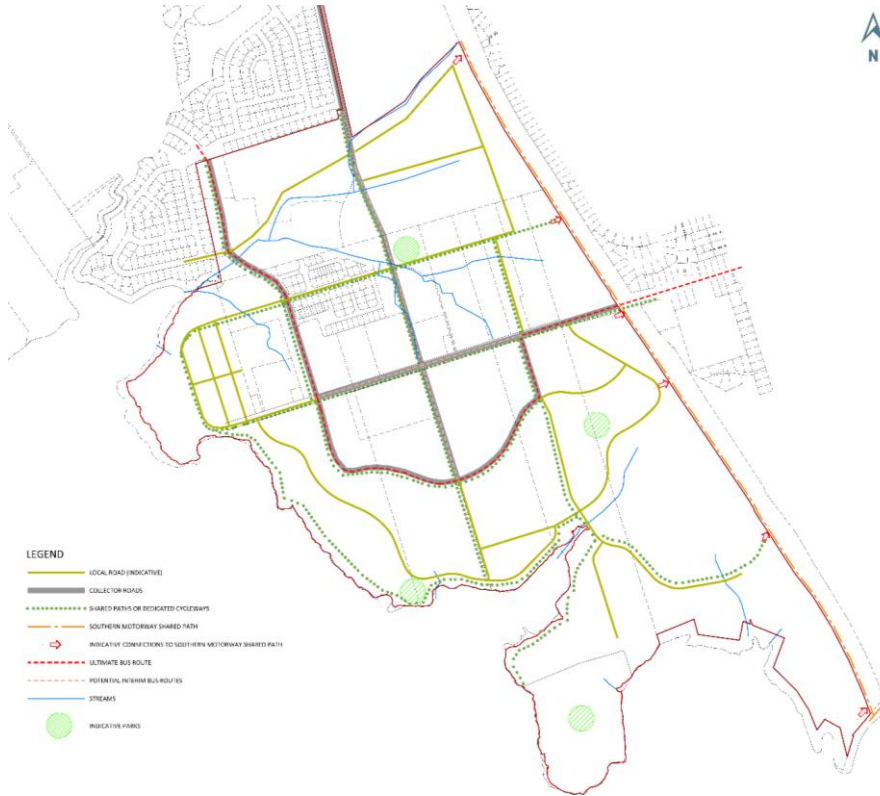
- (a) the relevant criteria listed in section E38.12.2, except that the criteria listed in the following sections should not apply to proposed allotments 4 ha or greater in area:
 - (i) E38.12.2(1) subdivision of a site within the one per cent annual exceedance probability floodplain;
 - (ii) E38.12.2(2) subdivision of a site in the coastal storm inundation 1 per cent annual exceedance probability (AEP) area or the coastal storm inundation 1 per cent annual exceedance probability (AEP) plus 1 metre sea level rise area;
 - (iii) E38.12.2(3) subdivision of a site in the coastal erosion hazard area;
 - (iv) E38.12.2(4) subdivision of a site subject to land instability including those areas defined in the Plan as “land which may be subject to land instability”, or other unstable soils as identified through a specific site assessment;
 - (v) E38.12.2(7) all other restricted discretionary activity subdivisions; and
 - (vi) E38.12.2(8) subdivision involving indigenous vegetation scheduled in the Significant Ecological Areas Overlay.
- (b) whether the structural elements shown in Figure I444.10.1. Hingaia 1 - Precinct Plan (including roads and stream corridors) are incorporated into the subdivision design (other than where proposed sites are 4 ha or greater in area);
- (c) whether the proposed staging of development promotes efficient development of the structural elements shown in Figure I444.10.1. Hingaia 1 - Precinct Plan.
- (d) whether the subdivision is consistent with the Hingaia 1 precinct objectives and policies.
- (e) whether lots adjoining an existing or proposed shared path or dedicated cycle way, including where shown on Figure I444.10.1. Hingaia 1 - Precinct Plan, are provided with access from an alternative road so that infringement of Standard I444.6.1.107 Vehicle access restrictions – Cycle facilities (including future infringements by land use activities on the proposed allotments) can be avoided or minimised..
- (f) whether on-going compliance with the on-site stormwater management requirements contained in any relevant Stormwater Management Plan will be achieved.
- (g) whether the management of stormwater runoff from any proposed road is consistent with the requirements of any relevant Stormwater Management Plan.
- (h) the extent to which viewshafts from roads and open spaces out to the coast are provided for.

I444.9. Special Information Requirements

There are no special information requirements in this section.

I444.10. Precinct Plan

Figure I444.10.1. Hingaia 1 - Precinct Plan



The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Lee woo lim and Baek seungkyu

Organisation name:

Agent's full name:

Email address: richroa@gmail.com

Contact phone number:

Postal address:
10 Rauaruhe Road
Karaka
Auckland 2113

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:

Property address: 10 Rauaruhe road, Karaka 2113

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

I support the plan for our area grow bigger and have more shops and roads for better environment.

I or we seek the following decision by council: Approve the plan change without any amendments

33.1

Details of amendments:

Submission date: 13 October 2021

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Roseanne Heather Hosken

Organisation name:

Agent's full name:

Email address: roseannehosken@hotmail.com

Contact phone number:

Postal address:
2 Wawatai Drive
Karaka
Papakura 2113

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:
28 & 29 Amending the approved roading plan to extend access from Park Estate Road through to Hinau Road

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

My understanding is that part of the submission includes the potential to connect Park Estate Road to Hinau Road, enabling residents to exit the entire Hingaia 1 precinct via Hinau Road.

34.1

During "normal" traffic flow times, i.e. when Covid lockdown levels are not in place, the traffic around Karaka Lakes is already unacceptable due to congestion on Hingaia Road, primarily from Linwood Road in the West via Hingaia Road leading to the motorway exchange.

When the motorway is busy, which is at least 5 days a week, there is a delay with vehicles getting onto the north bound onramp at the motorway exchange. This creates at least 1km and frequently much longer line of crawling traffic along Linwood Road and Hingaia Road. This traffic causes issues for Karaka Lakes residents exiting their suburb at Hinau Road, Bridgeview Road, or Kuhanui Drive. It

also causes issues for Karaka Harbourside residents exiting either Harbourside Drive or Pararekau Road. To further exacerbate the issue of the traffic In Karaka Lakes, there are a number of cars in the line of traffic on Hingaia Road who have discovered if they turn right from Hingaia Road into Karaka Lakes, they can join a smaller queue of traffic exiting Karaka Lakes at Hinau Road intersection, and turn right towards the motorway exchange with the assistance of lights. Unfortunately, this compounds the issues for Karaka Lakes residents, and often traffic is backed up further South than the roundabout on Hinau Road, creating immense frustration with residents unable to vacate their suburb in a timely manner.

The traffic flow from Linwood Road and Hingaia Road, including the intersecting roads Hinau and Harbourside MUST be sorted before adding additional traffic to the mix by opening Hinau Road to the whole of Hingaia 1 Precinct.

I or we seek the following decision by council: Decline the plan change

Submission date: 14 October 2021

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: KE LI

Organisation name:

Agent's full name:

Email address: NORALI0412@GMAIL.COM

Contact phone number:

Postal address:
6 Fountain Ave
Karaka
Auckland 2113

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:

Property address: 6 Fountain Ave, Karaka

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

The provisions may change the environment and the value of the Karaka Lake community.

I or we seek the following decision by council: Decline the plan change

35.1

Submission date: 15 October 2021

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Logan Billing

Organisation name:

Agent's full name: Logan Billing

Email address: hotdog1@slingshot.co.nz

Contact phone number:

Postal address:
4 TURUA RISE
KARAKA LAKES .KARAKA
AUCKLAND
AUCKLAND 2113

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:
AGAINST HOUSING CHANGE TO RESIDENTIAL MIXED HOUSING URBAN
AGAINST USEING HINAU ROAD TO CONNECT TO PARK GREEN
AGAINST USEING KUHANUI DRIVE TO CONNECT TO PARK GREEN

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:	
Property values will drop.	36.1
Traffic congestion, Road maintenance, Speeding vehicles, Traffic noise,Extra people and cars that the area was not designed for.	36.2
Security, break-ins to houses and cars. Graffiti and extra rubbish which we do not need.	36.3

I or we seek the following decision by council: Decline the plan change

Submission date: 17 October 2021

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: SUE BILLING

Organisation name:

Agent's full name: SUE BILLING

Email address: hotdog1@slingshot.co.nz

Contact phone number:

Postal address:
4 TURUA RISE
KARAKA LAKES .KARAKA
PAPAKURA
AUCKLAND 2113

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:
CHANGING HOUSE ZONING FROM SUBURBAN TO URBAN THIS IS A NO, NO.
USING LOCAL ROADS TO CONNECT TO PARK GREEN

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

Totally against the zoning change it will affect house prices in the area. | 37.1
Our road network was nor designed to have the numbers of extra vehicles on it. The noise and safety to our area along with the environment, this does not stack up. Plus all the other problems that thischange brings security, pollution ,safety . | 37.2
| 37.3

I or we seek the following decision by council: Decline the plan change

Submission date: 17 October 2021

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

**Submission on publicly notified private plan change request:
Plan Change 67 (Hingaia 1 Precinct)**

Auckland Council
135 Albert Street
Private Bag 92300
Auckland 1142

Submitter:
Auckland Council

Scope of submission:

This is a submission opposing the proposed private Plan Change 67 – ‘Hingaia 1’.

The specific provisions which this submission relates to are:

All provisions of proposed private Plan Change 67.

I seek the following decision:

- Proposed Plan Change 67 be declined.
- In the alternative, any such other relief which address the specific issues and concerns set out in the following sections.

Infrastructure provision not aligned with urban growth within the PPC area

- The AUP Regional Policy Statement B3.1 issues section identifies that the well-being of people and communities, including Auckland’s crucial role in New Zealand’s economy, are affected by choices about the management of and investment in infrastructure. In particular ‘(2) integrating the provision of infrastructure with urban growth; ... (4) traffic management; ... and (6) resilience of infrastructure.’
- The related RPS objective B3.2.1. states: (1) Infrastructure is resilient, efficient and effective. (2) The benefits of infrastructure are recognised, including: (a) providing essential services for the functioning of communities, businesses and industries within and beyond Auckland; (b) enabling economic growth; (c) contributing to the economy of Auckland and New Zealand.
- Objective B3.2.1 states (3) Development, operation, maintenance, and upgrading of infrastructure is enabled, while managing adverse effects on: Auckland Unitary Plan Operative in part 1 B3
- (4) The functional and operational needs of infrastructure are recognised. (5) Infrastructure planning and land use planning are integrated to service growth efficiently.
- The related RPS policies for B3.2.2. Policies Provision of infrastructure (1) Enable the efficient development, operation, maintenance and upgrading of infrastructure.

The Council submission is that:

- The Hingaia 1 Precinct is considered to be inconsistent with the Regional Policy Statement (RPS) objectives and policies because it has not addressed how transport infrastructure is to be provided for, it is silent on how off-site infrastructure required for this precinct will be implemented to service urban growth.
- Hingaia is not a Spatial Priority Area for Council. The Spatial Priority Areas are CRL (Karangahape Road and Mt Eden stations), Auckland Housing Programme, Drury-Opaheke, Redhills/Westgate/Whenuapai and Manukau Regeneration. Spatial Priority Areas have significant funding provided by both Crown and Council to facilitate housing and employment outcomes. Hingaia has very little infrastructure funding set aside in Council's LTP apart from parks provision and nothing in the RLTP. This means that the applicant needs to demonstrate how bulk and local infrastructure that it is relying on for growth will be delivered in the absence of Council investment.

The Council seeks the following decision:

- That the plan change be declined.
- In the alternative, any other such relief that would mitigate effects on the wider transport/ infrastructure network from the urbanisation proposed by plan change request.

38.1

Transport Infrastructure not sufficiently addressed

- The AUP Regional Policy Statement Transport Objective B3.3.1. states (1) Effective, efficient and safe transport that: (a) supports the movement of people, goods and services; (b) integrates with and supports a quality compact urban form; (c) enables growth; (d) avoids, remedies or mitigates adverse effects on the quality of the environment and amenity values and the health and safety of people and communities; and (e) facilitates transport choices, recognises different trip characteristics and enables accessibility and mobility for all sectors of the community.
- Policies 1-5 under RPS B3.3.2 describe how that objective should be given effect to through managing transport infrastructure and integrating subdivision, land use and development.

The Council submission is that:

- The Plan Change is inconsistent with the RPS objective and policies related to transport because it has not demonstrated how the effects of growth on the network will be integrated with the proposed land use and development.
- The applicant's projected yield of 1660 dwellings across 79ha of Mixed Housing Urban and approximately 15ha of Neighbourhood Centre zone appears to be low and there is nothing in the precinct provisions controlling the final yield or managing off-site effects from traffic movements. The precinct is therefore inconsistent with the AUP RPS objectives and policies.
- The main transport effects arising from the urbanisation proposed will be non-local private motor vehicle movements and cumulative effects on the wider strategic transport network, including SH1. The proposed Plan Change does not address a) how the wider upgrades identified in the Hingaia FLOW report will be achieved, and b) the required timing or triggers for those upgrades that may affect how many additional dwellings may be built in this precinct before certain upgrades are constructed. Many of the upgrades identified in the FLOW and OPUS reports required works outside the applicant's land. If the applicant is seeking a more permissive development regime, then it needs to address how the transport effects beyond their site will be managed successfully.
- The ITA should indicate the upgrades required related to the land use outcomes identified in the Plan Change so that discussions between the road controlling authority and applicant

could occur in a timely way. Those ‘without prejudice’ discussions may canvas who would be responsible for delivering specific upgrades, cost and timing. An Infrastructure Funding Agreement could then be drafted if required. In its current format, there is no certainty that the effects of the plan change on the wider strategic transport network are able to be mitigated and how the upgrades will be delivered.

- AT does not have an identified line item in its RLTP to fund the operational expenditure required to operate the proposed bus route that the applicant is relying on as a basis for up-zoning. This means that the up zoning requested would be likely to generate greater off-site effects if public transport cannot be provided.

The Council seeks the following decision:

- That the plan change be declined.
- In the alternative, any other such relief that would mitigate the effects on the wider transport network from the urbanisation proposed by plan change request.

38.2

Centres Hierarchy, Extent of Residential Mixed Housing Urban/Suburban and Neighbourhood Centre retail provision within the PPC area

The Council submission is that:

- The Auckland Unitary Plan (AUP) supports a centres hierarchy of more intense developments from the City Centre and Metropolitan to Local and neighbourhood centres. Council considers that the amount of proposed Residential Mixed Housing Urban zone (79ha) is significantly more extensive than any other area in Auckland based on a future bus route and a single Neighbourhood Centre. For comparison purposes, a total of 21ha of Mixed Housing Urban land is located around a total of 6 Neighbourhood Centres in New Lynn.
- The plan change is considered to be inconsistent with Regional Policy Statement Objectives and policies. The plan change in its current form would detract from the commercial and retail enabled in the Local Centre, and Papakura Metropolitan Centre zones by encouraging higher intensity growth away from those centres.

The AUP RPS outlines at B2.1 specific issues for the urban environment in the Auckland region which includes providing for growth in a way that supports integrated planning of land use, infrastructure and development and optimises the efficient use of the existing urban area. The RPS has objectives on quality compact growth including:

- Objective B2.2.1 “A quality compact form that enables...(a) a higher quality urban environment; (b) greater productivity and economic growth; (c) better use of existing infrastructure and efficient provision of new infrastructure (d) improved and more effective public transport...”
- Objective B2.2.1.3 states that sufficient development capacity and land supply is provided to accommodate residential, commercial, industrial growth and social facilities to support growth.

Objective B2.2.3.1.1.(b)- A quality-built environment where subdivision, use and development do all of the following...reinforce the hierarchy of centres and corridors

- Policy B2.2.2 (5) enables higher residential intensification: (a) in and around centres; (b) along identified corridors; and (c) close to public transport, social facilities (including open space) and employment opportunities. (6) Identify a hierarchy of centres that supports a quality compact urban form: (a) at a regional level through the city centre, metropolitan centres and town centres which function as commercial, cultural and social focal points for the region or sub-regions, and (b) at a local level through local and neighbourhood centres that provide for a range of activities to support and serve as focal points for their local communities.
- Since the Plan Change a) removes controls on the scale of commercial and retail activity in the Neighbourhood centre and b) provides for a disproportionate amount of Mixed Housing Urban land surrounding that centre c) is not located on a frequent/rapid transport network (only a proposed bus-route), the plan change does not accord with the objectives and policies in the RPS. The proposed zoning pattern is inconsistent with the AUP's centres hierarchy and challenges zone integrity.

The proposed zoning pattern is considered inconsistent with the more spacious, landscaped lots and treed boulevards developed to the north of Park Estate Road in the Mixed Housing Suburban zone.

- The Papakura Local Board Plan (2020) is relevant to the consideration of this plan change:
 - o The Papakura Local Board Plan is a strategic document reflecting community priorities and preferences. It guides the local board activity, funding and investment decisions and influences local board input into regional strategies and plans.
 - o A common theme during feedback on the draft plan was support for the protection of a vibrant and prosperous local economy. This is reflected in the final plan through 'Outcome 1: A vibrant and prosperous economy. It states that
 - o "The south of Tāmaki Makaurau / Auckland will be home to 160,000 more people over the next 30 years. Most of our area's housing and job growth will be in the hubs of the emerging town and metropolitan centres of Takanini and Papakura, and the major residential, commercial and transport developments in Drury. We want our new centres to complement each other and support their communities."
 - o The extent of Mixed Housing Urban zoning requested by the Plan Change is more consistent with that provided in Drury West (Bremner Road/Auranga) where there is a Local Centre and proposed train station.

The Council seeks the following decision:

- Decline or amend the plan change
- That the Neighbourhood Centre objectives, policies and rules should be consistent with the underlying zone.
- The reduction in the extent of the Neighbourhood Centre zone is supported.
- That the plan change retains the current amount of Mixed Housing Urban and Suburban zoned land around the re-located Neighbourhood Centre.
- In the alternative, any other such relief that would be consistent with the centres hierarchy within the plan change boundary.

38.3

- **National Policy Statement- Urban Development**

The Council submission is that:

The applicant relies on the NPS-UD to lend support to its proposed up-zoning. However, Council is yet to complete its analysis and implementation of zoning principles agreed with the Planning Committee in July and August 2021. The applicant is seeking to ‘leap-frog’ the process which may lead to an inconsistent zoning pattern and approach to affordable housing compared to other parts of the region i.e. it would undermine the integrity of the Auckland Unitary Plan.

Council plans to consult with the community, local boards and mana whenua in forming its response to the NPS-UD.

The applicant is seeking removal of objectives, policies and rules related to affordable housing from the precinct. Council is still forming its policy response to the NPS-UD policy on affordable housing.

Tier 1 Councils have until August 2022 to give effect to the policy statement. In *Eden Epsom Residents Protection Society Inc v Auckland Council [2021] NZ EnvC 082* Judge Newhook held that the court is not required to give effect to NPS-UD objectives and policies in assessing private plan changes until Council has implemented its (Schedule 1) plan changes to implement it

The principles for intensification related to NPS-UD are at a formative stage and Hingaia is some distance away from either a Metropolitan, Local Centre or RTN route (Rapid Transit Network).

The Council seeks the following decision:

- That the NPS-UD implementation by Council would provide a more consistent zoning approach and regionally consistent position on affordable housing than a privately initiated plan change that may not consider wider plan integrity.
- In the alternative, any other such relief that would achieve plan integrity with NPS-UD implementation.

38.4

Auckland-wide and Residential Provisions

The Council submission is that:

- The proposed provisions amend objectives, policies and rules relating to ‘quality growth’ for vacant lot subdivision, maximum impervious area, building coverage, landscaped area, outlook space, daylight, outdoor living space, front, side and rear yards, height in relation to boundary and minimum dwelling sizes. The underlying Mixed Housing Suburban and Mixed Housing Urban zones contain provisions controlling those effects collectively to create quality living environments and to enable landscaped urban places and streetscape character. Similarly, the Auckland-wide subdivision rules enable a standard approach to subdivision in the urban area.
- Enabling cafes adjacent to the coast as a Restricted Discretionary Activity may lead to more non-residential activities establishing along the coast creating compromised residential amenity compared with other parts of Auckland or result in more conflict with coastal processes/climate change.

- The proposed changes would cumulatively increase the allowable building envelope and reduce on-site amenity and spaciousness which would undermine the integrity of the residential zones.
- The AUP highlights quality compact growth as a major issue, and so council submits that the underlying Auckland-wide subdivision rules and the land use and development controls for the Mixed Housing Suburban and Mixed Housing Urban zones should be applied as the proposed standards would erode the built form quality, amenity and character of both zones.

The Council seeks the following decision:

- That the plan change be amended to generally reflect the underlying Auckland-wide and Residential zone objectives, policies, land use and development controls. | 38.5
- Delete the rule enabling cafes to establish as a restricted discretionary activity. | 38.6
- In the alternative, any other such relief that would respect the Mixed Housing Suburban and Urban zone integrity. | 38.7

Geotechnical issues/known coastal hazards

- **Geotechnical issues/known coastal hazards**
- Extensive areas of the plan change area are currently susceptible to coastal inundation flooding events and the frequency is expected to increase with predicted sea level rise. The coastal margin is also exposed to coastal erosion hazard risk, with a site-specific coastal hazard assessment for the area having identified greater than 20m along the southern coastline to be an area susceptible to coastal instability and erosion (ASCIE).

The Council submission is that:

- The existing Hingaia 1 precinct policies do not strongly align with the natural hazard objectives and policies in the RPS B8.3.2, B10.2.2(13) and E36.
- Precinct objectives should be strengthened to align with RPS objectives B10.2.1(3) & (4) in relation to Natural Hazards to ensure new growth is located and designed to avoid the creation of new risks to people, property and infrastructure, and provides for the effects of climate change on natural hazards including sea level rise

The Council seeks the following decision:

- If the plan change is accepted, that the minimum vacant lot size adjoining the coast remains at 600m².
- Strengthen precinct objectives, policies and rules to align with RPS objectives and policies on natural hazards. | 38.8
- In the alternative, any other such relief that would avoid, mitigate, or remedy geotechnical/coastal hazards.

Esplanade requirements part of managing coastal hazards

The Council submission is that:

- Setting clear esplanade requirements in the Precinct plan will more efficiently achieve the natural hazard risk objectives and policies in RPS B8.3.2, B10.2.2(13) and E36, in particular to take into account the likely impact of coastal processes and climate change and be set back sufficiently to not compromise the ability of future generations to have access to and along the coast.

The Council seeks the following decision:

- If the plan change is accepted, retain the esplanade layer on Precinct map, and amend to provide greater setback of development along the southern coastline.
- Amend the precinct provisions to strengthen the link to underlying natural hazard objectives and policies in E36 and E38 to avoid the creation of new risks to people, property and infrastructure and ensure adequate setback of development.
- In the alternative, any other such relief that would take into account the likely impact of climate change and reduce the risk of urban development conflicting with coastal processes.

38.9

Reference to the approved Stormwater Management Plan

The Council submission is that:

- The applicant’s Stormwater Management Plan (SMP) lodged in support of this Plan Change was approved by Healthy Waters as Network Utility Operator in August 2019. The region wide Network Discharge Consent (NDC) has since become operative. Given that this plan change seeks to increase impervious area, it is appropriate to update the SMP to reflect intended development prior to adopting the SMP into the NDC.

The Council seeks the following decision

- If the Plan Change is approved, amend the precinct to add objectives, policies and rules to develop in accordance with an updated Stormwater Management Plan that addresses the greater site coverage proposed.
- In the alternative, any other such relief that would manage stormwater effects.

38.10

Reliance on the Stormwater Management Plan and Network Discharge Consent to manage stormwater matters

The Council submission is that:

- The existence of a Stormwater Management Plan and region wide Network Discharge Consent does not replace the need for precinct provisions managing Stormwater effects.

The Council seeks the following decision:

- If the Plan Change is approved, amend to include precinct provisions to support implementation of stormwater management rules
- Amend the precinct to include specific provisions to manage flood risk and climate change impacts, water quality and hydrology mitigation.
- In the alternative, any other such relief that would give effect to the updated stormwater management plan

38.11

Deletion of policy 11 – Stormwater infrastructure and devices are designed and sized to incorporate projected climate change.

The Council submission is that:

- This policy should be retained. The plan change area land will be impacted by climate change effects, particularly increased rainfall depths due to temperature increases and coastal inundation. The precinct provisions have not adequately addressed climate change impacts.

Relief sought:

- If the Plan Change is accepted, amend to retain policy 11 and introduce rules to give effect to it.
- In the alternative, any such other relief that would address climate change effects.

38.12

Hydrology mitigationThe Council submission is that:

- The removal of stormwater controls in the precinct is not supported. For hydrology mitigation the SMAF1 control should be applied or alternatively, the bespoke hydrology mitigation provisions be retained.

Relief sought:

- If the Plan Change is accepted, apply the SMAF1 control to the precinct, or
- Retain bespoke hydrology mitigation requirement.
- In the alternative, any such other relief that would achieve hydrology mitigation.

38.13

Removal of E38 StandardsThe Council submission is that:

- The precinct proposes to exclude some subdivision standards for lots greater than 4ha. Two of those standards relate to the management of risks that are likely to be present in the area of 4ha lots namely flood plain and coastal erosion – those standards are:
 - E38.7.3.3 Subdivision of a site within the one per cent annual exceedance probability floodplain
 - E38.7.3.4 Subdivision of land in the coastal erosion hazard area or the coastal erosion hazard area; or the coastal storm inundation 1% annual exceedance probability area.
- These standards ensure that buildings are clear from hazards and are applied in the Auckland-wide rules. Removal of those rules would undermine the integrity of the plan and potentially expose people and property to flooding, coastal erosion and hazards.

Relief sought:

- If the Plan Change is accepted, retain the reference to E38 rules.
- In the alternative, any such other relief that would avoid subdivision of residential land within a floodplain or avoid coastal erosion hazards and inundation.

38.14

Open SpaceThe Council submission is that:

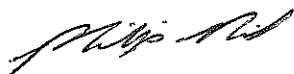
- The plan change does not adequately secure quality Open Space provision, walking and cycling access to Open Space land and the coast. The precinct provisions provide insufficient guidance on how walking and cycling and coastal access will be achieved. The applicant's Urban design report provides a more detailed diagram on access to the coast than what is reflected in the precinct diagram.
- The precinct uses the term reserve, whereas the AUP refers to Open Space.

- The Council does not support a revised height in relation to boundary rule between the residential and Open Space zones as this enables over-shadowing of reserves.
- The fencing provision rule (I444.6.1.4) allows for a planted interface to occur between private sites and reserves/open spaces.

- The Council seeks the following decision:
- If the proposed Plan Change is accepted, amend PC67 to re-zone land purchased by Council for Open Space | 38.15
- Amend PC67 to demonstrate through amended objectives, policies and rules, precinct diagrams, rules and assessment criteria how walking and cycling access along coastal areas will be achieved. | 38.16
- Retain the existing Height in Relation to Boundary control between residential and Open Space land. | 38.17
- Support the fencing provision rule I444.6.1.4 allowing a planted interface between privately owned sites and open space. | 38.18
- Amend provisions to refer to Open Space or public places rather than reserves to be consistent with the definitions section, Chapter J of the AUP. | 38.19
- In the alternative, such other relief as would secure quality public Open Space outcomes in the precinct. | 38.20

I wish to be heard in support of this submission.

On behalf of Auckland Council:



Signature of person authorised to sign on behalf of submitter

Phill Reid
Manager – Auckland-wide Planning unit

Dated: 19 October 2021

Address for service:
Alina Wimmer
Lead Planner – Auckland-wide Planning unit
Plans and Places
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135 Albert Street
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Auckland 1142

Auckland Council Plans and Places
- unitaryplan@aucklandcouncil.govt.nz

Euan Williams– Principal Planner
Woods

W-REF: P20-189
21 October 2021

Parklands Properties Limited Submission

Submission on Private Plan Change 67 - Hingaia Precinct 1

Tēnā koe,

Introduction

1. This is a submission on Proposed Private Plan Change 67: Hingaia Precinct 1 (**PPC67** or the **Plan Change Request**) by Hugh Green Limited (**applicant**) to the Auckland Unitary Plan (Operative in Part) (**AUP**).
2. Parklands Properties Limited could not gain an advantage in trade competition through this submission.
3. This submission relates to PPC67 in its entirety and all provisions of PPC67 including:
 - (a) The Revised Hingaia 1 Precinct Text and Plans; and
 - (b) The proposed Auckland Unitary Plan zoning plans.
4. Without limiting the generality of the above, the specific reasons for Parklands Properties Limited's submission include:
 - (a) The removal of references to the Proposed Auckland Unitary Plan Notified Version (PAUP NV), removal of provisions that the PAUP deleted and the replacement with references equivalent to provisions in the Auckland Unitary Plan Operative in Part (AUP) to avoid duplication and contradiction;
 - (b) Enablement of additional activities being limited to the proposed MHU zone and not the existing MHS zone;
 - (c) The proposed replacement of Hingaia 1 Precinct stormwater management provisions with an alternative requirement for stormwater management to be consistent with an approved discharge consent (including any Stormwater Management Plan authorised by Council under an approved discharge consent); and
 - (d) The proposed amendments to the Hingaia Precinct Plan 1 that reflect changes to the road network, as previously agreed to by Auckland Council.
5. Parklands Properties Limited generally supports PCC67 with amendments for the reasons outlined in this submission.

Background

6. Parklands Properties Limited owns 72 Hinau Road, Hingaia (17.2ha) and 145 Park Estate, Hingaia (2.2ha). Both sites are zoned Residential – Mixed Housing Suburban and located within the Hingaia 1 Precinct (the **Structure Plan** area). Both sites are located directly to the north of the land included within PPC67 on the opposite side of Park Estate Road.

7. Parklands Properties Limited has obtained subdivision consent and a range of related consents to enable development of 72 Hinau Road, Hingaia. These are detailed below.
- An integrated subdivision and land use consent (BUN60077812 (LUC60130971 and SUB60221444) on 10 August 2017 and enabled the creation of 158 vacant residential lots and 19 comprehensive development lots over three stages. The subdivision consent requires the construction of a new public collector road on land owned by Parklands Properties Limited from Hinau Road, at the intersection with Fountain Avenue, to the south-western corner of the subject site. Engineering approval has been obtained from Council for the construction of the new road. However, the road is not yet vest in Council, as it includes a strip of land that contains easements for third party landowners. After the easement is extinguished and following Council's s223 and s224(c) certificate approval under the RMA, record of titles can be issued for the approved residential lots.
 - Bulk earthworks land use consent was sought to establish appropriate ground contour to provide for residential development on the site. The consent (referenced R/LUC/2016/4116) was approved under HASHAA on a non-notified basis on 31 January 2017.
 - An extension of time to the lapse date of the subdivision consent (referenced EXT90077391) was approved on 9 May 2019 and enabled the time period which the consent holder must give effect to the consent to be extended by three years with a new lapse date of 10 August 2022.
 - A land use application was lodged with Council to address road construction works within the root zone of nineteen (19) protected trees and to remove of a street tree. This consent (referenced TRE60341935) was approved on a non-notified basis on 2 August 2019.
 - A change of consent conditions (referenced SUB60221444-A LUC60131971-A) to reflect minor amendments to the subdivision scheme plan and road alignments was approved under HASHAA on a non-notified basis on 22 July 2019.
 - A land use consent (referenced TRE60316663) in relation to the removal of two notable and two street trees from within the road reserve adjacent to the subject site was approved on 31 October 2019 under the RMA on a non-notified basis.
8. Parklands Properties Limited has not obtained any resource or subdivision consent approvals on 145 Park Estate, Hingaia.

Proposed Plan Change 67 (Hingaia 1 Precinct)

9. PPC67 has been prepared by Hugh Green Limited to rezone 79.9ha of land to the south of Park Estate Road and to amend the Hingaia 1 Precinct provisions in the AUP.

Reasons for submission

10. Parklands Properties Limited is in overarching support for PPC67 because:
- PPC67 will result in streamlined provisions that align with the remainder of the AUP, leading to more efficient resource consenting processes (Themes 4, 15). This includes removing references to the PAUP NV, removing provisions that the PAUP deleted, and replacement with references equivalent to provisions in the AUP. The removal of minimum affordable housing requirements across the precinct will likely provide more flexibility for Parklands Properties Limited as to how they develop their land and market future lots/dwellings.
 - PPC67 will provide for a more efficient compact form of development by enabling a reduction in the minimum lot size from 300m² to 240² across the existing MHS zone, provided that an minimum average site size of 300m² is achieved within each subdivision (Theme 2). PPC67 includes changes to the Hingaia 1 Precinct provisions to avoid contradiction and duplication between the AUP and PAUP NV (Themes 15, 16, 18 and 24). Parklands Properties Limited generally supports this approach.

- PPC67 proposes alternative provisions with an alternative requirement for stormwater management within the Hingaia 1 Precinct (Theme 25). Parklands Properties Limited generally supports the approach to avoid duplication with AUP Chapter 36 as well as the proposal to include alternative provisions that ensure that stormwater management requirements are considered by subdivision and land use proposals.
 - PPC67 includes amendment of the Hingaia 1 Precinct Plan (Themes 26, 27, 28, 29 and 30). Parkland Properties Limited acknowledged that the proposed changes have been agreed to with Council and generally supports the proposed changes as they relate to land in their ownership.
11. However, Parklands Properties Limited is concerned with the following aspects of PPC67:
- PPC67 includes changes to the Hingaia 1 Precinct provisions (theme 16). We do not support the duplication with other chapters in the AUP.
 - PPC67 will appropriately enable a greater range of activities within the Hingaia 1 Precinct as a permitted activity, including show homes (Theme 8). However, this enablement is limited to the proposed MHU zone and not the existing MHS zone. We request that this be amended to apply to all residential zones in the precinct.

Decision sought

12. Parklands Property Limited generally supports the PPC67 and seeks that it is approved by Auckland Council, subject to amendments including, but not limited to:
- Theme 8 be amended to apply to all residential zones in the precinct; | 39.1
 - Amendments are made across the Hingaia 1 Precinct to remove duplicative and/ or contradictory provisions and include references to the relevant Auckland-Wide or Zone | 39.2 provisions of the AUP;
 - That no other changes are made to the Hingaia 1 Precinct Plan as it relates to the northern | 39.3 side of Park Estate Road; and
 - Any other alternative or consequential relief to give effect to this submission. | 39.4

Conclusion

13. Parklands Property Limited wishes to be heard in support of its submission.
14. If others make a similar submission, the submitter will consider presenting a joint case with them at a hearing.

Dated this 21st Day of October 2021

Signature of person authorised to sign on behalf of the submitter:



Euan Williams
Principal Planner

Address for service:

Wood and Partners Consultants Limited
PO Box 6752, Victoria St West, Auckland 1142
Attention: Euan Williams, Email: Euan.Williams@woods.co.nz
Phone 021 757 975, +64 9 308 9229

21 October 2021

Plans and Places
Auckland Council
Private Bag 92300
Auckland 1142

Attn: Planning Technician

Email: unitaryplan@aucklandcouncil.govt.nz

RE: Proposed Plan Change 67 (Private): Hingaia 1 Precinct

Please find attached Auckland Transport's submission on Proposed Private Plan Change 67 to the Auckland Unitary Plan (Operative in Part).

Should you have any queries in relation to this submission, please contact me on (09) 447 4200 or at teresa.george@at.govt.nz.

Yours sincerely



Teresa George
Senior Planner, Land Use Policy and Planning Central

Encl: Auckland Transport's submission on Proposed Private Plan Change 67 – 470 and 476 Great South Road and 2 and 8 Gatland Road, Papakura

FORM 5 – SUBMISSION ON PRIVATE PLAN CHANGE 67 UNDER CLAUSE 6 OF SCHEDULE 1, RESOURCE MANAGEMENT ACT 1991

To: Auckland Council
Private Bag 92300
Auckland 1142

Submission on: Proposed Private Plan Change 67 from Hugh Green Limited to re-zone parts of Hingaia 1 Precinct (within Sub-precinct D) from Residential – Mixed Housing Suburban to Residential – Mixed Housing Urban zone, adjust the Business – Neighbourhood Centre zone boundary and amend the precinct provisions, in part in relation to removing the indicative road cross-sections.

From: Auckland Transport
Private Bag 92250
Auckland 1142

1. Introduction

- 1.1 Hugh Green Limited ('the applicant') has lodged a Private Plan Change ('PPC67' or 'the Plan Change') to the Auckland Unitary Plan: Operative in Part ('AUP(OP)'). The Plan Change seeks to re-zone parts of Hingaia 1 Precinct (within Sub-precinct D) from Residential – Mixed Housing Suburban to Residential – Mixed Housing Urban ('MHU') zone, adjust the Business – Neighbourhood Centre ('BNC') zone boundary and amend the precinct provisions, in part in relation to removing the indicative road cross-sections.
- 1.2 It is proposed to increase the amount of MHU zoning from 16.45ha to 96.2ha. While the area of BNC zone is to remain largely the same, it is proposed that the 4,000m² limit applying to the neighbourhood centre be deleted. According to the documents provided with the Plan Change application, the rezoning and associated precinct plan is expected to enable development yields to increase from 1,250-1,300 to 1,660 dwellings (i.e. an increase in yield of between 360 and 410 dwellings).¹
- 1.3 Auckland Transport is a Council-Controlled Organisation of Auckland Council ('the Council') and the Road Controlling Authority for the Auckland region. Auckland Transport has the legislated purpose to contribute to an *"effective, efficient and safe Auckland land transport system in the public interest"*². Auckland Transport is responsible for the planning and funding of most public transport; promoting alternative modes of transport (i.e. alternatives to the private motor vehicle); operating the local roading network; and developing and enhancing the local road, public transport, walking and cycling network for the Auckland Region.

¹ These figures are based on the applicant's latest master planning work.

² Local Government (Auckland Council) Act 2009, section 39.



- 1.4 Auckland Transport is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

2. Managing Auckland-wide growth and rezoning

- 2.1 Wide scale growth across the region places greater pressure on the available and limited transport resources that are required to support the movement of additional people, goods and services. The alignment of growth enabled by the AUP(OP) and plan changes with the provision of transport infrastructure and services depends on having a high level of certainty about the funding and delivery of the required infrastructure and services. Without this certainty, there will continue to be a significant deficiency in the transport network due to the challenges of providing and co-ordinating transport responses to the dispersed growth enabled across the region.

3. Mitigation of adverse transport effects

- 3.1 A critical issue is whether the Plan Change includes appropriate provisions to require resource consent applicants to mitigate the adverse transport effects associated with development and to provide the transport infrastructure and services needed to service development.
- 3.2 Adverse transport effects that arise when development occurs without required transport infrastructure and services being provided cannot be addressed without funding to support the planning, design, consenting and construction of necessary transport infrastructure and services. There is a need to assess and clearly define responsibilities relating to the required infrastructure and the potential range of funding and delivery mechanisms. This includes considering the role of applicants/developers and taking into account the financially constrained environment that the Council and Auckland Transport are operating within.

4. Sequencing growth and aligning with the provision of transport infrastructure and services

- 4.1 The need to coordinate urban development with infrastructure planning and funding decisions is highlighted in the objectives of the National Policy Statement on Urban Development 2020 which are quoted below (with emphasis in bold):

'Objective 3: Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:

- (a) the area is in or near a centre zone or other area with many employment opportunities*
- (b) **the area is well-serviced by existing or planned public transport***
- (c) there is high demand for housing or for business land in the area, relative to other areas within the urban environment.'*

'Objective 6: Local authority decisions on urban development that affect urban environments are:

- (a) **integrated with infrastructure planning and funding decisions;** and*
- (b) strategic over the medium term and long term; and*
- (c) responsive, particularly in relation to proposals that would supply significant development capacity.'*



4.2 The Regional Policy Statement ('RPS') objectives and policies in the AUP(OP) place similar emphasis on the efficient provision of infrastructure and on the integration of land use and development with infrastructure, including transport infrastructure. Refer, for instance, to Objectives B2.2.1(1)(c) and (5), and Policies B3.3.2(5)(a) (e.g. Policy B3.3.2(5)(a) is to: *'Improve the integration of land use and transport by... ensuring transport infrastructure is planned, funded and staged to integrate with urban growth'*).

5. Specific parts of the Plan Change that this submission relates to:

5.1 In keeping with Auckland Transport's purpose, the matters raised relate to potential effects on the transport network and how the development enabled by the Plan Change would give effect to the objectives and policies of the RPS.

5.2 The specific parts of the Plan Change that this submission relates to are set out in the main body of this submission and **Attachment 1** and include the following:

- a) Misalignment with the objectives and policies of the RPS;
- b) Lack of infrastructure funding and delivery certainty, including timing of implementation;
- c) Insufficient assessment of the transport effects;
- d) Inclusion of traffic effects mitigation measures within the precinct provisions;
- e) Misalignment of provisions relating to Vehicle Access Restrictions – Cycle Facilities;
- f) Design elements for new and upgraded roads;
- g) Removal of the Indicative bus routes from the proposed Precinct Plan.

6. The decisions sought from the Council are:

6.1 The land use activities enabled by this private plan change are not complementary to the existing and planned future transport network and do not give effect to the RPS objectives and policies in the AUP(OP).

6.2 Auckland Transport **opposes** PPC 67 and seeks that it be declined. In the event that the Private Plan Change is accepted, the matters/concerns raised in this submission (including the main body and **Attachment 1**) should be appropriately addressed by amendments to the Plan Change, and any adverse effects of the proposal on the transport network adequately avoided or mitigated.

6.3 **Attachment 1** provides further detail of the decisions sought from the Council, including alternative relief in the event that Auckland Transport's primary relief (that PPC 67 be declined) is not accepted.

6.4 Auckland Transport acknowledges and appreciates the responses that the applicant provided to requests for further information through the Clause 23 process prior to



the notification of the private plan change. However, a number of key concerns are yet to be fully addressed as detailed in **Attachment 1**.

6.5 In all cases where amendments to the Plan Change are proposed, Auckland Transport would consider alternative wording or amendments which address the reasons for Auckland Transport's submission. Auckland Transport also seeks any consequential amendments required to give effect to the decisions requested.

7. Appearance at the hearing:

7.1 Auckland Transport wishes to be heard in support of this submission at a hearing.

7.2 If others make a similar submission, Auckland Transport will consider presenting a joint case with them at the hearing.

Name: Auckland Transport

Signature:

A handwritten signature in black ink, appearing to read 'CR.', is positioned above the printed name and title.

Christina Robertson
Group Manager, Strategic Land Use and Spatial Management

Date: 21 October 2021

Contact person: Teresa George
Senior Planner, Land Use Policy and Planning Central

Address for service: Auckland Transport
Private Bag 92250
Auckland 1142

Telephone: (09) 447 4200

Email: teresa.george@at.govt.nz



Attachment 1

The following table sets out where amendments are sought to PPC 67 Hingaia 1 Precinct provisions and AUP(OP) maps and also identifies those provisions which Auckland Transport opposes (in whole or in part).

Issue	Relevant Precinct Provisions	Position (support / oppose)	Reason for submission	Decision / relief sought	
Plan Change has not addressed adverse transport effects	Entire Plan Change	Oppose	<p>Auckland Transport is concerned that the adverse transport effects of PPC 67, have not been adequately mitigated, including cumulative effects.</p> <p>A number of other amendments are requested to the precinct provisions for the reasons outlined below.</p>	<p>Decline PPC 67.</p> <p>If PPC 67 is to be approved, Auckland Transport seeks that its concerns as outlined in this submission are resolved.</p>	40.1
Consistency with AUP(OP) Regional Policy Statement (RPS)	Entire Plan Change	Oppose	<p>Auckland Transport considers that the scale and density of development that PPC 67 would give rise to in this location would not give effect to key transport related objectives and policies of the Regional Policy Statement (RPS) set out in the AUP(OP).</p> <p>The Mixed Housing Urban Zone is described in the AUP(OP) as “<i>a reasonably high-intensity zone and its purpose is to enable a greater intensity of development</i>”.³ The plan change would enable residential intensification in an area that does not align with the directives of the AUP(OP) RPS. This area is serviced by limited existing public transport services and connections, and is not sufficiently supported by significant employment activities, therefore the location of this residential intensification would fail to enable and promote transport choice to meet the needs of the residents who live there and could promote the use of private vehicles. It has not been clearly demonstrated how PPC 67 would:</p>	<p>Decline PPC 67 on the basis that the proposed rezoning does not give effect to the Regional Policy Statement (RPS) under the AUP(OP).</p>	40.2

³ Auckland Unitary Plan – Operative in Part - Chapter H5 Residential – Mixed Housing Urban Zone.



Issue	Relevant Precinct Provisions	Position (support / oppose)	Reason for submission	Decision / relief sought
			<p>a) be supported by transport choices and in particular public transport options to manage transport-related effects generated by the proposed plan change enabled development; and</p> <p>b) will be integrated with the existing and future transport network and services.</p> <p>PPC 67 is inconsistent with RPS objective B.3.2.1(5) as transport infrastructure planning and land use planning have not been integrated to service the proposed growth efficiently.</p> <p>The up-zoning requested would likely generate greater off-site effects if appropriate public transport cannot be provided, or if the efficiency of the services are sub-standard due to a lack of connectivity in the local roading network. The absence of transport infrastructure at the time the development is occupied will reinforce the use of private vehicles. This will lead to adverse effects on the transport network and poor outcomes that would not align with RPS objectives.</p> <p>PPC 67 does not include any expert assessment or rationale under the RPS objectives and policies to determine the suitability of this location for intensive residential development at the scale proposed. The application has not assessed the appropriateness of the proposed plan change against the AUP(OP) zoning approach set out in the regional objectives and policies.</p> <p>PPC 67 fails to address how the intensive residential development allowed for through the proposed change in zone will affect the corresponding transport patterns and movements, and whether the transport network will be able to support the proposed intensity of development, including the potentially inadequate public transport services and limited local employment opportunities.</p>	
Lack of infrastructure funding and	Entire Plan Change	Oppose	Auckland Transport is concerned that PPC 67 provides no clear indication of how transport infrastructure would be delivered or funded. PPC 67 is reliant on transport	PPC 67 be declined.



Issue	Relevant Precinct Provisions	Position (support / oppose)	Reason for submission	Decision / relief sought
delivery certainty			<p>infrastructure projects and operational services to be provided by third parties to service and support the rezoning of the precinct area.</p> <p>There is no identified or allocated funding for the provision of public transport services or additional local connections that would support the intensification of this development area.</p>	<p>If PPC 67 is not declined, then given that there is no certainty around funding and delivery for required infrastructure improvements, there is a need to consider a range of mitigation methods including the potential deferral of development or a review and implementation of land development staging to ensure co-ordination and alignment with the required transport network mitigation.</p>
Staging requirements	Entire Plan Change	Oppose	<p>PPC 67 does not address how the wider upgrades identified in the earlier transport assessments will be achieved and implemented. Nor does PPC 67 outline the required timing or triggers for those upgrades to support the proposed growth. Many of the upgrades identified in the earlier reports required works outside the applicant's land. The applicant needs to address how the transport effects will be managed beyond the site.</p> <p>Neither the proposed Precinct provisions / plans or any other mechanisms have been proposed that provide certainty for transport changes and improvements required outside the area of Sub-precinct D. For example, the provision of a connecting road between Park Estate Road and Hingaia Road to facilitate a local through-road network connection, public transport services and facilities, and the intersection upgrades within and external to Sub-precinct D which are needed in part due to the intensity of development proposed in the plan change. There is the risk of no through-road connection between Park Estate Road and Hingaia Road which</p>	<p>If PPC 67 is not declined, amend PPC 67 to include appropriate activity rules, standards, matters of discretion and assessment criteria in relation to staging requirements.</p>

40.4



Issue	Relevant Precinct Provisions	Position (support / oppose)	Reason for submission	Decision / relief sought
			<p>would cause issues for future network resilience and would lead to poor development connectivity.</p> <p>Further, the Integrated Transport Assessment has not:</p> <ul style="list-style-type: none"> • modelled likely and maximum zone yields, • identified associated required transport upgrades, timing or triggers, • provided a delivery strategy, preferably within the proposed Precinct provisions or by an Infrastructure Funding Agreement. 	
<p>Transport assessment assumptions and identification of mitigation requirements</p>	<p>Entire Plan Change</p>	<p>Oppose</p>	<p>The Plan Change does not include sufficient expert assessment of the transport aspects of the actual and potential adverse effects of the proposal and mitigation required. Transport effects are discussed in broad terms in the applicant's Section 32 Assessment Report. Auckland Transport is concerned that the potential adverse transport effects have not been adequately assessed and then addressed by way of the proposed Precinct provisions. This includes understanding how the proposed zoning intensification will affect the corresponding transport patterns and movements, including effects associated with the proposed rezoning where there is a lack of significant local employment and few shops and community facilities.</p> <p>Traffic modelling has been undertaken on the basis of 2,300 dwellings, whereas the Section 32 report and Transport Assessment is based on 1,660 dwellings. The 1,660 dwellings are based on a master plan. The master plan outlines a potential scenario of what the housing yield could be, but there is no certainty that this would occur. Should more intensive housing typologies occur, which is possible, the 1,660 dwellings could be exceeded. Therefore, the findings of the Transport Assessment are flawed and cannot be relied on.</p> <p>More detailed modelling is required of the traffic impacts. Auckland Transport would expect the traffic modelling to address aspects such as: impacts on the Hingaia /</p>	<p>Further assessment of the transport effects of the enabled land use activities proposed in the PPC 67 precinct plan provisions is sought from the applicant.</p> <p>Auckland Transport requests that the traffic modelling be based on yields commensurate with the zoning envelope sought.</p> <p>The modelling should include the intersection on Hingaia Road / Beach Road corridor (including the SH1 interchange) as a network.</p> <p>Auckland Transport requests that the modelled signalised intersection at Great South Road /</p>



Issue	Relevant Precinct Provisions	Position (support / oppose)	Reason for submission	Decision / relief sought
			<p>Beach Road corridor, including intersections, for example, Hingaia / Harbourside / Beach / Hinau intersection. As noted by Commute in their RFI response dated 19 March 2021, the upgrades to this intersection differ to those that have been modelled and, therefore, the effects of the plan change have not been assessed at this intersection. As recommended in the Flow modelling report, traffic modelling should be undertaken to include the SH1 interchange, Beach Road / Elliot Road intersection and the Hingaia / Harbourside / Beach / Hinau intersection as a network, given they operate as such.</p> <p>The Flow modelling report discusses the future signalisation of the Great South Road / Park Estate Road intersection. The report states that modifications were made to a layout provided by Auckland Transport for the intersection. It is assumed these changes were necessary for the satisfactory operation of the intersection. There are currently no detailed plans for the intersection or commitment (including funding) by Auckland Transport to signalise the intersection. It should be demonstrated by the plan change requestor that the layout modelled by Flow is feasible within the road reserve and does not require third party land. Depending on this response, revised modelling should be undertaken to demonstrate that any adverse effects on this intersection can be appropriately mitigated.</p> <p>Transport mitigation measures, in addition to those already identified in the previous traffic modelling by Flow, should follow the modelling of potential impacts.</p>	<p>Park Estate Road in the Flow modelling report be demonstrated to be feasible within the existing road reserve.</p> <p>Depending on the outcome of the required further assessment, identify the transport mitigations required and the precinct mechanisms to give effect to the delivery of the mitigation measures, including locations, timing, and organisation responsible for delivery and funding.</p>
Roading requirements	Road construction standards	Oppose in part	<p>Auckland Transport seeks a consistency of approach across precinct provisions, including the use of cross sections which outline the standards to be applied to future road construction.</p> <p>Auckland Transport seeks provisions within the Precinct Plan which indicate overall minimum road reserve widths as well as the functional requirements and key design elements for street design. These should be supported by appropriate activity status,</p>	<p>Amend PPC 67 to include provisions relating to the minimum road reserve widths and key design elements and functional requirements of new roads and existing roads which need to be upgraded to the applicable urban</p>

40.5

40.6



Issue	Relevant Precinct Provisions	Position (support / oppose)	Reason for submission	Decision / relief sought
			<p>matters for discretion and assessment criteria to provide for instances where these provisions are not met.</p> <p>It is noted that the Commute Transportation Assessment Report, prepared to support the Plan Change, recommended that the road reserve dimension and function designs be transferred from being standards into the restricted discretionary matters and assessment criteria. However, the Plan Change precinct provisions as notified have completely removed the road table and not created any equivalent in the restricted discretionary matters or assessment criteria.</p> <p>PPC 67 includes limited material on future road design parameters and Auckland Transport seeks that these be introduced in accordance with the above point.</p>	<p>standards, including but not limited to:</p> <ul style="list-style-type: none"> • Carriageway • Role and Function of Road • Pedestrian provision • Cycle facilities • Public Transport (agreed interim and long-term routes, dedicated lanes, geometry, bus stops etc) • Ancillary Zone (Parking, Public Transport stops, street trees) • Berm • Frontage • Building Setback • Design Speed (e.g. to support safe active mode movements) • Confirming that the proposed width of collector roads is adequate to accommodate required design elements and increase if necessary. <p>Amend Activity Table 4 Minimum Road Construction Standards with required detail as listed above, for Collector, Amenity Collector, Local Road, Minor Street, Reserve Edge Link and Park Edge Road. This should still be a standard guiding the creation of new roads through subdivision,</p>

40.7



Issue	Relevant Precinct Provisions	Position (support / oppose)	Reason for submission	Decision / relief sought
				<p>rather than restricted discretionary assessment.</p> <p>To guide developers and Council the Precinct Plan should be updated to identify the location of the various road types outlined above.</p>
Vehicle Access Restrictions – Cycle Facilities	Matters of Discretion	Oppose in part	<p>Proposed Precinct Standard I444.6.1.7 – Vehicle Access Restrictions – Cycle Facilities restricts the provision of vehicle crossings across existing or proposed cycle ways. Matters of Discretion for Integrated Residential Development (I444.8.1(3) and (4)) do not include reference to this standard. This could result in vehicle crossings conflicting with cycle ways and paths which would impact on the safety and operation of those facilities. The Matters of Discretion and relevant Assessment Criteria should include reference to I444.6.1.7.</p> <p>Matters of Discretion I444.8.1(8) for construction or use of a vehicle crossing that does not comply with Standard I444.6.1.7 refers to the standard matters of discretion in E27.8.1(12). Reliance on this standard would not necessarily address the situation where there are individual applications for vehicle crossings. It is the cumulative effect of many vehicle crossings across a cycle path that is of most concern. The matters of discretion should refer to the need to align with proposed Policy 13.</p>	<p>Amend the Matters of Discretion for Integrated Residential Development to include Standard I444.6.1.7.</p> <p>Expand the Matters of Discretion for I444.8.1(8) to include alignment with Policy 13.</p>
Indicative bus routes	Precinct Plan	Oppose	The Precinct Plan indicates roads with 'Indicative bus routes.' Auckland Transport is of the view that all Collector Roads should be capable of accommodating bus services to future proof the transport network.	Auckland Transport seeks that the indicative bus routes be removed from the proposed Precinct Plan and replaced by a column in a Road Construction Standards table (as per above submission)

40.8

40.9

40.10

40.11



Issue	Relevant Precinct Provisions	Position (support / oppose)	Reason for submission	Decision / relief sought
				point) providing for the provision of buses on all collector roads within the Hingaia 1 Precinct.



Submission by Firstgas Ltd

Plan Change 67 (Private) – Hingaia 1 Precinct

21 October 2021

Submission on Plan Change 67 – Hingaia 1 Precinct

Submitter Details

Submitter:	Firstgas Limited
Address for service of submitter:	c/- Beca Limited, PO Box 264, Taranaki Mail Centre, New Plymouth 4340
Telephone // Mobile:	06 759 5744 // 027 463 3031
Email:	john.mccall@beca.com
Contact Person:	John McCall , Senior Planner

Submission

- This submission relates to the rezoning of 144, 152, 158, 180 and 252 Park Estate Road, Hingaia (from Residential – Mixed Housing Suburban to Residential – Mixed Housing Urban) and the proposed changes to the Hingaia 1 Precinct (“**the Precinct**”) provisions in the Auckland Unitary Plan (Operative in Part) 2016 (“**AUP**”).
- Firstgas Ltd’s (“**Firstgas**”) high pressure gas transmission pipeline is located within 144 Park Estate Road / the Precinct.
- This submission relates to ensuring the safe, efficient and effective operation, maintenance, replacement, upgrade, removal and/or development of the existing gas network within 144 Park Estate Road – including the ability to access that network. In addition, the submission highlights the duty of care under the Health and Safety at Work Act (2015) (“**HSW Act**”) in response to the proposed residential intensification in proximity to a high-pressure transmission pipeline.

General View

- Firstgas neither supports nor opposes the project.
- Firstgas seeks to ensure:
 - (a) That the Plan Change provides for the safe, efficient, and effective operation, maintenance, replacement, upgrade, removal and / or development of the gas transmission network (including ancillary equipment) within the Plan Change area both during construction and the longer term; and
 - (b) The protection of the gas transmission network (including ancillary equipment) from third party land use and development both during construction and the longer term.

Decision Requested

- Firstgas seeks that if approved, a framework for both enabling and protecting the gas transmission network (including ancillary equipment) and the occupants of the proposed development within proximity to the pipeline is established.

Public Hearing

- At this stage, and to protect its interests in the process, Firstgas would like to present its views at a public hearing.

Trade Competition Statement

- Firstgas is not a trade competitor.

Firstgas Ltd: Submission Documentation (Plan Change 67)

1 Introduction to Firstgas Ltd

Following the purchase of the gas transmission network from Vector Gas Ltd on 20 April 2016, Firstgas is now the owner and operator of approximately 2500km of high-pressure natural gas transmission pipelines throughout the North Island.

Pursuant to section 167 of the Resource Management Act 1991 ('RMA') (and section 15 of the Interpretation Act 1999), the Minister for the Environment gave notice on 5 July 2016 that the Amendment of Resource Management (Approval of National Gas Corporation of New Zealand Ltd as a Requiring Authority) Notice 1994, dated 22 July 2009 has been amended by replacing "Vector Gas Limited" with "Firstgas Limited". A copy of this notice can be supplied on request.

Firstgas' below ground gas transmission pipelines, supported by ancillary above-ground infrastructure, deliver gas from production stations in Taranaki through to various towns and locations throughout the North Island.

1.1 General Approach to RMA Processes

Consequently, since purchasing the gas transmission network Firstgas has become active in RMA process through submissions. The outcomes sought have generally been to:

- enable the operation, maintenance, upgrade and development and / or removal of its assets and operations, including vehicular access; and
- protect its assets and operations from others' land-use and subdivision activities (including through legal and physical vehicular access).

To assist this, Firstgas has worked on a suite of 'model provisions' specific to the gas transmission network which are sought for inclusion within district plans, the objective being to achieve North Island wide consistency and fulfil its own operating obligations under AS2885 (Australian Standard AS 2885 Pipelines – Gas and Liquid Petroleum). The relief sought in this submission draws from these provisions.

2 Firstgas operating standards and codes

Firstgas has an obligation to ensure the safety of the pipeline network and the people living and working near this network. It operates under industry codes and standards which are strictly adhered to considering the nature of its assets and operations. Compliance with the technical requirements specified in these codes and standard ensures the protection and integrity of the pipeline is maintained.

Pipelines are required to meet the safety and operational requirements of the Health and Safety in Employment (Pipelines) Regulations 1999 and the operating code Standard AS2885 Pipelines – Gas and Liquid Petroleum (AS2885). In addition, Firstgas also have a number of in-house developed safety procedures that are applied to complete work that is commensurate with its' legislative requirements.

Adherence to these requirements ensures that Firstgas' maintenance and minor upgrading related activities will be undertaken safely - including for any works to relocate pipelines. Any changes to Firstgas' gas transmission network are required to be notified to Ministry of Business, Innovation & Employment under the requirements of the existing gas transmission pipeline authorisation.

Third party interference is one of the main risks to the safety and integrity of the underground pipelines. Activities which may affect the gas pipelines should take into account the location and protection requirements of the pipelines. Activities in the vicinity of gas transmission pipeline and ancillary equipment should be carried out in such a way so as not to compromise the safe and efficient operation of the gas transmission network.

The safety of its employees', contractors and the general public is of paramount importance to Firstgas.

3 Firstgas assets within the Plan Change area

Firstgas assets within the proposed Plan Change area include an underground gas transmission line that traverses the length of 144 Park Estate Road. The following figure illustrates the approximate location of the gas transmission line through the Plan Change and surrounding area.

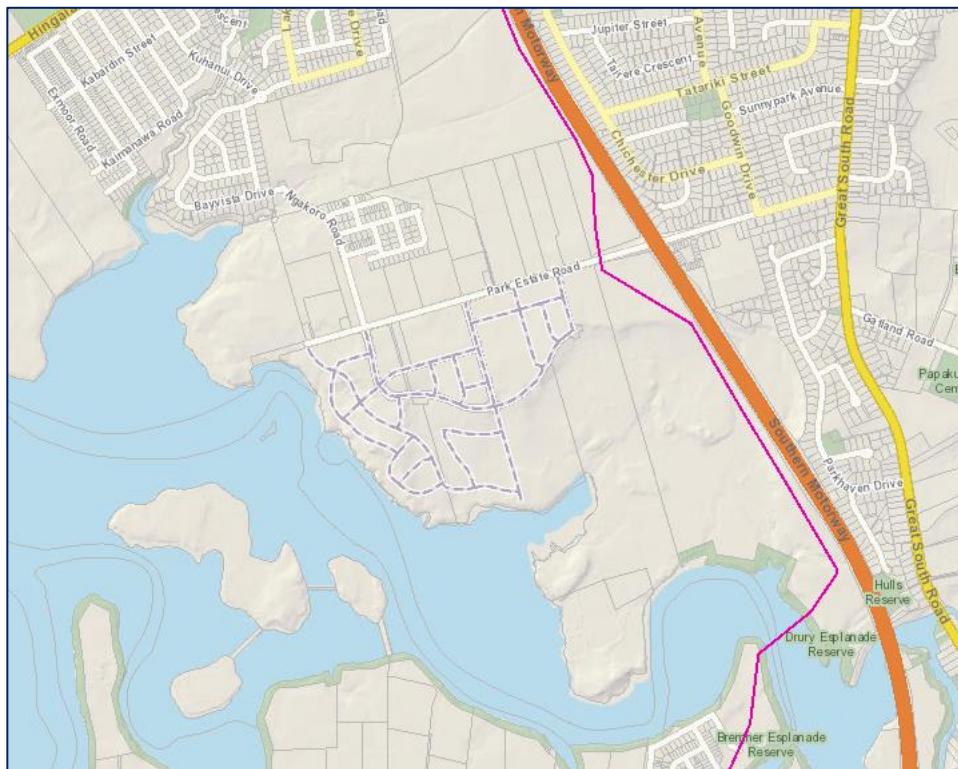


Figure 1: Firstgas Gas Transmission Line (purple line) Source: Auckland GeoMaps (2021)

It is noted that this gas transmission line is not designated. Protection is afforded to this gas transmission line via an easement only.

4 Submission

4.1 General Response

Firstgas is **supportive**, in principle, of the proposed Plan Change Request provided that the points raised in this submission area addressed as the re-zoning of **144 Park Estate Road** (alongside other properties south of Park Estate Road) would allow for increased residential intensification (and associated development) in proximity to an existing gas transmission line.

It is noted that the Plan Change Request application did not identify Firstgas Ltd (a network utility operator) as an affected party in Section 9.0 of the Request for Plan Change application.

In addition, there is no consideration of the existing gas transmission network and the associated risks within the proposed Precinct provisions. Rather, reliance for the protection of the gas transmission line is only by virtue of the existing provisions of the AUP and the existing easement.

This raises concerns for Firstgas regarding the safe, efficient, and effective operation, maintenance, replacement, upgrade, removal and / or development of the existing gas transmission line - both during future construction and development of the Plan Change area – and addressing the increased risk to people and property locating within proximity to the existing gas transmission line.

4.1.1 AUP Framework – Network Utilities

Under the existing framework of the AUP (specifically, Chapter J – Definitions), the existing gas transmission line traversing 144 Park Estate Road is considered a “network utility” - being the transmission of natural or manufactured gas petroleum by pipeline. Therefore, any land disturbance activity, in brief:

- Must not cause malfunction or result in, or create the potential for, damage to or malfunction of network utilities¹; and
- Must not obstruct network utilities (unless that is necessary to undertake the works to prevent harm to the public)²

4.1.2 Easement – Firstgas

The existing gas transmission line within 144 Park Estate Road has an easement extending approximately 6m each side of the centreline of the pipeline. This easement ensures access is available to Firstgas to service the gas transmission line (including during development). However, this easement does not avoid, remedy, or mitigate any risks to people and property locating in proximity to the line.

4.2 Relief Sought

This Plan Change Request process becomes the most opportune and appropriate time and process to address the concerns of Firstgas in relation to intensifying residential activity in proximity to the existing gas transmission line traversing 144 Park Estate Road. Therefore, Firstgas seeks the following outcomes in respect to the proposed Plan Change Request:

- The identification of the existing gas transmission line on the Precinct Plan to ensure visibility of the network for plan users.
- The management of any adverse effects of third-party development or activities in close proximity to the existing gas transmission line to the extent that adverse effects on the network are avoided or mitigated; and
- Firstgas is identified as an affected party in the event resource consent is required in respect of potential effects on the existing gas transmission line owned and operated by Firstgas – that is, the matters of discretion or assessment criteria include technical advice from Firstgas.

¹ E12.6.2.(3) Land Disturbance – District, General Standards

² E12.6.2.(4) Land Disturbance – District, General Standards

The specific relief sought by Firstgas in respect of the proposed Hingaia 1 Precinct provisions are detailed in the succeeding sections. Amendments to the proposed Precinct provision are shown as underline (for new text sought) and ~~strikethrough~~ (for deletion).

4.2.1 Setback for Residential Dwellings

Firstgas seeks to include a 20m setback required for all new residential buildings from the centreline of the existing gas transmission line – recognising the duty of care responsibilities under the HSW Act. The following amendments to the precinct provisions could facilitate this setback requirement:

41.1

- A new activity in Table I444.4.1, as follows:

Table I444.4.1 Activity Table – Land use activities

Activity	Activity Status	Standards to be complied with
Development		
(AX)	<u>New building or structure which does not comply with Standard I444.6.1.X Gas transmission pipeline setback</u>	RD <u>Standard I444.6.1.X Gas transmission pipeline setback</u>

- A new standard requiring all new buildings containing habitable rooms to be setback 20m from the centreline of the existing gas transmission pipeline traversing 144 Park Estate Road, as follows:

Standard I444.6.1.X Gas transmission pipeline setback

- (1) Any new building or structure that contains a habitable room shall be setback at least 20m from the centreline of a gas transmission pipeline.

Note: this setback has been adopted by the development at 115 Park Estate Road immediately north of 144 Park Estate Road. For consistency, Firstgas seek the continuation of this setback of residential buildings from the centreline of the existing gas transmission line.

- A new matter of discretion for new buildings that cannot comply with proposed *Standard I444.6.1.X Gas transmission pipeline setback*, as follows:

I444.8.1 Matters of discretion

- (0) For any new building or structure that does not comply with Standard I444.6.1.X Gas transmission pipeline setback:
 - (a) the extent to which the building or structure avoids or mitigates conflict with the gas transmission network, including construction related activities.
 - (b) the extent to which the building or structure may compromise, restrict or prevent legal or physical access to the gas transmission network
 - (c) risks relating to health or public safety, including the risk of property damage
 - (d) the potential for reverse sensitivity effects
 - (e) technical advice provided by the owner and operator of the gas transmission network.

4.2.2 Protection of the existing gas transmission pipeline from earthworks

Firstgas seeks to include restrictions on earthworks within proximity to the existing pipeline – ensuring the safe, efficient, and effective operation of the existing gas transmission line during future development of 144 Park Estate Road. The following amendments to the precinct provisions could facilitate such protection:

41.2

- A new activity in Table I444.4.1, as follows:

Table I444.4.1 Activity Table – Land use activities

Activity	Activity Status	Standards to be complied with
Development		
(AX)	<u>Earthworks within 20m of a gas transmission pipeline</u>	<u>P</u>
		<u>Standard I444.6.1.X Earthworks within proximity to a gas transmission pipeline</u>
(AX)	<u>Earthworks that do not comply with Standard I444.6.1.X Earthworks within proximity to a gas transmission pipeline</u>	<u>RD</u>

- A new standard that sets appropriate limits for earthworks / land disturbance activities in proximity to the existing gas transmission pipeline traversing 144 Park Estate Road, as follows:

Standard I444.6.1.X Earthworks within proximity to a gas transmission pipeline

- Earthworks within 20m of the centreline of a gas transmission pipeline for the purpose of the installation of driveways, utility services, post holes and cultivation / planting, provided the earthworks:
 - is not associated with the planting or removal of trees within 6 metres of a gas transmission pipeline;
 - does not exceed a maximum depth of 400mm within 6m of a gas transmission pipeline.
 - does not involve the use of heavy vehicles or machinery, including hydraulic or air operated machine mounted rock breakers;
 - does not involve vibration or compaction;
 - does not compromise the stability or integrity of the gas transmission pipeline
- Earthworks within 20m of the centreline of a gas transmission pipeline that exceed 400mm in depth must be undertaken in accordance with a Gas Transmission Pipeline Risk Assessment prepared by a suitable qualified person nominated by the owner of the gas transmission pipeline on behalf of a Network Utility Operator, which as a minimum:
 - establishes the minimum separation distances and depths between the gas transmission pipeline and the proposed earthworks
 - demonstrates compliance with applicable legislation, standards and codes of practice
 - summarises the outcome of consultations with the gas transmission owner and operator;
and

(d) details the management of earthworks to addresses the risk issues associated with earthworks in proximity to the gas transmission line.

Written notice of the work will need to be provided to the gas transmission pipeline owner and operator and Council at least 20 working days prior to the commencement of the earthworks.

(3) Standard I444.6.1.X(2) does not apply for:

(a) Agricultural, horticultural, or domestic cultivation activities

(b) The maintenance and repair, including sealing, of a road, footpath, driveway, or farm track.

(4) Earthworks within a gas pipeline easement must obtain a Pipeline Easement Permit from the owner and operator of the gas transmission pipeline and provide a copy of the Permit to Council at least 15 working days prior to the commencement of earthworks.

- A new matter of discretion for new buildings that cannot comply with proposed *Standard I444.6.1.X Earthworks within proximity to a gas transmission pipeline*, as follows:

I444.8.1 Matters of discretion

(0) For earthworks that do not comply with the Standard I444.6.1.X Earthworks within proximity to a gas transmission pipeline:

(a) the risk of hazards affecting public or individual safety, and the risk of property damage.

(b) the measures proposed to avoid or mitigate potential adverse effects on the gas transmission pipeline

(c) technical advice - including an assessment of the level of risk

(d) the outcome of any consultation with the owner and operator of the gas transmission pipeline

4.2.3 Spatial extent of the gas transmission pipeline

Firstgas seeks to include the existing gas transmission pipeline and proposed setback and earthworks corridor on the Precinct maps. The following amendments to the Precinct provisions are therefore proposed:

41.3

- Amend Figure I444.10.1. Hingaia 1 – Precinct Plan to include the extent of the existing gas transmission pipeline.
- Insert a new Figure that illustrates the centreline of the gas transmission pipeline and the 20m corridor either side of the centreline (to aid Plan users in the application of the proposed ‘*Gas transmission pipeline setback*’ and ‘*earthworks within proximity to a gas transmission pipeline*’ standards sought through this submission).

Note: Co-ordinates of the gas transmission line can be provided from Firstgas upon request.

R. D. and T.G. Davies
 63 Bayvista Drive
 Karaka Lakes
 Papakura 2113
 21/10/21

Auckland Council

Re: Plan Change 67 (Private) Hingaia 1 Precinct

Thank you for the opportunity to provide feedback on the proposed changes. We oppose the proposed changes by the developers on the following points.

Vehicular Access

42.1

- The plan identifies access through Hinau Rd. The road in its current state is extremely narrow, and when cars are parked on the side of the road, passing traffic needs to stop and give way to cars coming in the opposite direction due to insufficient width of the road
- Other points of access that will likely also be used by the increased number of residents travelling north will potentially include:
 - Ngakoro Rd / Kuhanui Rd.
 - The access between these two road has not yet been developed, and while Kuhanui Rd is wide enough to take extra traffic, Ngakoro Rd is very narrow, and has yellow lines on each side of the road (which I suspect may be due to insufficient room for emergency and rubbish collection vehicle if cars are parked along the road).
 - Ngakoro Rd/ Bayvista Drive.
 - Without direct access to Kuhanui Rd, traffic will divert through Bayvista Drive. Bayvista Drive is also a narrow road, and over the past 4 years the through traffic has increased.
 - It is now the norm (rather than the exception) to stop at either end of the eastern aspect of the loop, to check to see if there is oncoming traffic before proceeding, as parked cars effectively turns this into a single lane street.
 - We have both already had a number of “near misses” from cars travelling through, unaware of the space restraints since Brookside has opened
 - We are extremely concerned at the impact of higher traffic flow through a street not designed for high volume traffic.

Motorway Access.

- As the most direct route to the northern onramp traffic will most likely travel through Karaka Lakes to the Papakura interchange, rather than Park Estate through to the Drury Interchange.
 - Currently (outside of lockdown) even with the extra lanes opened in December 2019 R.D. needs to leave home by 6.00am to avoid the

congestion around the onramp. If leaving at 6.10am it can take 10 – 15 minutes longer just to get onto the motorway.

Pedestrian Access

- Higher Density housing, without off road parking, leads to more cars parked on the road, driveways and footpaths.
 - As public transport is not within walking distance, residents will need to have cars to survive – that is a reality.
 - Cars parked over the footpath on driveways (and in some cases on the footpath to decrease the space taken on the side of the road) is a major concern for people who are blind or have vision loss. (I work at Blind Low Vision NZ, so am aware the impact this has on our clients)

42.2

Impact on NZ endemic and native fauna

- I am concerned that some wetlands are being replaced with pipes and natural fillers
- We have a range of endemic and native wetland birds in our area.
 - Both the NZ Grebe (Endemic - conservation status recently reclassified as “Recovering” from a previous “Vulnerable” status) and Banded Rail (Native - conservation status as “Declining”) have been identified in the Karaka Lakes area.
 - The Spotless Crake (Native - conservation status as “Declining”) has been discovered in Puharehare so the chances are that these may also be in our area
- The decrease of the wetland areas and increased population density may affect the population of these birds
- The increased sediment and run off will also affect the coastal mangrove margins

42.3

Kind Regards
 Rae and Terry Davies
t.davies@xtra.co.nz



Auckland Council

Level 24, 135 Albert Street

Private Bag 92300

Auckland 1142

Attn.: Planning Technician

unitaryplan@aucklandcouncil.govt.nz

TO: Auckland Council

SUBMISSION ON: Plan Change 67 (Private) - Hingaia 1 Precinct

FROM: Veolia Water Services (ANZ) Pty Ltd

ADDRESS FOR SERVICE: sanjeev.morar@veolia.com

DATE: 21 October 2021

Veolia could not gain an advantage in trade competition through this submission.

1. INTRODUCTION

1.1. Background

On July 1, 1997 a 30-year franchise agreement commenced with the Papakura District Council to outsource operations of the water and wastewater networks in Papakura, Drury and Takanini to a Veolia, wholly owned subsidiary called United Water.

Around the globe, Veolia helps cities and industries to manage, optimize and make the most of their resources. The company provides an array of solutions related to water, energy and materials. Veolia's 174,000 employees are tasked with contributing directly to the sustainability performance of customers in the public and private sectors, allowing them to pursue development while protecting the environment.

- 100 million people supplied with drinking water
- 63 million people connected to wastewater systems
- 4,245 drinking water production plants managed
- 3,303 wastewater treatment plants managed^[s1]

In 2011, United Water was rebranded to Veolia, its parent company's name. This brand change brought the New Zealand operations in line with Veolia's global business.

Under the existing franchise agreement, Veolia is responsible for all aspects of the water and wastewater business including:

- Meter reading, billing and collection of revenue
- Customer services
- Operations and maintenance of the water supply and wastewater collection systems
- Planning, design and construction of new infrastructure

Papakura District Council was disestablished in 2010 with the creation of the Auckland Council as a unitary authority.

Auckland Council owns Watercare - a council organisation. All the water in the Papakura district is supplied by Watercare and all wastewater is treated at Watercare's Mangere Plant.

Watercare Services Ltd owns the water and wastewater infrastructure which is operated by Veolia.

2. SUBMISSION

2.1. General

This is a submission on a change proposed by Hugh Green Limited to the Auckland Unitary Plan (Operative in Part) that was publicly notified on 26 August 2021 ("**Proposal**").

The Applicant proposes to rezone 79.7 hectares of Mixed Housing Suburban land at Hingaia 1 Precinct, to a Residential - Mixed Housing Urban ("**Plan Change Area**").

Veolia neither supports nor opposes the Proposal. The purpose of this submission is to address the technical feasibility of the proposed water and wastewater servicing arrangement to ensure that the effects on the existing and planned water and wastewater network are appropriately considered and managed in accordance with Resource Management Act 1991 ("**RMA**").

In making its submission, Veolia has considered the relevant provisions of the Auckland Plan 2050, Te Tahua Taungahuru Te Mahere Taungahuru 2018 – 2028/The 10-year Budget Long-term Plan 2018 – 2028, the Auckland Future Urban Land Supply Strategy 2015 and 2017, the Water Supply and Wastewater Network Bylaw 2015 and the Water and Wastewater Code of Practice for Land Development and Subdivision. It has also considered the relevant RMA documents including the Auckland Unitary Plan (Operative in Part) and the National Policy Statement on Urban Development Capacity 2016 which (among other

matters) requires local authorities to ensure that at any one time there is sufficient housing and business development capacity which:

- (a) in the short term, is feasible, zoned and serviced with development infrastructure (including water and wastewater);
- (b) in the medium term, is feasible, zoned and either:
 - (i) serviced with development infrastructure, or
 - (ii) the funding for the development infrastructure required to service that development capacity must be identified in a Long Term Plan required under the Local Government Act 2002; and
- (c) in the long term, is feasible, identified in relevant plans and strategies, and the development infrastructure required to service it is identified in the relevant Infrastructure Strategy required under the Local Government Act 2002.¹

2.2. Specific parts of the Proposal

The specific parts of the Proposal that this submission relates to are: the proposed water and wastewater servicing arrangement and the effects of the Proposal on the existing and planned water and wastewater network.

Veolia has reviewed the Proposal but it is not in a position to confirm whether, in Veolia's opinion, the proposed servicing arrangement is appropriate. Specifically:

- (a) Water Supply - Network modelling to be undertaken to determine suitability of existing infrastructure to provide for proposed demand
- (b) Wastewater Network (gravity) - Availability of capacity to be determined pending discharge location

2.2.1. Water supply

2.2.1.1. Water supply infrastructure

Hingaia 1 Precinct is located on the southern side of Park Estate Road, at the western end. A Retail 450mm water supply from the Flannagan Road BSP is accessible via the southern boundary of the subject site.

2.2.1.2. Water supply servicing for the Plan Change Area

In order to adequately assess the effects of the Proposal on the existing and planned water infrastructure network, the following further information regarding the proposed water supply servicing is required:

¹ National Policy Statement on Urban Development Capacity 2016, policy PA1.

- (a) network modelling of the existing network with the additional demand proposed
- (b) an assessment of the water infrastructure upgrades that might be required to service the development (if any)

The Applicant will be required to construct and fund any local network to service the Plan Change Area

For clarity, all of the water supply network (excluding the BSP) relevant to the plan change is considered local network, and is therefore required to be funded by the developer.

2.2.2. Wastewater

2.2.2.1. Wastewater infrastructure

Hingaia 1 Precinct is located on the southern side of Park Estate Road, at the western end. A Retail 450mm gravity wastewater pipe is located to the south of the subject site.

2.2.2.2. Wastewater servicing for the Plan Change Area

It is proposed that the Plan Change Area be serviced via the existing gravity wastewater network, through to the existing Bulk Hingaia Wastewater Pump Station.

In order to adequately assess the effects of the Proposal on the existing and planned wastewater infrastructure network, the following further information regarding the proposed wastewater servicing is required:

- (a) suitable gravity network discharge location.
- (b) network modelling of the existing network with the additional demand proposed
- (c) an assessment of the wastewater infrastructure upgrades that might be required to service the development (if any)

Any required upgrades are to be reviewed and agreed with Veolia.

3. DECISION SOUGHT

Veolia seeks a decision that ensures that the water and wastewater capacity and servicing requirements of the Proposal will be adequately met, such that the water and wastewater related effects are appropriately managed.

To enable that decision to be made, Veolia requests that:

- (a) Existing water infrastructure is modelled to ensure sufficient capacity. Should there be insufficient capacity, it is the responsibility of the Applicant to, at its cost, design and construct required network infrastructure upgrades.

43.1

- (b) Wastewater disposal from the Plan Change Area is required to be connected to the public wastewater network, discharging to the Hingaia Wastewater Pump Station. | 43.2
- (c) The Applicant will, at its cost, design and construct:
 - i. any wastewater infrastructure required to enable the connection of the Plan Change Area to the public wastewater disposal and collection system | 43.3
 - ii. any water infrastructure required to enable the connection of the Plan Change Area to the public retail water network
- (d) The Applicant obtains approval from Veolia for the connection points to the local network to service the Plan Change Area. | 43.4

4. HEARING

Veolia wishes to be heard in support of its submission.



Sanjeev Morar
Developments Manager

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Karine and Jason Fox

Organisation name:

Agent's full name: Jason Fox

Email address: foxesnz@gmail.com

Contact phone number:

Postal address:

6 Turua Rise

Karaka

Karaka 2113

Submission details

This is a submission to:

Plan change number: Plan Change 67

Plan change name: PC 67 (Private): Hingaia 1 Precinct

My submission relates to

Rule or rules:

Change of Zoning, Transport Corridor

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

We oppose the zoning change In Hingaia

I or we seek the following decision by council: Decline the plan change

Submission date: 21 October 2021

Supporting documents

Fox KJ Submission.pdf

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

SUBMISSION – Proposed plan change 67 (Private) – Hingaia Precinct

Change of zoning of and creation of a transport corridor through quiet suburban residential streets.

Zoning Change

We have some concerns as responsible citizens and community members in Karaka, including the safety of children, elderlies and animals.

1. Hugh Green Ltd operating in bad faith and putting hard working Kiwis in vulnerable circumstances | 44.1

This private zoning change request is nothing but Hugh Green Ltd (HGL) operating in bad faith by purchasing land for development and then trying to maximise its own profit by devaluing the surrounding area by building tightly packed urban dwellings in an almost rural setting. The HGL management team were fully aware when they started this development that it is a suburban area. Now they are using their deep pockets to try and change the zoning and jam as many properties as they can into this space (with no off-parking space), effectively creating a wealth transfer by devaluing surrounding owners' properties and sending this value to their bank accounts. We live in South Auckland, the lowest socioeconomic area of Auckland, and the business decision from HGL highlights the elitism and social unfairness between Kiwis trying to get on the property ladder, hard-working Kiwis who saved up to buy a property vs a wealthy land developer who only wants to get richer, with no respect for the people who live in the area. It is a shocking gesture of greed and it is disgracefully against the already hard to reach dream of Kiwis.

2. Crime and violence escalation | 44.2

Developments like this the proposed one, are too far from urban centres and based on evidence, does not bode and do well nationally and globally. Crimes and violence result from high population density, reinforcing poverty, fears and social failure, which goes against the Government's drive to have a more sustainable and fairer New Zealand for every New Zealander. Putting this many houses into a small area so far from the commercial centre in Auckland will accelerate the social gap and increase violence and crime in an area that needs community support rather than over densification.

3. Congestion and risks for our community | 44.3

We have carefully looked at other options when we considered the private request from Hugh Green and we are concerned by the Transport Corridor (Collector Road) through a quiet and family-friendly suburb of Karaka Lakes.

Karaka Lakes prides itself for being a close-knit community where everyone cares for each other, children, elderly, people in vulnerable situations and wild. We live in a lovely, diverse, well-looked and well-loved area, after development on the edge of Papakura.

Based on the lack of planning and environmental consideration from HGL, the company is now looking to use a road as a through route in Karaka to achieve its development goal, it is nothing more than an insult and sign of disrespect to the residents of this quiet suburb. HGL plans to use any road in Karaka, either Hinau Road or Kuhunui Road as a collector road for development is simply unacceptable. Consider Kuhunui Road, it is the main school route for kids on bicycles to get to school. The road is also used daily by Hingaia Peninsula School for its walking school bus for the whole school, with parents and teachers volunteering to support community engagement and play their part to decrease congestion and increase safety for everyone. In addition, Kuhunui Road is an overland crossing between two wetlands for the local native and non-native Fauna in the area. All reinforcing the New Zealand's focus on sustainability, climate change and protection of our land and life.

The layout of Karaka Lakes is not made for this volume of traffic with a projected modelling of an additional 6,900+ cars a day – safety, pollution and congestion at its worst. People would fan out into all the local streets, people looking for through routes tend to drive fast and carelessly, resulting in more dangers for young children who currently ride their bikes and scooters in the area. The smaller roads are not built to handle this extra traffic and must not be used for it. We trust that Auckland Transport Waka Kotahi will provide some insight on this dangerous proposal.

The modelling done by HGL is not accounting for people finding their way around congestion by using smaller residential roads, especially between Kuhunui Road and Hinau Road: it would present a danger to the residents and something that cannot be allowed to happen, as a duty of care for all generations. We have a civic duty to protect each other, not put each other in more danger.

In addition, the added danger and traffic flow would devalue the houses in the area, once again transferring the value to HGL balance sheet. Having investigated traffic plans, Great South Road however is built for this sort of traffic flow.

No one in Karaka Lakes want this added traffic funnelled directly through our quiet residential streets, it is a ridiculous idea to endanger the wellbeing of our residents – either physical, mental and financial wellbeing. The impacts of COVID have already been felt enough without adding unnecessary pressure and worry due to HGL development plan.

Looking at the connection to the Karaka area, the Hingaia Motorway on Ramp and off ramp already services Karaka Lakes, Harbourside, Waiau Pa, Karaka, Clarkes Beach, Kingseat and some of Glenbrook and Waiuku. These areas are also being developed which will provide additional traffic. This on ramp is already pushed to its limit in the morning peak hours. It can take 30mn at 6.30am when residents go to work. Opening an alternative route for this development would create an alternative route through a residential area to all the communities on the other side of the motorway due to the Park Estate Road Overbridge. Great South Road is built for this traffic flow, not the residential area of Karaka Lakes.

4. Waste management issues

44.4

We are concerned by the waste management of Slippery Creek catchment, which is already at capacity.

5. Conservation concerns

44.5

We are concerned by the ecologic balance and impact of HGL plans. Pollution would be detrimental to Nature and its wildlife. The tidal flow in the Slippery Creek is a low energy tidal area, All engine fluids dropped by cars will be funnelled directly into this area in the stormwater drainage, it will then accumulate and remain in the mud and sands.

6. Zoning change

44.6

We want to express our opposition to changing the zone of Karaka Lakes from suburban to urban zoning and its boundaries implications. The area is outside the main city and the change of zoning is only to serve a high-density dwelling drive without consideration for the landscaping and natural environmental focus that is Karaka. It is known for its countryside, connection to nature, and primary industries flow.

Steph Cutfield
 43 Hinau Road
 Karaka Lakes
 Ph: 0211370917

In support of submission to Park Estate Roading via Hinau Road.

Hi Dennis

Great to hear of your submission which we wholeheartedly support. I'm not sure if this makes sense - hopefully it does! Should I load it as my own or will you add to your submission?

We live at 43 Hinau Rd, Karaka Lakes and strongly object to this becoming a feeder from the mentioned development, our road is not fit for purpose for multiple reasons.

1. **No parking** - visitors have to park on the road, which essentially turns it into a one way road. This causes hold ups during the quieter time during day/weekends - however peak times it is worse and hold up large amounts of traffic. Also, as it is given the narrow road, home owners are unable to pull out safely without crossing the centre line - the proposed increase in traffic will make it near impossible to safely reverse out of our driveways

45.1

2. **Speed** - currently on a daily basis we have drivers using Hinau Rd as a drag strip, at times zooming past our house well over 60kms an hour - putting residents walking and children outside playing at risk. We have already had a car flip on the corner of Hinau & Wawatai Rd - thankfully no one was injured.

Whilst my car was parked on road a car hit and smashed off the wing mirror of my car. They were heard but not seen, drove off and left me with a \$300 repair bill. Their wingmirror was also on the road in front of my car - it was evident they were speeding.

3. **Hinau Rd/Fountain Rd roundabout** is definitely not suitable for increase volume in traffic. Currently cars coming through the dog leg from Hingaia Rd end cannot stick to their lane. I would say 99% of drivers cross the centre line coming out of the dog leg - while drivers coming the other way do not slow down and are often over the centre line themselves. Increased volume through this round about will result in accidents.

4. **Congestion** - motorway access at Papakura is a nightmare. If the weather is bad the traffic is often backed up to my house.

Cars come off Hingaia Rd either into Bridgeview Ave, or Hinau Rd lights, to try to get through lights for "quicker" motorway access, only adding to the congestion. There are also a lot of children walking to/from school and drivers gap the lights putting young people at risk regardless of the fact they have the crossing light.

5. **Development** to increase the density of the upcoming development will overall have a negative effect on our neighbourhood and environment of Karaka Lakes. The effect McDonald's across the road is evident with endless rubbish dumped on the side of road near the Bloodstock. We already have halfwits throw bottles and trash out of their car windows. Our community of young families, retirees and conscientious property owners, does not need an increase in anti social drivers and behaviour

45.2

The on ramp already services a large amount of housing and with future developments underway at Hingaia Rd, Kingseat and Clarkes Beach this volume alone will result in chaos. Park Green needs to re-consider motorway access via another route. Ideally its own on/off ramp.

Kind regards
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