

AUCKLAND UNITARY PLAN OPERATIVE IN PART

PROPOSED PLAN CHANGE 86 (Private): 41-43 Brigham Creek Road, Whenuapai

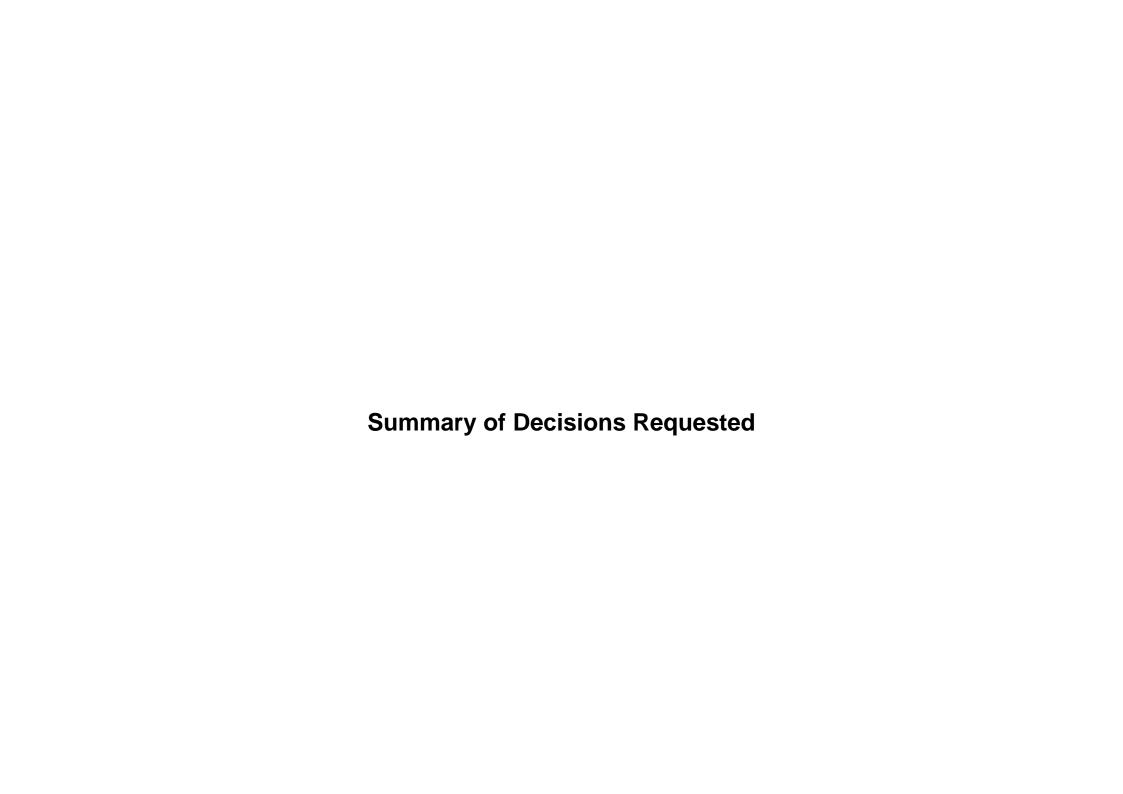
SUMMARY OF DECISIONS REQUESTED

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 08/12/2022
- Send a copy of your further submission to the original submitter as soon as possible after submitting it to the Council.





	Plan Change 86 (Private): 41-43 Brigham Creek Road, Whenuapai							
	Summary of Decisions Requested							
	Sub							
Sub#	Point	Submitter Name	Address for Service	Theme	Summary of decisions requested			
					Opposes PC 86 as the current traffic system includes existing public transport			
				Decline the plan change, but if	provision			
				approved, make the amendments	hours.			
01	1.1	Ka Ming C Chiu	cateddie@gmail.com	requested	Future Public Transport Accessibility is unclear at this stage			
				Decline the plan change, but if				
				approved, make the amendments				
01	1.2	Ka Ming C Chiu	cateddie@gmail.com	requested	Opposes PC 86 until recreation grounds are established			
				Decline the plan change, but if				
				approved, make the amendments	Opposes PC 86 as the transport infrastructure is not adequate to facilitate more			
02	2.1	Kingsley Seol	king_seol@hotmail.com	requested	houses and cars.			
				Decline the plan change, but if				
				approved, make the amendments	Opposes PC 86 as the utility infrastructure is not adequate to facilitate more			
02	2.2	Kingsley Seol	king_seol@hotmail.com	requested	houses. Seeks for infrastructure to be provided prior to development occurring			
				Decline the plan change, but if	Opposes PC 86 as there are concerns with transport/traffic congestion and road			
				approved, make the amendments	safety on the surrounding roads. Seeks for transport infrastructure be provided			
02	2.3	Kingsley Seol	king_seol@hotmail.com	requested	prior to development occurring.			
				Decline the plan change, but if	Seeks for Brigham Creek Bridge to be fixed, connection between state highway			
				approved, make the amendments	16/18 and state highway 16 to be extended to Waimauku prior to development			
02	2.4	Kingsley Seol	king_seol@hotmail.com	requested	occurring.			
				Approve the plan change with the	Opposes PC 86 as the Plan Change does not address recreation and well-being			
03	3.1	David George Allen	dave.allen@outlook.co.nz	amendments requested	of the population			
				Approve the plan change with the				
03	3.2	David George Allen	dave.allen@outlook.co.nz	amendments requested	Opposes PC 86 as the application is inappropriate in regards to aircraft noise			
				Approve the plan change with the	Opposes PC 86, seeks the developer be required to install a public toilet facility at			
03	3.3	David George Allen	dave.allen@outlook.co.nz	amendments requested	the existing play ground area			
			lindairenenorman@gmail.co	Approve the plan change with the	Opposes PC 86 as the Plan Change does not address recreation and well-being			
04	4.1	Linda Irene Norman	m	amendments requested	of the population			
			lindairenenorman@gmail.co	Approve the plan change with the	Opposes PC 86, seeks the developer to be required to install a public toilet facility			
04	4.2	Linda Irene Norman	m	amendments requested	at the existing play ground area			
		Royal Forest and Bird						
		protection Society of						
		New Zealand Inc.	c.morgan@forestandbird.org	Approve the plan change with the				
05	5.1	(Forest & Bird)	.nz	amendments requested	Seeks for PC 86 to consider cumulative environmental effects.			



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06	5.2	Royal Forest and Bird protection Society of New Zealand Inc. (Forest & Bird)	c.morgan@forestandbird.org .nz	Approve the plan change with the amendments requested	Seeks for PC 86 to include provisions which place a ban on domestic cats, and for other pest species should also be controlled.			
05	5.3	Royal Forest and Bird protection Society of New Zealand Inc. (Forest & Bird)	c.morgan@forestandbird.org .nz	Approve the plan change with the amendments requested	Seeks for provisions to ensure the felling of mature trees and other existing vegetation is offset with the introduction of native trees.			
05	5.4	Royal Forest and Bird protection Society of New Zealand Inc. (Forest & Bird)	c.morgan@forestandbird.org .nz	Approve the plan change with the amendments requested	PC provisions are included to ban domestic cats to avoid the adverse effects on native species.			
05	5.5	Royal Forest and Bird protection Society of New Zealand Inc. (Forest & Bird)	c.morgan@forestandbird.org .nz	Approve the plan change with the amendments requested	Seeks that the developer is made aware of the NWW and gives effect to its objectives, in turn, benefiting the natural ecosystem, the potential future residents of the site and the sustainability of urbanization			
06	6.1	Jeffery Spearman	jeff@spearman.co.nz	Decline the plan change	Seeks for the risk of flooding to be fully avoided or remedied by PC 86			
06	6.2	Jeffery Spearman	jeff@spearman.co.nz	Decline the plan change	Seeks for infrastructure to be provided prior to development			
06	6.3	Jeffery Spearman	jeff@spearman.co.nz	Decline the plan change	Opposes PC 86 as the Transport effects have not been fully considered			
06	6.4	Jeffery Spearman	jeff@spearman.co.nz	Decline the plan change	Seeks PC 86 to be developed as identified by the Whenuapai Structure Plan 2016			
06	6.5	Jeffery Spearman	jeff@spearman.co.nz	Decline the plan change	Seeks PC 86 to be developed as identified by the Whenuapai Structure Plan 2016			
07	7.1	Auckland Council	christopher.turbott@aucklandcouncil.govt.nz	Decline the plan change, but if approved, make the amendments requested	Opposes PC 86 in its entirety			



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07	7.2	Auckland Council Auckland Council	christopher.turbott@aucklan dcouncil.govt.nz christopher.turbott@aucklan dcouncil.govt.nz	Decline the plan change, but if approved, make the amendments requested Decline the plan change, but if approved, make the amendments requested	Seeks for PC 86, under s.74(2)(b)(i) of the Resource Management Act 1991 to have regard to Te hau mārohi ki anamata Towards a productive, sustainable and inclusive economy: Aotearoa New Zealand's first emissions reduction plan. Seeks for PC 86 to be declined in its entirety unless an appropriate funding and financing solution to contribute to the cost of strategic transport infrastructure in the Northwest is determined.			
07	7.4	Auckland Council		Decline the plan change, but if approved, make the amendments requested	Seeks for amendments to be made to address the Council's concerns			
07	7.5	Auckland Council	christopher.turbott@aucklan dcouncil.govt.nz	Decline the plan change, but if approved, make the amendments requested	Seeks such further, other, or consequential relief, including in relation to PC 86's that reflects or responds to the reasons for this submission			
08	8.1	Woolley Trusts Partnership	lyndalwoolley@yahoo.com	Decline the plan change	Opposes PC 86 due to the lack of transport infrastructure, development prior to infrastructure being provided is considered to be not in accordance to the Auckland Unitary Plan Regional Policy Statement			
09	9.1	Christine Lin	yu_ting_lin@hotmail.com	Decline the plan change	Opposes PC 86 in its entirety			
10	10.1	The New Zealand Transport Agency (Waka Kotahi)	environmentalplanning@nzta .govt.nz	Decline the plan change	Decline PC 86 unless additional information is provided to satisfy Waka Kotahi's concerns about transport effects, provisions of infrastructure and appropriate planning provisions to ensure transport land use integration and mitigation of effects			
10	10.2	The New Zealand Transport Agency (Waka Kotahi)	environmentalplanning@nzta .govt.nz	Decline the plan change	Decline the plan change unless additional information and clarity is provided to satisfy Waka Kotahi's concerns about transport effects, provision of infrastructure and appropriate planning provisions (including objectives, policies and rules) to ensure transport land use integration and mitigation of adverse effects.			
10	10.3	The New Zealand Transport Agency (Waka Kotahi)	environmentalplanning@nzta	Decline the plan change	Decline PC 86 until certainty can be provided on the timing and funding of necessary transport infrastructure and services			



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10	10.4	The New Zealand Transport Agency (Waka Kotahi)	environmentalplanning@nzta .govt.nz	Decline the plan change	When appropriate to rezone PC 86, retain the proposed zoning of Residential - Mixed Housing Urban zone			
10	10.5	The New Zealand Transport Agency (Waka Kotahi)	environmentalplanning@nzta .govt.nz	Decline the plan change	If the plan change is to progress, amend the plan change to include specific planning provisions (including objectives, policies and rules) to protect and provide for the future upgrade of Māmari Road as part of the strategic transport network required to support growth in the north-west. This is likely to require precinct provisions.			
10	10.6	The New Zealand Transport Agency (Waka Kotahi)	environmentalplanning@nzta .govt.nz	Decline the plan change	Seeks amendments to PC 86 to include specific planning provisions to require Māmari Road frontage to be upgraded to an urban standard with separated walking and cycling facilities in conjunction with subdivision and development of the site. The design and location of these works should be future-proofed to avoid the unnecessary rework.			
10	10.7	The New Zealand Transport Agency (Waka Kotahi)	environmentalplanning@nzta .govt.nz	Decline the plan change	If the plan change is to progress, amend the plan change to include specific planning provisions (including objectives, policies and rules) to require subdivision and development to avoid direct vehicle access onto Māmari Road.			
10	10.8	The New Zealand Transport Agency (Waka Kotahi)	environmentalplanning@nzta .govt.nz	Decline the plan change	If the plan change is to progress, amend the plan change to include specific planning provisions (including objectives, policies and rules) to protect and provide for the future upgrade of Brigham Creek Road as part of the strategic transport network required to support growth in the north-west. If the plan change is to progress, amend the plan change to include specific			
10	10.9	The New Zealand Transport Agency (Waka Kotahi)	environmentalplanning@nzta .govt.nz	Decline the plan change	planning provisions (including objectives, policies and rules) to require the Brigham Road frontage to be upgraded to an urban standard with separated walking and cycling facilities in conjunction with subdivision and development of the site. The design and location of this works should be future-proofed to avoid the unnecessary rework			



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10	10.10	The New Zealand Transport Agency (Waka Kotahi)	environmentalplanning@nzta .govt.nz	Decline the plan change	If the plan change is to progress, amend the plan change to include specific planning provisions (including objectives, policies and rules) to require subdivision and development to provide connections to adjacent sites, and connections through to Brigham Creek Road (particularly for active modes).			
10	10.11	The New Zealand Transport Agency (Waka Kotahi)	environmentalplanning@nzta .govt.nz	Decline the plan change	If the plan change is to progress, amend the plan change to include specific planning provisions (including objectives, policies and rules) to require subdivision and development to provide connections to the existing footpath network and safe pedestrian crossings on Brigham Creek Road and Māmari Road.			
				Decline the plan change, but if				
11	11.1	Living Whenuapai	anniem1401@gmail.com	approved, make the amendments requested	Opposes PC 86 as it does not meet the design principle or Whenuapai Structure Plan 2016			
11	11.2	Living Whenuapai	anniem1401@gmail.com	Decline the plan change, but if approved, make the amendments requested	Opposes PC 86 as it does not address community Open Space			
11	11.3	Living Whenuapai	anniem1401@gmail.com	Decline the plan change, but if approved, make the amendments requested	Opposes PC 86 as it does not mitigate climate change			
11	11.4	Living Whenuapai	anniem1401@gmail.com	Decline the plan change, but if approved, make the amendments requested	Seeks for PC 86 to include provisions to include land for passive recreation and ecological corridor			
11	11.5	Living Whenuapai	anniem1401@gmail.com	Decline the plan change, but if approved, make the amendments requested	Seeks for riparian planting around streams that feed into an Significant Ecological Area			
11	11.6	Living Whenuapai	anniem1401@gmail.com	Decline the plan change, but if approved, make the amendments requested	Seeks for rainwater retention tanks to be used within the building and streets to limit stormwater outflow into the Significant Ecological Area			
11	11.7	Living Whenuapai	anniem1401@gmail.com	Decline the plan change, but if approved, make the amendments requested	Seeks for land to be set aside to grow biodiversity and support future communities			
11	11.8	Living Whenuapai	anniem1401@gmail.com	Decline the plan change, but if approved, make the amendments requested	Seeks for the development to include its own facilities to give it a sense of community and include native tree planting to enhance and restore native habitat			
11	11.9	Living Whenuapai	anniem1401@gmail.com	Decline the plan change, but if approved, make the amendments requested	Seeks for a Blue-Green Spatial plan is done for the whole of Whenuapai before development in the area proceeds.			



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	Sub	Cultura itta u Nama a	Address for Comics	Thomas	Commence of decisions assumed a			
Sub #	Point	Submitter Name	Address for Service	Theme	Summary of decisions requested Seeks that roads, public transport and power infrastructure to be provided prior			
12	12.1	Thomas Starr	tom@starrandstarr.co.nz	Decline the plan change	to development.			
12	12.1	mornas otam	tom@starrandstarr.co.nz	Decime the plan change	to development.			
		Harker Family Trust						
13	13.1	No. 1	morronlouise@gmail.com	Decline the plan change	Oppose PC 86 and require additional time to file a detailed submission			
		Woolworths New		Approve the plan change with the	PC 86 is occurring out of sequence without a comprehensive Whenuapai wide			
14	14.1	Zealand Limited	philip@campbellbrown.co.nz		approach			
		Woolworths New		Approve the plan change with the	Seeks for consideration to be given to measures to address the potential reverse			
14	14.2	Zealand Limited	philip@campbellbrown.co.nz		sensitivity effects in the vicinity of the shared boundary			
					Solution of the state of the st			
4.4	44.0	Woolworths New		Approve the plan change with the	Opposes the pedestrian thoroughfare identified on Appendix 2 Plan Change			
14	14.3	Zealand Limited	philip@campbellbrown.co.nz	amendments requested	Rezoning Plan			
		Woolworths New		Approve the plan change with the	Opposes the proposed road widening identified on Appendix 2 Plan Change			
14	14.4	Zealand Limited	philip@campbellbrown.co.nz	amendments requested	Rezoning Plan			
		Woolworths New		Approve the plan change with the	Seeks that, subject to any amendments that may be required to address the			
14	14.5	Zealand Limited	philip@campbellbrown.co.nz		matters noted in this submission, PC86 be confirmed.			
			rebecca.davies@nzdf.mil.nz					
			/	Decline the plan change, but if				
		New Zealand Defence	wmacdonald@tonkintaylor.c	approved, make the amendments	Seeks to protect RNZAF Base Auckland from adverse effects of reverse			
15	15.1	Force	o.nz	requested	sensitivity.			
			rebecca.davies@nzdf.mil.nz					
			/	Decline the plan change, but if				
15	15.0		,	approved, make the amendments	Seeks for the inclusion of a non-complaints covenant to be applied in a precinct			
15	15.2	Force	o.nz	requested	to the whole of PC 86			



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15	15.3	New Zealand Defence Force	rebecca.davies@nzdf.mil.nz / wmacdonald@tonkintaylor.c o.nz	Decline the plan change, but if approved, make the amendments requested	Seeks the inclusion of provisions to avoid or minimise the potential of residential development attracting birds to avoid or mitigate the potential of bird strike.				
15	15.4	New Zealand Defence Force	rebecca.davies@nzdf.mil.nz / wmacdonald@tonkintaylor.c o.nz	Decline the plan change, but if approved, make the amendments requested	Seeks the inclusion of provisions to avoid or minimise the effects of lighting and glare to avoid distracting pilots approaching				
15	15.5	New Zealand Defence Force	rebecca.davies@nzdf.mil.nz / wmacdonald@tonkintaylor.c o.nz	Decline the plan change, but if approved, make the amendments requested	Seeks provisions on roading layout to avoid mimicking Whenuapai Airbase runway pattern				
15	15.6	New Zealand Defence Force	rebecca.davies@nzdf.mil.nz / wmacdonald@tonkintaylor.c o.nz	Decline the plan change, but if approved, make the amendments requested	Seeks the inclusion of provisions to protect the Obstacle Limitation Surface and require notification to the NZDF prior to crane use should be applied to any resource consent for the development				
16	16.1	Upper Waitemata Waterways Collective (UWWC)	charissa@csaarchitect.co.nz	Decline the plan change	Seek for Auckland Council to implement its own strategies to balance the intensification with the climate crisis				
16	16.2	Upper Waitemata Waterways Collective (UWWC)	charissa@csaarchitect.co.nz	Decline the plan change	Seeks for the '3-30-300' rule to applied to ensure a well-designed, sustainable community with a strong sense of place and to help with resilience both for people and biodiversity, mitigate temperature rise and climate impact.				



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16	16.3	Upper Waitemata Waterways Collective (UWWC)	charissa@csaarchitect.co.nz	Decline the plan change	Seeks Auckland Council to identify the streams and rivers that are qualifying water bodies with 20m esplanade strips for environmental and recreational benefits.			
16	16.4	Upper Waitemata Waterways Collective (UWWC)	charissa@csaarchitect.co.nz	Decline the plan change	Seeks for Auckland Council to identify future school locations.			
16	16.5	Upper Waitemata Waterways Collective (UWWC)	charissa@csaarchitect.co.nz	Decline the plan change	If PC 86 is not declined, seek for 'this Plan' to form part of the conditions of consent and adopt all recommendations as stated in the Upper Harbour Open Space Network Plan.			
16	16.6	Upper Waitemata Waterways Collective (UWWC)	charissa@csaarchitect.co.nz	Decline the plan change	Seek for rain gardens to be a condition of consent.			
16	16.7	Upper Waitemata Waterways Collective (UWWC)	charissa@csaarchitect.co.nz	Decline the plan change	Seek for a covenant is placed on each title to ensure they will not be concreted in the future.			
16	16.8	Upper Waitemata Waterways Collective (UWWC)	charissa@csaarchitect.co.nz	Decline the plan change	Seeks for Marmari Road and Brigham Creek Road to be upgraded to meet the impacts of PC 86.			



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16	16.9	Upper Waitemata Waterways Collective (UWWC)	charissa@csaarchitect.co.nz	Decline the plan change	Seeks for the developer to provide a Whenuapai Master Plan to ensure a well-connected transport network is provided.			
16	16.10	Upper Waitemata Waterways Collective (UWWC)	charissa@csaarchitect.co.nz	Decline the plan change	Seeks for the 'Ecological Connectivity Strategy' prepared by the Upper harbour Local Board be adopted for Whenuapai.			
16	16.11	Upper Waitemata Waterways Collective (UWWC)	charissa@csaarchitect.co.nz	Decline the plan change	Seeks Auckland Council to decline this Private Plan Change and others until these steps are taken towards transformational change and as a first step endorse a blue-green spatial network plan for the Future Urban Zone.			
17	17.1	Auckland Transport	katherine.dorofaeff@at.govt.	Decline the plan change, but if approved, make the amendments requested	Decline the plan change unless the matters set out in this submission, as outlined in the main body of this submission and in this table, are addressed and resolved to Auckland Transport's satisfaction.			
17	17.2	Auckland Transport	katherine.dorofaeff@at.govt.	Decline the plan change, but if approved, make the amendments requested	Decline the plan change unless additional information is provided to satisfy Auckland Transport's concerns about transport effects and planning provisions (including objectives, policies and rules) are included in the plan change to ensure transport land use integration and mitigation of adverse effects.			
17	17.3	Auckland Transport	katherine.dorofaeff@at.govt.nz	Decline the plan change, but if approved, make the amendments requested	Decline the plan change unless a robust implementation plan can be provided that addresses the required wider strategic network to support the development enabled by the plan change, including funding and financing concerns. Without this there is no certainty about delivery of the strategic transport network to mitigate adverse effects and achieve a well-functioning urban environment.			
17	17.4	Auckland Transport	katherine.dorofaeff@at.govt. nz	Decline the plan change, but if approved, make the amendments requested	Retain the proposed zoning of Residential - Mixed Housing Urban in the plan change.			
17	17.5	Auckland Transport	katherine.dorofaeff@at.govt.nz	Decline the plan change, but if approved, make the amendments requested	Amend the plan change to include specific planning provisions (including objectives, policies and rules) to protect and provide for the future upgrade of Māmari Road as part of the strategic transport network required to support growth in the North-West. This is likely to require precinct provisions.			



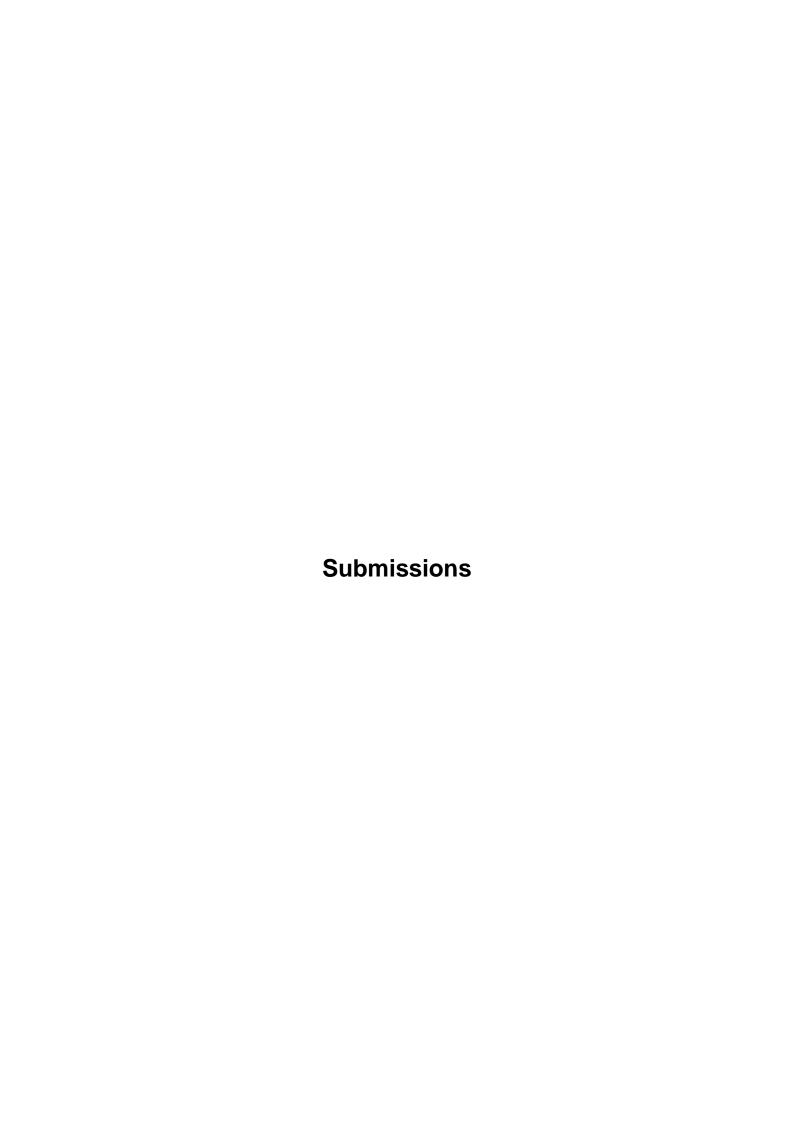
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					Amend the plan change to include specific planning provisions (including		
					objectives, policies and rules) to require the Māmari Road frontage to be		
					upgraded to an urban standard that accommodates the future widening of the		
					corridor, with separated walking and cycling facilities in conjunction with		
			leath wine dense off a second	Decline the plan change, but if	subdivision and development of the site. This is likely to require precinct		
17	17.6	Augliand Transport	katherine.dorofaeff@at.govt.	approved, make the amendments	provisions. The design and location of these works needs to be specified to		
17	17.6	Auckland Transport	nz	requested	ensure they are in the right location and unnecessary rework is avoided. Amend the plan change to include specific planning provisions (including		
					objectives, policies and rules) to require subdivision and development to avoid		
				Decline the plan change, but if	direct vehicle access onto Māmari Road. This may require precinct provisions.		
			katherine.dorofaeff@at.govt.		and the training assess onto marrian resear. This may require present provident.		
17	17.7	Auckland Transport	nz	requested	Amend the AUP planning maps to show Māmari Road as an arterial road.		
		'		1	Amend the plan change to include specific planning provisions (including		
				Decline the plan change, but if	objectives, policies and rules) to protect and provide for the future upgrade of		
			katherine.dorofaeff@at.govt.		Brigham Creek Road as part of the strategic transport network required to support		
17	17.8	Auckland Transport	nz	requested	growth in the North-West. This is likely to require precinct provisions.		
					Amend the plan change to include specific planning provisions (including		
					objectives, policies and rules) to require the Brigham Road frontage to be		
					upgraded to an urban standard that accommodates the future widening of the		
				Dealine the plan shappy hot if	corridor, with separated walking and cycling facilities in conjunction with		
			ketherine derefeeff@at govt	Decline the plan change, but if approved, make the amendments	subdivision and development of the site. This is likely to require precinct provisions. The design and location of these works needs to be specified to		
17	17.9	Auckland Transport	nz	requested	ensure they are in the right location and unnecessary rework is avoided.		
17	17.8	Auditaliu Halispult	112	Tequested	Amend the plan change to include specific planning provisions (including		
				Decline the plan change, but if	objectives, policies and rules) to require subdivision and development to provide		
			katherine.dorofaeff@at.govt.	approved, make the amendments	connections to adjacent sites, and connections through to Brigham Creek Road		
17	17.10	Auckland Transport	nz	requested	(particularly for active modes). This is expected to require precinct provisions.		
		,			Amend the plan change to include specific planning provisions (including		
					objectives, policies and rules) to require subdivision and development to provide		
				Decline the plan change, but if	connections to the existing footpath network and safe pedestrian crossings on		
1				approved, make the amendments	Brigham Creek Road and Māmari Road and to consider all active mode		
17	17.11	Auckland Transport	nz	requested	connections.		



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17	17.12	Auckland Transport	katherine.dorofaeff@at.govt.nz	Decline the plan change, but if approved, make the amendments requested	Amend the plan change by including precinct provisions (objectives, policies and rules) to require that future residential developments and alterations to existing buildings mitigate potential road traffic noise effects on activities sensitive to noise from the future upgraded Brigham Creek Road arterial and new Māmari Road arterial.			
17	17.13	Auckland Transport	katherine.dorofaeff@at.govt.	Decline the plan change, but if approved, make the amendments requested	Amend the plan change to include provisions which consider the whole of life costs and effectiveness of the treatment of publicly vested stormwater assets.			
18	18.1	Chin-Yi Lin	gordon0931@hotmail.com	Decline the plan change	Opposes PC 86 and seeks for PC 86 to not affect 7 and 9 Spedding Road			
19	19.1	Cabra Development Limited ("Cabra")	duncan@cabra.co.nz	Approve the plan change with the amendments requested	Seeks for a resolution of the extensive transport network upgrades required to facilitate residential intensification and more generally, urban development integrated with infrastructure provision in Whenuapai given the rural standard of roads across the Whenuapai Structure Plan area that are not funded.			
19	19.2	Cabra Development Limited ("Cabra")	duncan@cabra.co.nz	Approve the plan change with the amendments requested	Seeks that PC 86 is approved, subject to resolution of the matters outlined in this submission.			
20	20.1	Feng Tan	s.pang@harrisongrierson.co m	Approve the plan change with the amendments requested	If PC 86 will result in infrastructure implications for the submitter's site, the submitter opposes the Plan Change and requests changes are made to ensure that the proposed Plan Change will not result in adverse effects on the environment.			
20	20.2	Feng Tan	s.pang@harrisongrierson.co m	Approve the plan change with the amendments requested	Support PC 86, provided the infrastructure capacity and requirements for 'Stage 2' area of the Whenuapai Structure Plan 2016 being taken into consideration in an assessment of the effects of PC 86 to confirm there will be no adverse effects for neighbouring properties.			
21	21.1	Watercare Services Limited	Mark.lszard@water.co.nz	Approve the plan change with the amendments requested	Concerns for wastewater servicing on the basis that connecting PC86 to Watercare's wastewater network is not feasible until the Slaughterhouse pump station is operational (anticipated late 2025). The Application currently proposes a solution that is not supported by Watercare due to operational risk and inadequate sizing of the proposed pump station			



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	Sub								
Sub#	Point	Submitter Name	Address for Service	Theme	Summary of decisions requested				
21		Watercare Services Limited	Mark.lszard@water.co.nz	Approve the plan change with the amendments requested	Watercare considers the wastewater servicing can be achieved through modification of the proposed solution and appropriate provisions are included within the Plan Change to address timing to connect to the proposed Whenuapai WW Scheme (Slaughterhouse Pump Station).				
22	22.1	Kyle Tseng	kyletseng@hotmail.com	Decline the plan change	Opposes PC 86 due to the uncertainty with regard to transport infrastructure provision and funding not being addressed.				
23	23.1	Hans Tseng	tsenghans@gmail.com	Decline the plan change	Opposes PC 86 due to the uncertainty with regard to transport infrastructure provision and funding not being addressed.				



Sarah El Karamany

From: Unitary Plan

Sent: Saturday, 24 September 2022 4:00 pm

To: Unitary Plan

Subject: Unitary Plan Publicly Notified Submission - Plan Change 86 - Ka Ming C CHIU

Follow Up Flag: Follow up Flag Status: Completed

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Ka Ming C CHIU

Organisation name:

Agent's full name:

Email address: cateddie@gmail.com

Contact phone number:

Postal address:

0618

Submission details

This is a submission to:

Plan change number: Plan Change 86

Plan change name: PC 86 (Private): 41-43 Brigham Creek Road, Whenuapai

My submission relates to

Rule or rules:

PC 86 (Private): 41-43 Brigham Creek Road, Whenuapai

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:

Current traffic system, includes existing public transport provision, in this Whenuapai area is not good, especially peak hours.

Future Public Transport Accessibility is unclear at this stage as I observed and experienced.

None recreation ground is available for the newly developed Whenuapai residential area.

Don't think there should be more housing plans till the above are sorted.

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: Future Public Transport Accessibility are happening, and Recreation ground are established

Submission date: 24 September 2022

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.



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From: Unitary Plan
To: Unitary Plan

Subject: Unitary Plan Publicly Notified Submission - Plan Change 86 - Kingsley Seol

Date: Monday, 26 September 2022 11:15:44 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Kingsley Seol

Organisation name:

Agent's full name:

Email address: king_seol@hotmail.com

Contact phone number:

Postal address: 45 Kopuru Road Whenuapai Auckland 0618

Submission details

This is a submission to:

Plan change number: Plan Change 86

Plan change name: PC 86 (Private): 41-43 Brigham Creek Road, Whenuapai

My submission relates to

Rule or rules:

Proposed plan change 86 (private)

Property address: 41-43 Brighams Creek Road, Whenuapai, Auckland

Map or maps: N/A

Other provisions:

N/A

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 would like to DECLINE this proposal for more zoning of housing in the Whenuapai area, and specifically the re-zoning of 41-43 Brighams Creek Road.

The reason being is that the infrastructure in the area is not adequate enough to house more people and more cars. You should address the following first before diving head first into building more homes in the area.

Firstly, the issue with electricity. The area FREQUENTLY experiences power cuts. I can attest to this as a resident in the area working from home. The amount of times I have experiences a power cut due to bad weather in the area is the most I have experiences in my lifetime living in Auckland. This needs to be addressed first.

2.1

2.2

Secondly, and most importantly, its the road and infrastructure in the area. This needs to be address first before packing more people into this area.

Road issue number 1: Brighams Creek Road Bridge - this narrow bridge which people drive at 80 km per hour is a hazard. People have died already driving through here and this is still yet to be addressed. More people using this bridge at 80 km speed limit will result in more injuries or death. You need to address this bridge first.

Second road issue - huge volume of traffic on brighams creek road. The road is used by many people - and this is not just the Defence Force personel all leaving work at the same time (which clogs the road in and out of Brighams Creek Road) but its also the residence who have to deal with this congestion. On top of that, the people who must drive from Kumeu to North shore or the other way around add to this congestion. There is no alternative route and its causing congestion and traffic in on this specific road. I invite you to come and see this traffic for your self. You should build the bypass for Brighams Creek Road first before you start building more homes and houses in the area. I'm referring to the state highway 16/18 connection https://www.nzta.govt.nz/projects/sh16-18-connections/

Lastly and most importantly is the congestion experiences at the big round about where the motorway ends for statehighway 16. This is the worst part of the road of them all. The congestion experiences here for people trying to get off the motorway and enter Brighams Creek Road is just an absolute mess. This is exasperated by the fact that the infrastructure has not kept up with the huge development in the Kumeu and Huapai area. You need to fix this to ease congestion first before you start building more homes.

To summarise, the roads to get in and out of Brighams Creek Road is terrible and a safety hazard. You need to fix this first and get your priorities straight before building more homes.

Maybe if Auckland Council freed up more land in the inner city suburbs (such as the protected "Heritage" homes in places such as Ponsonby) then we could have more homes in more suitable areas where people can access town more easily than freeing up more land and building out in the middle of nowhere where you have basically the most crap infrastructure with literally one public transport option in the area.

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: Fix Brighams Creek Road Bridge, Make the Statehighway 16/18 connection first, and extend the motorway for statehighway 16 to Waimauku instead of just building more homes in the area and then playing catch-up on infrastructure 20 years down the line.

Submission date: 26 September 2022

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.

2.3

an you change Auckland? You can.	

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From: Unitary Plan
To: Unitary Plan

Subject: Unitary Plan Publicly Notified Submission - Plan Change 86 - David George Allen

 Date:
 Saturday, 1 October 2022 3:00:25 pm

 Attachments:
 Allen - submission 2022-10-01.pdf

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: David George Allen

Organisation name:

Agent's full name: Dave Allen

Email address: dave.allen@outlook.co.nz

Contact phone number: 0272888371

Postal address:

dave.allen@outlook.co.nz

Whenuapai Auckland 0618

Submission details

This is a submission to:

Plan change number: Plan Change 86

Plan change name: PC 86 (Private): 41-43 Brigham Creek Road, Whenuapai

My submission relates to

Rule or rules:

There is no mention of rules in the documentation The on-line form is a "one size fits all" concept and does not suit this situation

Property address:

Map or maps:

Other provisions:

There is no mention of provisions in the documentation The on-line form is a "one size fits all" concept and does not suit this situation

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:

Please refer to the attachment.

I WISH TO SPEAK AT A HEARING

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

Details of amendments: Please refer to the attachment

Submission date: 1 October 2022

Supporting documents

Allen - submission 2022-10-01.pdf

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?

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.



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LEGALLY PRIVILEGED. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify us immediately and erase all copies of the message and attachments. We do not accept responsibility for any viruses or similar carried with our email, or any effects our email may have on the recipient computer system or network. Any views expressed in this email may be those of the individual sender and may not necessarily reflect the views of Council.

Kindly note that the automatic page numbering in the document "pc-86-private-plan-change-request" is confusing (it seems to include the appendices, but also "jumps" from page 3 back to page 2 etc.), so the last page of 52 is labelled as 26/52, and the numbering starts again as number 1, after page 26.

Accordingly the page numbers used below, for your best reference, are those written on the document.

- 1) It is notable that this 52-page document never addresses the recreation and well-being of the population, nor is there any mention of parks, green spaces or trees. On the contrary- see below
- 3.1
- 2) And regarding noise the application is inappropriate see below.

3.2

General/background

Application Page 4/52 section 1

This zoning indicates that the site has been identified as suitable for urbanisation subject to a Plan Change process to ensure that development of the site is undertaken in an integrated manner.

And

230-unit residential development and subdivision of the site

Application Page 11/52, section 4

The MHU provides for a reasonably high-intensity zone for developments up to three storeys in a variety of sizes and forms.

Application Page 12/52, section 4.1

Overall, the purpose of the rezoning is to enable the transition from semi-rural land uses to the redevelopment of a residential area in an <u>integrated and comprehensive</u> <u>manner</u>.

The on-line submission form seems to be a "one size fits all" and it is difficult to make this submission fit with the available "fields" in the form of "**Rules**" and "**Provisions**".

It is a big stretch to ask the layman to understand the concepts of Precincts, FUZ, MHU, SMAF1, MDRS, IPI etc

Recreation and green space

The Whenuapai structure plan 2016 states on page 54

With an additional 8,100 to 9,600 houses anticipated within the structure plan area, approximately 26 hectares of additional open space will be required to meet the recreational needs of the population

And

. In addition to the existing open spaces, a network of approximately 14 neighbourhood parks of around 0.3 to 0.5 hectares will be required to meet the council's open space provision guidelines. **The proposed parks should be accessible by most residents within a 400 metre walk.**

While it is true that most of the houses in this proposed development will be about 400m from the small reserve at the corner of Brigham Creek Road & Totara Road, there are no toilets anywhere in the vicinity and this shortfall needs to be addressed - currently the many users of the playground at the reserve have to impose on the goodwill of the local café for toilet facilities.

The writer proposes that in recognition of the Whenuapai structure plan 2016, the developer be required to install a public toilet facility at the existing playground area, known by the Council as "Whenuapai Town Reserve"

3.3

Noise

Application Page 18/52, section 4.6

Between the 55 dB Ldn and 65 dB Ldn boundaries, new residential and other activities sensitive to aircraft noise should be avoided unless the effects can be adequately remedied......

and:-

......standard provisions are considered appropriate to manage effects of urban development of the site -.....

Appendix 11, Marshall Day report Page 4/14, section 3.1

E25.6.15 From Future Urban sites to Residential sites (assessment position is anywhere within the residential boundary) Monday to Saturday 7am-10pm and Sunday 9am-6pm All other times 55dB LAeq 45 dB LAeq 75 dB LAFmax

Appendix 11, Marshall Day report Page 4/14, section 3.2

The south-east corner of the site is within the Whenuapai Airbase Aircraft 55 dB Ldn – 65 dB Ldn Noise Overlay.

BUT....... 45 dB Ldn is noted by WHO and other recognised international authorities as the limit for houses. 55 is only inside a building with suitable soundproofing. People outside such a building cannot be subjected to higher than 45 dB.

. Absolutely zero mention is made of this critical issue, and it means that even if suitable noise measure are made <u>inside</u> the buildings, the outside environment is unacceptable,.

Application Page 2/52, section 6.1 part 2

enables people and communities to provide for their social, economic, and cultural wellbeing, and for their **health and safety**.

Application Page 4/52 section 6.1 part 2

- (c) the maintenance and enhancement of amenity values:
- (f) maintenance and enhancement of the quality of the environment:

Application Page 33/52 (13/52?), section 7.3 notes"

subdivisions must enable a liveable, walkable and connected neighbourhood.

Application Page 17/52, section 7.9 notes

<u>Buildings</u> constructed within the Aircraft Noise Overlay will be subject to <u>internal</u> noise level requirements.

and:-

<u>Internal</u> noise environment must provide satisfactorily levels of health and amenity values to the occupants.

and:-

The proposed rezoning is consistent with the Whenuapai Structure Plan and the changing needs of the community.

Application Page 23/52, section 8.6 notes

B3.2. Infrastructure **B3.2.1.** Objectives

.

(d) providing for public health, safety and the well-being of people and communities;

From: Unitary Plan
To: Unitary Plan

Subject: Unitary Plan Publicly Notified Submission - Plan Change 86 - Linda Irene Norman

Date: Tuesday, 4 October 2022 11:01:07 am

Attachments: PC 86 Linda Norman.pdf

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Linda Irene Norman

Organisation name:

Agent's full name: Linda Norman

Email address: lindairenenorman@gmail.com

Contact phone number:

Postal address: 11 Waimarie Road Whenuapai Auckland 0618

Submission details

This is a submission to:

Plan change number: Plan Change 86

Plan change name: PC 86 (Private): 41-43 Brigham Creek Road, Whenuapai

My submission relates to

Rule or rules:

There are no "rules" mentioned in the application - see my attachment

Property address:

Map or maps:

Other provisions:

There are no "provisions" mentioned in the application - see my attachment

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 neither "rules" nor "provisions" mentioned in the application , This is very confusing .

- see my attachment

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

Details of amendments: see my attachment

Submission date: 4 October 2022

Supporting documents PC 86 Linda Norman.pdf

Attend a hearing

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

Declaration

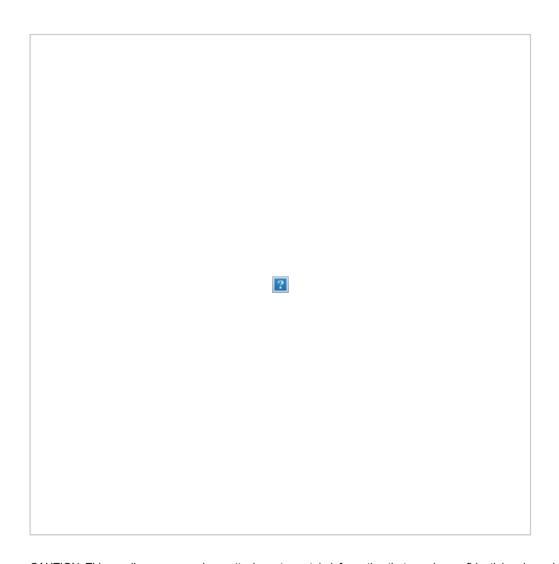
Could you gain an advantage in trade competition through this submission? No

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.

No

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



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Linda Norman - Submission on Plan Change 86

page 1 of 1

It is notable that this 52-page application never addresses the recreation and well-being of the population, nor is there any mention of parks, green spaces or trees. On the contrary- see below

4.1

Background

Application Page 4/52 section 1

This zoning indicates that the site has been identified as suitable for urbanisation subject to a Plan Change process to ensure that development of the site is undertaken in an integrated manner.

And

230-unit residential development and subdivision of the site.

Application Page 2/52, section 6.1 part 2

enables people and communities to provide for their social, economic, and cultural wellbeing, and for their **health and safety**.

Application Page 4/52 section 6.1 part 2

- (c) the maintenance and enhancement of amenity values:
- (f) maintenance and enhancement of the **quality of the environment**:

Application Page 17/52, section 7.9 notes

The proposed rezoning is consistent with the Whenuapai Structure Plan and the changing needs of the community.

Application Page 33/52 (13/52?), section 7.3 notes"

subdivisions must enable a liveable, walkable and connected neighbourhood.

Application Page 23/52, section 8.6 notes

B3.2. Infrastructure **B3.2.1.** Objectives

(d) providing for public health, safety and the well-being of people and communities;

Recreation and green space

The Whenuapai structure plan 2016 states on page 54

With an additional 8,100 to 9,600 houses anticipated within the structure plan area, approximately 26 hectares of additional open space will be required to meet the recreational needs of the population

And

. In addition to the existing open spaces, a network of approximately 14 neighbourhood parks of around 0.3 to 0.5 hectares will be required to meet the council's open space provision guidelines. The proposed parks should be accessible by most residents within a 400 metre walk.

While it is true that most of the houses in this proposed development will be about 400m from the small reserve at the corner of Brigham Creek Road & Totara Road, there are no toilets anywhere in the vicinity and this shortfall needs to be addressed - currently the many users of the playground at the reserve have to impose on the goodwill of the local café "the Parkhouse" for toilet facilities.

The writer proposes that in recognition of the Whenuapai structure plan 2016, the developer be required to install a public toilet facility at the existing playground area, known by the Council as "Whenuapai Town Reserve"

4 2



Submission on PC 86 (Private): 41-43 Brigham Creek Road, Whenuapai.

34A Charlotte Street, Eden Terrace Auckland 1021 www.forestandbird.org.nz

14 October 2022

To: Planning Technician

Auckland Council

Level 24, 135 Albert Street

Private Bag 92300

Auckland 1142

Submitted via email to: unitaryplan@aucklandcouncil.govt.nz

1. Submitter details

Royal Forest and Bird protection Society of New Zealand Inc. (Forest & Bird) 34A Charlotte Street, Eden Terrace Auckland 1021

Contact Name: Carl Morgan

Contact Email: c.morgan@forestandbird.org.nz

Contact Phone: 027 250 9777

2. Trade competition declaration

Forest & Bird would not gain an advantage in trade competition through this submission.

3. Hearing options

We wish to be heard in support of this submission.

We would consider presenting a joint case with others making a similar submission.

4. Submission details

4.1 The Royal Forest and Bird Protection Society of New Zealand Inc. (Forest & Bird) is Aotearoa New Zealand's largest and oldest non-government conservation organisation. For almost

one hundred years, Forest & Bird has been giving a voice to nature on land, in freshwater and at sea, on behalf of its many members and supporters. Volunteers in fifty Forest & Bird branches throughout Aotearoa New Zealand carry out conservation and biosecurity projects in their communities including weed control, restoration and pest trapping.

- 4.2 Forest & Bird has for many years expressed a strong interest in the Auckland region, particularly with regard to the protection and maintenance of indigenous biodiversity. This has included advocating for greater protection of indigenous species through direction in planning and resource consents.
- 4.3 Forest & Bird are not opposed to the application, but have concerns about the potential cumulative environmental effects and believe the project presents a great opportunity to better the urban-scape of Tāmaki Makaurau Auckland.

5. Introduction

- 5.1 Tāmaki Makaurau Auckland is in a period of intense and fast-paced urbanization. While we understand the current need for new housing, this must be met in conjunction with the protection and enhancement of the natural world and its biodiversity.
- 5.2 Aotearoa New Zealand is currently facing a biodiversity crisis. Four-thousand of our species are threatened or at risk of extinction. This is largely due to increasing pressures from invasive pests, land use, and climate change¹. There are many benefits, known as 'ecosystem services' provided by indigenous biodiversity². Ecosystem services are a great way to relate the presence and health of biodiversity to our built environments and the people which inhabit them. Auckland's Indigenous Biodiversity Strategy sets out nine objectives³, majority of which can be achieved in this plan change (PC) and proposed land use. The Auckland Plan 2050 also sets out numerous focus areas and direction under the Environment and Cultural Heritage outcome. Most directly related to improving biodiversity being Focus Area 2 & 3⁴.

5.1

¹ https://www.doc.govt.nz/globalassets/documents/conservation/biodiversity/anzbs-2020.pdf

² https://www.aucklandcouncil.govt.nz/environment/what-we-do-to-helpenvironment/Documents/indigenous-biodiversity-strategy.pdf Pg16

³ https://www.aucklandcouncil.govt.nz/environment/what-we-do-to-help-environment/Documents/indigenous-biodiversity-strategy.pdf

⁴ <a href="https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/auckland-plan/environment-cultural-heritage/Pages/focus-area-focus-restoring-environments-auckland-grows.aspx & https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/auckland-plan/environment-cultural-heritage/Pages/focus-area-account-fully-past-future-impacts-growth.aspx

- As well as Directions 1 & 3⁵, which can again be achieved in the scope of the PC and proposed land use.
- 5.2 Aligning with the goals of Central Government (Te Mana o te Taiao Aotearoa New Zealand Biodiversity Strategy) and Auckland Council (Auckland Plan 2050 - Environment and Cultural Heritage) is the concept of the North-West Wildlink (NWW). Forest & Bird is a founding member of the North-West Wildlink Alliance (the Alliance). The Alliance is comprised of a dozen member organisations, including two Auckland Council departments and several community groups and NGO's. The vision of the Alliance is to 'connect nature and community so the NWW overflows with native wildlife'. This vision will be achieved by working towards three primary goals, these being;
 - 1. Increase ecological health and connectivity of native habitat throughout the area
 - 2. Increased meaningful participation in environmental care
 - 3. Increase collaboration and communication between agencies, groups and individuals and increase their capacity
- 5.3 The area of this proposed PC and relating consent for a 230-unit residential development and subdivision of the site is within the 'habitat creation focus area' of the NWW (Appendix A).
- 5.4 This submission is aimed at advocating the implementation of the goals of the NWW so that Aotearoa New Zealand's biodiversity is enabled to thrive for future generations.

Specifically, the submission will address;

- Urban trees
- Pest management

6. Urban Trees

society, including, but not limited to;

6.1 There are numerous benefits to the inclusion of trees (and other vegetation) in urban environments (Appendix B). Urban trees can provide positive effects to both nature and

⁵ https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/aucklandplan/environment-cultural-heritage/Pages/direction-ensure-aucklands-environment-ecosystems-valued.aspx & https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/aucklandplan/environment-cultural-heritage/Pages/direction-use-growth-development-protect-enhance.aspx

- Habitat creation
- Improved mental and physical wellbeing
- Filtration of pollutants and carbon sequestration
- Mitigation of the urban heat island effect⁶
- 6.2 In the RMA Ecology Ltd report titled 41-43 Brigham Creek Road: Plan Change, it is mentioned that the PC proposes to re-zone this area for housing, with the possibility that all vegetation could be removed from across the site. If this is to be true, it would mean the removal of nine mature macrocarpa and eucalyptus trees and numerous other smaller trees.
- 6.3 We ask that there are PC provisions introduced to ensure the removal of these trees are offset with the introduction of native trees. Not only will the offset the negative effect of removing the currently present trees, but it will also provide the numerous benefits discussed above.

7. Pest Management

- 7.1 All cats, domestic and feral (including feral colonies), pose a significant direct risk to native and endemic birds, lizards, and insects throughout New Zealand, as a key predator of these species⁷.
- 7.2 While the presence of native birds, lizards, and insects in these areas is limited at this stage, they are valuable natural assets, particularly for the native plant species present. The intrinsic value of our native species is unquantifiable, and the amount of time, energy, and money that Forest & Bird members, local community groups, and DOC and Council staff invest in protecting these species is significant; \$246m being contributed by Auckland rate payers between 2020-2030⁸.
- 7.3 The consent relating to this application seeks to create 230 residential units where we understand there is currently one. It is likely that many new residents will bring, or want to have, domestic pets at their residencies particularly cats. These pets can do significant damage to the ecosystem present in the surrounding areas. While there are domestic pets in

ortality

 $[\]frac{6 \text{ https://www.epa.gov/green-infrastructure/reduce-urban-heat-island-effect#:} \sim \text{text=\%22Urban\%20heat\%20islands\%22\%20occur\%20when,heat\%2Drelated\%20illness\%20and\%20m} ortality.$

⁷ https://predatorfreenz.org/toolkits/know-your-target-predators/cat/

⁸ https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/topic-based-plans-strategies/environmental-plans-strategies/docsregionalpestmanagementstrategy/auckland-regional-pest-management-plan-2020-2030.pdf

houses nearby, limiting the number of predators in the area is important, and the start of changing attitudes to protecting native wildlife in Aotearoa.

7.4 We seek that the PC includes provisions which place a ban on domestic cats.

5.2

7.5 Other pest species should also be controlled, such as rats and mice, which might become more prevalent with increased human occupation, and the stoats that might come to prey on those species.

8. Summary of Relief Sought

8.1 PC provisions ensure the felling of mature trees and other existing vegetation is offset with the introduction of native trees.

5.3

8.2 PC provisions are included to ban domestic cats to avoid the adverse effects on native species.

5.4

8.3 The developer is made aware of the NWW and gives effect to its objectives, in turn, benefiting the natural ecosystem, the potential future residents of the site and the sustainability of urbanization.

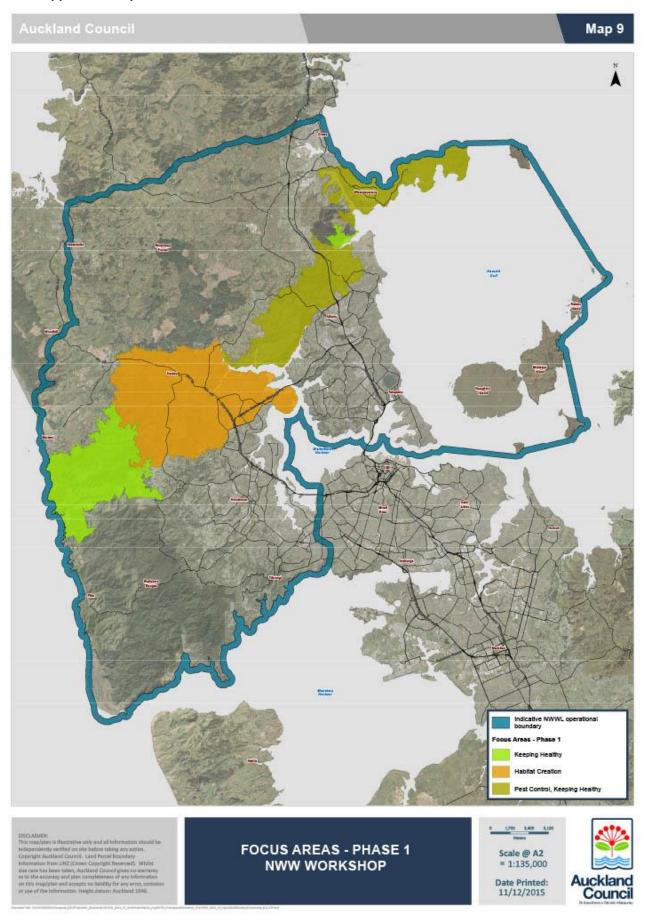
5.5

Thank you for considering this submission.

Carl Morgan.

Regional Conservation Manager - Tāmaki Makaurau Auckland

Appendix A: Operational Boundaries – Focus Areas



Page **6** of **7**

Appendix B: Benefits of Urban Trees Infographic



From: Unitary Plan
To: Unitary Plan

Subject: Unitary Plan Publicly Notified Submission - Plan Change 86 - Jeffery Spearman

Date:Monday, 17 October 2022 8:31:01 amAttachments:Plan change submission JS.pdf

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Jeffery Spearman

Organisation name:

Agent's full name:

Email address: jeff@spearman.co.nz

Contact phone number: 0274734481

Postal address: 5 Mamari Road Whenuapai Auckland 0618

Submission details

This is a submission to:

Plan change number: Plan Change 86

Plan change name: PC 86 (Private): 41-43 Brigham Creek Road, Whenuapai

My submission relates to

Rule or rules:

Whole Plan Change, please refer to attached document.

Property address:

Map or maps:

Other provisions:

Please refer to attached document.

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:

Please refer to attached submission.

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

Submission date: 17 October 2022

Supporting documents

Plan change submission_JS.pdf

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?

Declaration

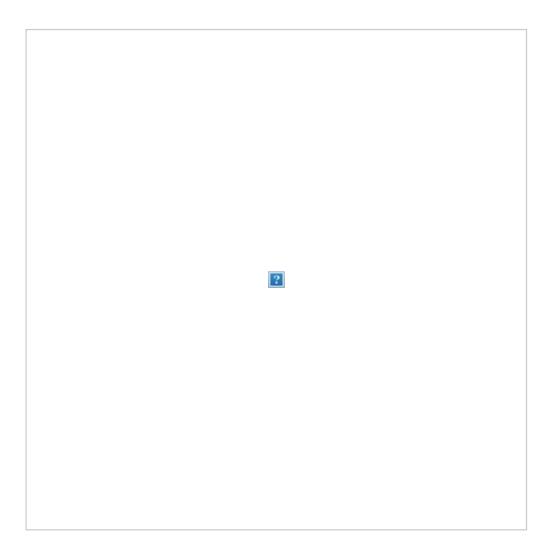
Could you gain an advantage in trade competition through this submission? No

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.



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I am a local Pharmacist and business owner who has lived at 5 Mamari Road for over 20 years and worked in the area for over 30 years. My property at 5 Mamari Road is a direct neighbour to the proposed plan change area and is potentially the most directly impacted neighbour. I am providing this submission both based on my knowledge of the area and as an impacted party.

I understand that as part of the Whenuapai Structure Plan over the coming decade and beyond, we realise that there will be infrastructure and housing development in our future urban zoned area. We accept and understand that as a future urban zoned area, development will happen and we do not oppose this. However, we have concerns relating to the potential impact to our property and the surrounding environment as well as the current lack of infrastructure required to support a development of this size.

My main concerns about the proposed plan change, relate to the following points which I will cover in more detail below:

- 1. Stormwater run-off to the south and Sinton Stream
- 2. Timing of development and the associated lack of infrastructure (e.g. Northern Interceptor / Brigham Creek Road pump station and transport)
- 3. Traffic impacts on Brigham Creek Road and the surrounding area.

Stormwater

5 Mamari Road lies to the south of the proposed plan change and on sloping grazing pasture down to Sinton Stream. Currently, there are overground flows already occurring from 41-43 Brigham Creek Road due to the slope of the land. The south-eastern boundary of 41-43 Brigham Creek Road where it adjoins 5 Mamari Road can become very wet in winter due to this overground flow.

I note that site visits undertaken to inform the ecology reports occurred on March and December 2021 and May 2022. It does not appear that any site visits occurred during the winter season (July – November) of any given year to assess the full impact of the run-off from 41-43 Brigham Creek Road as it currently occurs. It is my opinion that this is required to fully understand the existing flows.

Sinton Stream (which I understand stormwater from the proposed development will discharge to) flows in and out of our Southern boundary. I am concerned about the potential for erosion of the stream (not just at the outfall but also downstream of the outfall) due to increased volumes of water discharging into it from 41-43 Brigham Creek Road.

The applicant's technical data states it estimates the same overland flows to the southern catchment compared to pre-development. However, it also states that there will be individual discharges to the south at multiple points, with flow rates post-development slightly increased. I am concerned about the potential impacts, risk of flooding and the possibility of increased maintenance (as a result of the two former points) to 5 Mamari Road as a result of this. I think that this impact should be fully avoided or remedied by any proposed plan change or development.

6.1

Timing of development and the associated lack of infrastructure

The site is within stage 2 of the Whenuapai Structure Plan. The Auckland Future Urban Land Supply Strategy (Auckland Council, July 2017) states that Whenuapai Stage 2 is expected to be development ready by 2028-2032.

Given the above, I question the proposed timing of the plan change. In particular, key infrastructure won't yet be in place in time to support the proposed plan change. This includes the Northern Interceptor and transport infrastructure outlined in the Supporting Growth Strategy which I understand aren't planned to be built until the later part of this decade.

With regard to transport, without the planned Supporting Growth Strategy infrastructure in place, I don't believe the surrounding road network would be able to accommodate the proposed plan change and subsequent development. The upgrade of Brigham Creek Road, particularly the narrow bridge near 18 Brigham Creek Road, along with footpaths and cycleways, is necessary before the proposed development should happen.

6.2

While I appreciate this plan change does not include a proposal to build 230 dwellings, it obviously is the first step towards this and therefore is relevant to consider given the current infrastructure constraints. I don't believe this plan change should proceed prior to the necessary infrastructure being in place as without it the impact to the surrounding area will be significant.

Traffic impacts on Brigham Creek Road and the surrounding area

As someone who has lived in the area for over 20 years, I have seen the traffic issues along Brigham Creek Road develop over this time. Currently, on many weekdays around peak hour, afternoon / evening traffic can back-up from the Northwestern Motorway Interchange, along Brigham Creek Road, right back to the Totara Road / Mamari Road intersection. There can also be traffic issues during weekends at various times.

6.3

As noted above, the levels of development that this plan change will enable, will surely only make this traffic problem worse. I don't believe this has been sufficiently addressed in the plan change application and remain concerned about the potential traffic impacts.

In conclusion:

• The necessary infrastructure to support the proposed plan change and the subsequent development of the land which would follow, is not yet in place.

6.4

- The Auckland Future Urban Land Supply Strategy (Auckland Council, July 2017) shows on Map 3, that 41-43 Brigham Creek Road is within Stage 2 of the structure plan. It makes more sense for this area of land to be developed as part of the wider Stage 2 as that is when the necessary supporting infrastructure will be in place.
- In addition, Whenuapai Stage 1 is not complete, therefore there will be further development in the area resulting in additional impact on current infrastructure.
- I have concerns regarding the stormwater impact to 5 Mamari Road and Sintons Stream as well as on traffic in the area.

Given the above, I do not consider that the plan change should be approved. Instead, it should come forward as part of the wider Whenuapai Stage 2 Structure Plan. I therefore request that Auckland Council decline the proposed plan change.

IN THE MATTER of the Resource Management Act 1991 (**RMA**)

AND

IN THE MATTER of a submission under clause 6 of the First Schedule to the RMA on Plan

Change 86 – 41-43 Brigham Creek Road, Whenuapai

SUBMISSION ON NOTIFIED PROPOSAL FOR PRIVATE PLAN CHANGE 86 – 41 – 43 Brigham Creek Road (PC 86)

To: Auckland Council

Name of Submitter: Auckland Council

Address: 35 Albert Street

Private Bag 92300

Auckland 1142

INTRODUCTION

1. This is a submission on the following proposed private plan change by Taste Business Investment Trust Limited (the applicant):

Plan Change 86 – 41-43 Brigham Creek Road, Whenuapai.

- 2. Auckland Council (the council) could not gain an advantage in trade competition through this submission.
- 3. The council opposes PC 86.

GENERAL REASONS FOR THE SUBMISSION

- 4. Future urban areas, such as the PC 86 land, play an important role in Auckland's future growth. The council supports the future urbanisation of land in the area, but subject to there being adequate infrastructure to support that urbanisation.
- 5. However, the council has concerns with PC 86 in its entirety because critical elements of infrastructure necessary to create a well-functioning environment in the Whenuapai Future Urban Zone do not exist and are not funded.
- 6. The infrastructure that is not available includes bulk water and wastewater infrastructure and transport infrastructure. The remainder of this submission addresses the general issue of inadequate strategic transport infrastructure and the funding and timing of that infrastructure.
- 7. The council is also concerned that premature development of the area without access to high-frequency public transport will lock in car dependency resulting in high greenhouse gas emissions and vehicle kilometres travelled (**VKT**), which is not consistent with a well-functioning urban environment.

PC 86 NOT ALIGNED WITH INFRASTRUCTURE FUNDING AND TIMING INCLUDING CUMULATIVE EFFECTS

Funding and timing

- 8. The council's primary concern with PC 86 is that it does not provide for the timing and funding of strategic infrastructure to be aligned with the land use. In particular, the council is concerned that the premature urbanisation to be enabled by PC 86 without the adequate infrastructure will:
 - contribute to cumulative effects on the existing transport network in the Northwest,
 - not make a fair contribution to the cost of strategic infrastructure required to mitigate these effects,
 - lock in car dependency,
 - increase greenhouse gas emissions and VKT.
- 9. PC 86 proposes to urbanise land ahead of the sequencing set out in the:
 - Future Urban Land Supply Strategy 2017 (**FULSS**) (the subject site sits within an area described within the FULSS as being development ready in 2028-2032)
 - Whenuapai Structure Plan (prepared under the Local Government Act)

- 10-year Budget 2021-2031 (Long term plan)
- Auckland Regional Land Transport Plan 2021-2031 (ARLTP)
- Supporting Growth Northwest Auckland which assumes sequencing in accordance with the above.
- 10. The strategic transport infrastructure required is outlined in the Whenuapai Structure Plan https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/place-based-plans/Documents/whenuapai-structure-plan-september-2016.pdf
 This was updated and refined through the work of the Supporting Growth Alliance (SGA) (refer: https://www.supportinggrowth.govt.nz/growth-areas/north-west-auckland/).
- 11. The SGA have identified a range of long-term transport projects for north-western growth. In the long-term, some would be funded by Waka Kotahi, some by Auckland Transport and some part funded by both agencies. It is understood that neither agency has funding for construction of these projects beyond the notice of requirement stage and a small proportion for a minor amount of land acquisition in current 10-year and longer budgets.
- 12. The following projects are particularly critical for the PC 86 area:
 - the Brigham Creek Road Upgrade
 - the Mamari Road Upgrade
 - active mode upgrades.
- 13. PC 86 development does not propose to contribute to the delivery of the wider network. The council cannot currently collect development contributions against these projects to ensure that PC 86 pays its fair share of growth costs. It has also not completed the investigations to determine what these costs should be. Allowing PC 86 to proceed now potentially results in these costs being redistributed inequitably to later developers or to ratepayers.
- 14. Without a funding mechanism or alternative solution to this issue in place, the wider transport infrastructure in Whenuapai and the Northwest will not be sufficient to accommodate premature cumulative growth enabled by PC 86 and any other future plan changes and fast track proposals in the area. This is likely to result in adverse effects on the safe and efficient operation to the transport network, by adding to existing levels of congestion, delaying travel times and by exacerbating existing road safety issues.

AC submission on PC 86
Page 3 of 6

INCONSISTENCY WITH STRATEGIC AND RMA PLANNING DOCUMENTS

- 15. PC 86 is considered to be inconsistent with the strategic planning documents that seek integration between decision-making on land use and infrastructure timing being the:
 - Auckland Plan 2050 (the Auckland Plan)
 - FULSS
 - Long-term plan
 - the ARLTP
 - the Whenuapai Structure Plan.
- 16. These documents should be had regard to under section 74(2)(b)(i) of the RMA.
- 17. From the 1 December 2022, RMA decision makers will have the discretion to consider the effects of greenhouse gas emissions when considering zoning changes. This should include having regard to Te hau mārohi ki anamata Towards a productive, sustainable and inclusive economy: Aotearoa New Zealand's first emissions reduction plan. The targets (page 30), emission budgets (page 31), transport targets (page 172). Transport Focus area 1 and target 1 (page 175), Action 10.1.1 (page 177), Action 10.1.2 (page 178) are relevant in the context of a land use planning decision on PC86. These should be had regard to under section 74(2)(b)(i) of the RMA.
- 18. PC86 is also considered to be inconsistent with parts of the following RMA statutory documents:
 - National Policy Statement on Urban Development 2022 (NPS-UD)
 - Auckland Unitary Plan Operative in Part (AUP).
- 19. Regarding the NPS-UD, the recent decision [2022] NZEnvC 162 Middle Hill Limited v Auckland Council determined that only Objectives 2, 5 and 7 and Policies 1 and 6 apply to private plan changes. This decision is pending a decision from a High Court appeal. In that context:

- Objective 2 is relevant because the council's Proposed PC 78 Intensification plan change provides vastly more plan enabled and
 commercially feasible housing capacity that is required to meet NPS-UD requirements, all of which is in existing urban areas. PC
 86 is not necessary or appropriate to give effect to the NPS-UD capacity or affordability requirements.
- Objectives 5 and 7 are not relevant to the particular concerns raised in the council's submission.
- PC86 does not give effect to Policy 1(c) and (e) or Policy 6(c).
- 20. PC 86 does not give effect to AUP Regional Policy Statement Provisions:
 - Objective B2.2.1(1) (c) and (d)
 - Objective B2.2.1(5)
 - Policy B2.2.2(7)(c)
 - Objective B2.3.1(1)(d)
 - Policy B2.4.2(6)
 - Objective B3.2.1(5)
 - Objective B3.3.1(1)(b)
 - Policy B3.3.2(5)(a), (b), and (c).
- 21. The AUP Regional Policy Statement focus in the policy above is mostly on the general concepts of integration and efficiency of provision of infrastructure with urban development. One exception is Policy B2.4.2(6) which applies to residential intensification and requires specifically that infrastructure be provided prior to or at the same time as intensification.
- 22. The council considers that PC 86 does not achieve the integration of land use and transport, as the wider transport infrastructure required to provide for cumulative growth is not funded and PC 86 is significantly out of sequence with the likely future provision of that infrastructure even if it was funded at some point in the future.

RELIEF SOUGHT

- 23. Auckland Council seeks the following relief:
 - Decline PC 86 in its entirety unless an appropriate funding and financing solution to contribute to the cost of strategic transport infrastructure in the Northwest is determined.
 - In the alternative, make amendments to address the council's concerns; and
 - Such further, other, or consequential relief, including in relation to PC 86's that reflects or responds to the reasons for this submission.
- 24. The council wishes to be heard in support of its submission.
- 25. If others make a similar submission, the council would be prepared to consider presenting a joint case with them at any hearing.

On behalf of Auckland Council:

Celia Davison

Manager Central South
Plans and Places Department

DATED 18 October 2022

George Bramer

From: Unitary Plan

Sent: Tuesday, 18 October 2022 6:31 pm

To: Unitary Plan

Subject: Unitary Plan Publicly Notified Submission - Plan Change 86 - Lyndal Woolley

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Lyndal Woolley

Organisation name: Woolley Trusts Partnership

Agent's full name:

Email address: lyndalwoolley@yahoo.com

Contact phone number: 0212750971

Postal address: 21Kennedys Road Whenuapai Auckland 0814

Submission details

This is a submission to:

Plan change number: Plan Change 86

Plan change name: PC 86 (Private): 41-43 Brigham Creek Road, Whenuapai

My submission relates to

Rule or rules:

I object to the whole premise of the Plan Change 86 in that I do not think any land in Whenuapai should be rezoned to allow immediate redevelopment without significant transport infrastructure upgrades.

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:

I object to the PPC 86 because it will add to the already serious congestion issues in the Northwest/Whenuapai area. Significant further roading infrastructure in this area is required before any further development is permitted that would create additional traffic. If PPC 86 is made operative, the council will not be acting in accordance with the following sections from the Regional Policy Statements of the the

Auckland Unitary Plan.

Section B3.2.1

- (5)Infrastructure planning and land use planning should be integrated to service growth efficiently.
- (6) Infrastructure is protected from reverse sensitivity effects caused by incompatible subdivision, use and development.

Section B 2.1

Growth needs to be provided for in a way that does all of the following: (1) enhances the quality of life for individuals and communities:

- (2) supports integrated planning of land use, infrastructure and development;
- (5) enables provision and use of infrastructure in a way that is efficient, effective and timely;

The PPC is not consistent with the vision of the Whenuapai Structure Plan (WSP) 2016 in the following areas:

1. The transport infrastructure outlined in the WPS has not been provided and is not included in the PPC.

Reasons

For the above reasons I strongly object to the PPC69 proceeding prior to significant changes to the roading infrastructure including but not limited to improved connections to the State Highway and Motorway networks. The BCR roundabout is the gateway to the north west region from Auckland city and it already cannot cope with the traffic it experiences, there is no way additional traffic should be directed to this intersection. It is for this reason that if the PPC is approved traffic should be directed towards either the Trig Road on ramps to SH18, BRC interchange (with SH18) or Westgate/Hobsonville Road interchange (SH 16). Traffic lights could be installed at the intersection of Trig Road and Hobsonville Road and city facing on and off ramps could be constructed at Trig Road onto SH18.

I have lived in this area for nearly 40 years. I consider myself pro development and realise that Auckland must expand to accomodate a growing population and the economic growth of the country. However, over the last ten years with the significant development that has occurred in Whenuapai, Riverhead, Kumeu and Huapai, the traffic at the Brighmas Creek Roundabout, Brighams Creek Road and State Highway 16 has become intolerable and increasingly unsafe. This is undeniably due to the fact that almost no improvement or additional capacity has been added to the existing roading infrastructure in this area to for this new development over the past decades.

The roading infrastructure be constructed by the developer outlined under PPC86 are in my view woefully inadequate In my view PPC86 relies too heavily on the widening of SH 16 that is planned under the Safer Roads initiative and as result severely underestimates the adverse affects that this plan change will have on traffic congestion not only in Whenuapai but also the wider Northwest area as serviced by SH16 via the BCR roundabout. Further to the above, I note that commencement of the Safer Roads project is already well overdue; the Waka Kotahi website states that construction of the Brighams Creek to Kumeu section was scheduled start in February 2019 and due to be completed in February 2021. This

was stage two of the overall project and construction has not yet commenced on either stage. This type of delay is typical for infrastructural projects in West Auckland and at the time of writing it is not clear when this project will begin, be completed and the effect it will have on existing congestion problems. It is likely that due to the continued development over recent years (and increased traffic numbers) that this project will only accommodate the traffic created by currently consented development in the North West area and will not create additional capacity to cope with the PCA traffic.

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

Submission date: 18 October 2022

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.



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Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least one of the following applies to the submission (or part of the submission):

- It is frivolous or vexatious.
- It discloses no reasonable or relevant case.
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further.
- It contains offensive language.
- It is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

Submission on a notified proposal for policy **statement or plan change or variation**Clause 6 of Schedule 1, Resource Management Act 1991

FORM 5

Submission

amended and the reasons for your views)



			<u> </u>			
Send your submissi	on to <u>unitaryplan@aı</u>					
Attn: Planning Tech	nician		Submission No:			
Auckland Council			Receipt Date:			
Level 24, 135 Albert Private Bag 92300	t Street					
Auckland 1142						
Submitter detai	<u>ls</u>					
Full Name or Name	e of Agent (if applic	able)				
Mr/Mrs/Miss/Ms(Ful Name)	II					
Organisation Name	e (if submission is	made on behalf of Organisation	n)			
Address for service	e of Submitter					
Telephone:		Fax/Email:				
Contact Person: (Na	Contact Person: (Name and designation, if applicable)					
Scope of subm	issi∩n					
		proposed plan change / variati	on to an oxisting plan:			
	_		on to an existing plan.			
Plan Change	e/Variation Number	PC 86				
Plan Change	Nariation Name	41-43 Brigham Creek Road, Whenuapai				
Plan Change/Variation Name		41 40 Brigham Grook Road, Whendapar				
		ission relates to are: proposed plan change / variation)				
Plan provision(s)						
Or						
Property Address						
Or						
Мар						
Or						
Other (specify)						

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them

I support the specific provisions identified above □	#09
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 separat	e 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 Date	
(or person authorised to sign on behalf of submitter)	
Notes to person making submission: If you are making a submission to the Environmental Protection Authority, you should use Form 16E	3.
Please note that your address is required to be made publicly available under the Resource Manage 1991, as any further submission supporting or opposing this submission is required to be forwarded 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 \square /could not \square 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 \square / am not \square directly affected by an effect of the subject matter of the submission that:

- adversely affects the environment; and (a)
- does not relate to trade competition or the effects of trade competition. (b)



Level 5, AON Building Customs Street West Private Bag 106602 Auckland 1143 New Zealand T 64 9 696 9800 F 64 9 969 9813 www.nzta.govt.nz

Form 5

Submission from Waka Kotahi on Proposed Private Plan Change 86: 41 - 43 Brigham Creek Road, Whenuapai under Schedule 1 of the Resource Management Act

21 October 2022

Auckland Council Unitary Plan Private Bag 92300 Auckland 1142 Attn: Planning Technician

Email: unitaryplan@aucklandcouncil.govt.nz

Name of submitter: The New Zealand Transport Agency (Waka Kotahi)

This is a submission from Waka Kotahi on a private plan change request from the applicant "41-43 Brigham Creek JV' to the Auckland Unitary Plan (Operative in Part) from 41-43 Brigham Creek under Schedule 1 of the Resource Management Act 1991 (RMA). The plan change proposes to rezone approximately 5.19 hectares of land at Whenuapai from Future Urban to Residential – Mixed Housing Urban Zone.

Waka Kotahi wishes to be heard in support of this submission.

If others make a similar submission, Waka Kotahi may consider submitting a joint case.

Waka Kotahi does not gain a trade advantage 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). The objective of Waka Kotahi 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 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.

Waka Kotahi interest in this 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.

The proposed change in zoning enabled by private plan change 86 is inconsistent with the GPS priorities as it will result in the introduction of a community dependent on private vehicles and would adversely effect the safety and efficiency transport system.

Te Tupu Ngātahi Supporting Growth Alliance

Waka Kotahi is part of the Te Tupu Ngātahi Supporting Growth Alliance (**Te Tupu Ngātahi**) which is a collaboration between Auckland Transport and Waka Kotahi to plan and route protect the preferred transport network in future growth areas such as the North West, including Whenuapai.

The Indicative Strategic Transport Network identified by Te Tupu Ngātahi to support growth in the North West includes projects relevant to this plan change. The site will be directly affected by two projects, but development enabled by the plan change will also benefit from other projects. The two projects which most directly relate to the site (and will affect site frontages) are:

- Upgrade and extension of Māmari Road from Northside Drive to Brigham Creek Road; and
- Upgrade Brigham Creek Road.

The North-West Detailed Business Case prepared by Te Tupu Ngātahi has been approved by the boards of Waka Kotahi and Auckland Transport. Projects confirmed as needed for a fit-for-purpose transport network are being progressed to route protection in late 2022 - early 2023. Cost estimates have been updated as part of this process, but further design and refinement will be needed to produce sufficiently accurate estimates for the purposes of collecting development contributions by Auckland Council. This will take some time and may not be available for the hearing on this plan change.

Financing and funding

To align growth with the provision of transport infrastructure and services, there needs to be a high level of certainty about the financing, funding and delivery of the required infrastructure and services. Adverse effects arise when development occurs before the required transport network improvements and services have been provided cannot be addressed without addressing financing, funding, and implementation of the network.

There is a need to assess and clearly define the responsibilities for 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, Waka Kotahi and Auckland Transport operate within.

Waka Kotahi view on the Proposal

Waka Kotahi is concerned that proposed private plan change 86 is ahead of the Future Land Supply Staging and allows future urban land to be urbanised before the wider staging and delivery of planned transport infrastructure and services. This will result in an isolated community with a low level of accessibility to active and public transport, a reliance on private vehicles which in turn adversely effects the safety and efficiency of the transport system. The proposal also has the potential to result in cumulative adverse effects as responding to piecemeal development makes it difficult to secure an integrated transport network.

Therefore, Waka Kotahi opposes proposed Private Plan change 86 as it is inconsistent with the National Policy Statement Urban Development and the objectives and policies of the Regional Policy Statement...

It is noted that Auckland Council is undertaking its Future Development Strategy at present and is also preparing for the review of the Unitary Plan in 2026. These processes will provide an opportunity for a

more comprehensive review of the development capacity and staging of the whole region including the Whenuapai area in the near future. As there is significant development capacity within the existing urban areas (with future development capacity being enabled under Plan change 78) and this location is not well served by current or planned high quality public transport, it should not be prioritised for out of sequence urbanisation.

Decision Sought

Waka Kotahi opposes the zoning sought by the plan change and requests that it be declined. Further detail and information is contained in Attachment 1.

Yours faithfully

Crus K

Evan Keating

Principal Planner, Waka Kotahi

Address for service:

NZ Transport Agency (Waka Kotahi)

Attention: Kim Harris Cottle

Email: EnvironmentalPlanning@nzta.govt.nz

Attachment 1 - Waka Kotahi Submission points on Auckland Unitary Plan, Proposed Private Plan Change 86: 41 - 43 Brigham Creek Road, Whenuapai

Point #	Issue	Support/ Oppose	Reason for Comment	Decision requested
1	Entire Plan Change	Oppose	Waka Kotahi supports the benefits of compact urban form and coordinated infrastructure provision and is concerned that this plan change will not achieve those outcomes. Therefore, Waka Kotahi opposes Proposed Private Plan Change 86 in its entirety for the following reasons:	Decline the plan change unless additional information and clarity is provided to satisfy Waka Kotahi's concerns about transport effects, provision of infrastructure and appropriate planning provisions (including objectives, policies and rules) to ensure
			 The timing of the development is ahead of the staging in the Future Urban Land Supply Strategy 2017 (FULSS), now incorporated into the Auckland Plan. This site is part of Whenuapai Stage 2 which is intended to be 'development ready' between 2028 and 2032. This means transport infrastructure and services needed for the development of this site as a well-functioning urban environment will not be available. 	transport land use integration and mitigation of adverse effects.
			 The Auckland Unitary Plan already enables adequate capacity for housing growth across Auckland's urban area which will be further enhanced through the introduction of Medium Density Residential Standards through plan change 78 (PC78). 	
			 Based on the significant amount of development capacity within the urban area enabled by PC78, the need for and timing of the future urban zoned land as whole should be re-considered as part of the Future Development Strategy (FDS). The FDS may confirm that land such as this is not required for growth projections and remote from existing rapid transit networks and therefore not a priority for development 	

- The proposed development of this site ahead of the necessary wider transport infrastructure is inconsistent with the National Policy Statement Urban Development (NPS UD) as it will not provide a well-functioning urban environment, not support a reduction in greenhouse gas emissions and does not provide an integrated approach to land use and infrastructure planning.
- The proposed private plan change does not align with the objectives and policies of the RPS that require an integrated inclusive transport system and that is planned, funded and staged to integrate with urban growth.
- Further detailed design and funding is required to support the planning, design, consenting and construction of the transport infrastructure and services to enable this proposal. There is a need to assess and clearly define the responsibilities for the required infrastructure and the potential range of funding and delivery mechanisms.
- Funding of bulk transport infrastructure is an issue for land at Whenuapai identified as part of Whenuapai Stage 1 which was intended to be development ready between 2018 and 2022 in the FULSS. Therefore, Waka Kotahi is concerned with the effects of rezoning of additional Stage 2 land that is reliant on transport infrastructure that is yet to be funded or go through detailed design.

2 Integrated Transport Assessment Opp	Waka Kotahi has concerns that this plan change will result in a significant effect on the safety and efficiency of the transport system and has concerns with assessment of effects, assumptions, and proposed mitigation measures in the Integrated Transport Assessment (ITA). The existing environment does not support active or public transport with no connected footpaths or crossings and the detailed design and timing for necessary transport infrastructure upgrades is currently unknown. Whilst planning for appropriate infrastructure is underway, the timing and funding for Stage 2 is expected to be post 2028 (based on the FULSS). However, it is noted that there are already issues with funding and delivery of infrastructure in Stage 1. Waka Kotahi does not agree with the ITA assumptions relating to the proportion of trips using public transport with the existing transport infrastructure. For example, in the existing environment residents would need to walk a significant distance (approximately 1.7km) for the numbers 122, 125 and 125X bus routes along a narrow carriageway with no footpath. Introducing and encouraging people to walk within corridors and provide with no pedestrian facilities is unlikely to be attractive to residents therefore increasing reliance of private vehicles. The ITA identifies 'critical' infrastructure upgrades for Brigham Creek Road and Māmari Road and the benefits of the upgrades but the plan change does not provide a mechanism to require these works to be undertaken in conjunction with subdivision and development.	Decline the plan change unless additional information and clarity is provided to satisfy Waka Kotahi's concerns about transport effects, provision of infrastructure and appropriate planning provisions (including objectives, policies and rules) to ensure transport land use integration and mitigation of adverse effects.
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			Therefore, Waka Kotahi does not support the introduction of a new community in this area without detailed design or certainty of timing of appropriate transport infrastructure and services.		
3	Cumulative effects / wider transport network / financing and funding	Oppose	Waka Kotahi does not support this plan change to rezone land in advance of an infrastructure financing and funding solution being developed for the North West strategic transport network as it relates to Whenuapai. The plan change will enable development to proceed before planning has been completed for the strategic transport network. The cost, financing and funding approach for this part of the transport network has not yet been determined.	Decline the plan change until certainty can be provided on the timing and funding of necessary transport infrastructure and services.	10.
4	Residential - Mixed Housing Urban	Support	Should the site be rezoned in the future, Waka Kotahi supports the application of a medium density residential zoning as this is consistent with the Whenuapai Structure Plan 2016.	When appropriate to rezone this plan change, retain the proposed zoning of Residential - Mixed Housing Urban.	10.4
5	Māmari Road corridor	Oppose	The proposal seeks to rezone land to enable development before planning and route protection is completed by Te Tupu Ngātahi and the upgrade required to Māmari Road to support growth in the north-west. This will provide for a Frequent Transit Network. Allowing the rezoning without providing for the Māmari Road project will compromise future urban development and inhibit the efficient provision of infrastructure.	If the plan change is to progress, amend the plan change to include specific planning provisions (including objectives, policies and rules) to protect and provide for the future upgrade of Māmari Road as part of the strategic transport network required to support growth in the north-west. This is likely to require precinct provisions.	10.5
6	Māmari Road - frontage upgrade	Oppose	In conjunction with subdivision and development of this site, the Māmari Road frontage needs to be upgraded to an urban standard with separated walking and cycling facilities. This upgrade needs to be undertaken in a manner that is consistent with the Te Tupu Ngātahi indicative designs so as to avoid additional costs and unnecessary rework where possible.	If the plan change is to progress, amend the plan change to include specific planning provisions (including objectives, policies and rules) to require the Māmari Road frontage to be upgraded to an urban standard with separated walking and cycling facilities in conjunction with subdivision and development of the site. The design and	10.6

				location of this works should be future- proofed to avoid the unnecessary rework.	10.6
7	Māmari Road - vehicle access	Oppose	The proposal seeks to rezone land to enable development before planning and route protection is completed by Te Tupu Ngātahi to provide for the upgrade required to Māmari Road and support growth in the north-west. In the future Māmari Road will form part of the arterial road network and it will be desirable to restrict direct vehicle access on the road, particularly as it is future Frequent Transit route. At present, Māmari Road is not identified as an arterial road in the controls layer of the AUP(OP) map viewer. This means development is not subject to the vehicle access restrictions applying in E27 of the AUP(OP) to arterial roads identified on the planning maps.	If the plan change is to progress, amend the plan change to include specific planning provisions (including objectives, policies and rules) to require subdivision and development to avoid direct vehicle access onto Māmari Road.	10.7
8	Brigham Creek Road corridor	Oppose	The proposal seeks to rezone land to enable development before it is identified in the FULLSS and therefore before planning and route protection is completed by Te Tupu Ngātahi to provide for the upgrade required to Brigham Creek Road and support growth in the north-west. Allowing the rezoning without providing for the Brigham Creek Road project will compromise future urban development and inhibit the efficient provision of infrastructure.	If the plan change is to progress, amend the plan change to include specific planning provisions (including objectives, policies and rules) to protect and provide for the future upgrade of Brigham Creek Road as part of the strategic transport network required to support growth in the north-west	10.8
9	Brigham Creek Road - frontage upgrade	Oppose	In conjunction with subdivision and development of this site, the Brigham Creek Road frontage needs to be upgraded to an urban standard with separated walking and cycling facilities. This upgrade needs to be undertaken in a manner that is consistent with the Te Tupu Ngātahi indicative designs so as to avoid additional costs and unnecessary rework where possible.	If the plan change is to progress, amend the plan change to include specific planning provisions (including objectives, policies and rules) to require the Brigham Road frontage to be upgraded to an urban standard with separated walking and cycling facilities in conjunction with subdivision and development of the site. The design and location of this works should be future-proofed to avoid the unnecessary rework.	10.9

10	Internal transport network	Oppose	The proposal will enable urban development of a small site with no certainty that a road network will be provided within the site in a manner that enables connections to adjacent sites for future development. In addition, there is no certainty that all development within the site will be provided with good pedestrian access through to Brigham Creek Road in order to access public transport services.	If the plan change is to progress, amend the plan change to include specific planning provisions (including objectives, policies and rules) to require subdivision and development to provide connections to adjacent sites, and connections through to Brigham Creek Road (particularly for active modes).
11	Pedestrian connections beyond the site	Oppose	Additional footpath connections are needed to connect development on the site to the existing footpath network. In addition to frontage upgrades (addressed in other submission points) other footpath connections are required (e.g. outside #45 Brigham Creek Road) along with safe road crossings of Brigham Creek Road and Māmari Road.	If the plan change is to progress, amend the plan change to include specific planning provisions (including objectives, policies and rules) to require subdivision and development to provide connections to the existing footpath network and safe pedestrian crossings on Brigham Creek Road and Māmari Road.

10.10

Submission on a notified proposal for policy statement or plan change or variation Clause 6 of Schedule 1, Resource Management Act 1991

FORM 5

Submission

amended and the reasons for your views)



Page 1 of 7

Send your submiss	ion to <u>unitaryplan@a</u>	ucklandcouncil.govt.nz or post to :	For office use only		
Attn: Planning Tech	nnician	Submission No:			
Auckland Council	1.041		Receipt Date:		
Level 24, 135 Alber Private Bag 92300	rt Street		at the control of the		
Auckland 1142			ettherand, in the course		
			37-27-38-38-38-38-38-38-38-38-38-38-38-38-38-		
Submitter deta	ils				
Full Name or Nam	e of Agent (if applic	able)			
Mr/Mrs/Miss/Ms(Fu					
Name)	-	Mitchell Constitution			
Living Whenuapai	ie (if submission is	made on behalf of Organisation)			
Address for service	ce of Submitter				
38 Waimarie Road,	Whenuapai				
Telephone:	272942601	Fax/Email: anniem1401	@gmail.com		
Contact Person: (N	ame and designation				
Scope of subm					
This is a submissi	ion on the following	proposed plan change / variation to a	an existing plan:		
Plan Change	e/Variation Number	PC 86			
Plan Chang	o//origina Nama	41.43 Brigham Crook Boad Whonyan			
Plan Chang	Plan Change/Variation Name 41-43 Brigham Creek Road, Whenuapai				
The specific provi	sions that my subm	ission relates to are:			
		proposed plan change / variation)	1		
Plan provision(s)	Urban Design Assessme	nt where PC86 does not meet the design principle	or the Whenuapai Structure Plan 11.1		
Or					
Property Address			·		
<i>Or</i> Map					
Or .					
Other (specify)					

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them

I support the specific provisions identified above ☐	
l oppose the specific provisions identified above	
I wish to have the provisions identified above amended Yes 🗵 No	
The reasons for my views are: The development does not address issues of community open space, tree planting and canopy cover and desgn that would mitigate the	11.2
effects of climate change.	11.3
(continue on a separate sheet if r	ecessary)
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.	
Reduce the number of houses and used the developers contribution funds to buy a large piece of this	11.4
and for passive recreation and for an ecological corridor.	
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	
A. Mitchell 20/10/2022	
Signature of Submitter Date // (or person authorised to sign on behalf of submitter)	
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 Ad	t

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.



20th October 2022

Submission on Proposed Private Plan Change 86, 41 – 43 Brigham Creek Road

This submission is being done on behalf of Living Whenuapai. We are an environmental group in the Whenuapai area who have undertaken a number of restoration projects on Whenuapai reserves to restore them to native vegetation. We also have an extensive predator control program in the wider Whenuapai landscape. Living Whenuapai is a member of the Upper Waitemata Ecology Network and we receive annual funding from the Upper Harbour Local Board. All our work is carried out by volunteers from the local community and our Kaupapa (purpose, mission) is to restore the native habitat of considerable areas of the Whenuapai, both existing reserves and private land that has been cleared for agriculture purposes. Our work is underpinned by three Auckland Council Strategy documents. They are:

- Auckland Urban Ngahere Strategy
- The North West Wildlink
- Upper Harbour Connectivity Strategy

Living Whenuapai has concerns about the nature and intensity of Plan Change 86 and how it fails to comply with a number of principal and policies of the **Whenuapai Structure Plan 2016**.

The Whenuapai Structure plan sets out seven key objectives. They are:

- 1. Sustainable urban development
- 2. A quality built urban environment
- 3. A well-connected Whenuapai
- 4. The national significance of the Whenuapai Airbase
- 5. The provision of infrastructure
- 6. An enhanced natural environment and protection of heritage
- 7. And the provision of quality open spaces.

No where in this plan change in question is there any evidence of it achieving objectives 6 and 7.

As per the diagrams of the development below there is merely blocks of houses on very small sites with no amenities to enhance or contribute to the well being of either people or the natural environment.



3. The Proposed Development



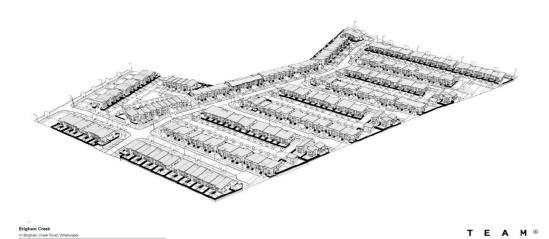


Figure 3: Extracts from proposed plans



In reviewing the Urban Design documents of Plan Change 86 there are numerous areas of the Whenuapai Structure Plan that this Plan Change does not address the design principles satisfactorily, as follows: (numbered as per the assessment document)

Create a well designed, sustainable quality compact form with a strong sense of place.
 Response from developers consultant:

"As illustrated by the proposed layout and plans prepared for the resource consent, the rezoning of the land as Residential – Mixed Housing Urban would encourage the development of the land in a medium density compact form, which through careful design will create a strong sense of place".

Submitters question: How does such an intense housing development with no shared community spaces or open spaces create "a sense of place"? This development does not meet this standard.

13. Protect waterways and enable the improvement of water quality and restoration of vegetation and habitat.

Response from developers consultant:

"Water quality matters are addressed by others"

Submitters response: We note that all stormwater is being piped into the nearby Sinton Stream. According to the Stormwater Management Plan – Biodiversity (pg 10), the Sinton Stream, being the receiving environment, is a Significant Ecological Area (SEA), in which case piping stormater into it is not considered best practice in modern urban developments. Houses need to have rainwater retention tanks and used within the builds and streets should have rain gardens to limit stormwater outflows. Also riparian planting around any streams that feed into an SEA.

11.5

11.6

21. Provide for the sustainable management of taonga (e.g. the importance of protecting the mauri of waterways, recognition of mana whenua culture, traditions, tikanga, place names, artefacts, wāhi tapu and historic places and areas) and how these elements can be incorporated into the structure plan and future plan change process as advanced by Te Kawerau ā Maki and Ngāti Whātua o Kaipara.

Response from developers consultant:

"There are no cultural features identified on the site. The Private Plan Change and associated Resource Consent will not impact on the ability to achieve this".

Submitters response: How is this development of 230 houses plus roads and footpaths protecting and enhancing the mauri of waterways and tikanga and management of taonga – ie the native forest that once occupied this whenua? It is very convenient for developers to attempt to develop unused farmland – land which was once covered in native forest and biodiversity and our indigenous communities thrived there – before occupation by European culture. Surely we should make some attempt to restore some of this land to its original state, as recognition of mana whenua culture and traditions. With our increased awareness of the need for urban canopy cover and biodiversity in our urban environments surely each development should have land set aside to grow our biodiversity and support future communities to once again thrive there.



Please advise what Te Kawerau a Ma ki and Ngaati Whatua o Kaipara's response to this has been during consultation with iwi?

Urban design matters raised by Auckland Council:

Item 19 a.i.

A robust assessment of the immediate context as well as the wider context. Reliance on the Whenuapai Structure Plan is not considered adequate for a plan change of this scale. Please consider aspects such as walking / cycling connections to key amenities such as schools, local reserves, playgrounds, shops, public transport stops (and other key everyday facilities). Please provide details of how safe and direct access can be provided across Brigham Creek Road

Response from Developers consultant:

Key existing local reserves, and planned reserves identified on the structure plan, are all to the north of Brigham Creek Road. The zoned Business Local Centre Zoned land is also to the north of Brigham Creek Road; see Figure 1 and Figure 2 of my original report. There is currently a controlled pedestrian crossing at the traffic lights at the intersection of Brigham Creek Road with Totara Road and Mamari Road. Whilst this currently provides a safe crossing from the south to north side of Brigham Creek Road, which would allow future residents to access the reserve in the north-west corner of this intersection (with adjacent coffee shop), Local Centre zoned land in the north-east quadrant of the intersection and other local facilities to the north of the road, there are currently no footpaths along Mamari Road or the south side of Brigham Creek Road linking to the site".

Submitters response:

Living Whenuapai agree with the Auckland Council assessment of this plan in that it relies too heavily on the Whenuapai Structure plan to provide all community facilities, including reserves and parks. With a development of this size there should be adequate provision by developers to provide a considerable amount of passive recreation space without residents having to cross a busy and dangerous road like Brigham Creek road. This development needs to have its own facilities to give it a sense of community and to include native tree planting to enhance and restore native habitat for its residents to enjoy.

11.8

Conclusion:

Living Whenuapai oppose the provisions of Plan Change 86 as its singular objective is to build as many houses on the site as possibly to apparently "help alleviate Aucklands housing crisis". However it does nothing to address this cities other crisis, such as:

- Loss of biodiversity and canopy cover throughout the city
- The impending issues that will come with climate change and subsequent higher rainfall and increased average temperatures. In fact a housing development such as this adds to a heating climate by providing an intense heat sink.
- Lack of open space and natural elements that are recognised as necessary for both the physical and mental well being of communities.
- Lack of recreational facilities.

The strategic documents that this development does not address are those mentioned at the beginning of this submission:



- Auckland Urban Ngahere Strategy
- The North West Wildlink
- Upper Harbour Connectivity Strategy

We do not understand why this development, or any other development in Whenuapai should be exempt from contributing to the identified needs highlighted in the above strategy documents.

We oppose this development and recommend that a Blue-Green Spatial plan is done for the whole of Whenupai before any further such developments proceed to ensure all aspects of urban developments are addressed properly and at landscape scale.

From: Unitary Plan
To: Unitary Plan

Subject: Unitary Plan Publicly Notified Submission - Plan Change 86 - Thomas Starr

Date: Thursday, 20 October 2022 11:31:00 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Thomas Starr

Organisation name:

Agent's full name:

Email address: tom@starrandstarr.co.nz

Contact phone number: 021878959

Postal address: 9 Whenuapai Drive Whenuapai Whenuapai 0618

Submission details

This is a submission to:

Plan change number: Plan Change 86

Plan change name: PC 86 (Private): 41-43 Brigham Creek Road, Whenuapai

My submission relates to

Rule or rules:

Property address: 9 Whenuapai Drive

Map or maps:

Other provisions:

- 1. I would like to better understand the plan for power provisioning to the area. Currently, the greater new build area of Whenuapai has lines managed by Oyster, rather than Vector. These lines are fed by a single Vector substation, which frequently receives power outages. If a further 200+homes are to be added to the network that the same substation supplies, what is going to be done by Vector and/or Oyster to ensure ensure that the current infrastructure provisioned is not further overwhelmed?
- 2. The Brigham Creek Road is, particularly the small bridge which is traversed over on the way to the roundabout to Huapai, is inadequate for the current level of traffic in Whenuapai and the through traffic that travel it between the North Shore to the Huapai direction. Before further developments/cars are added to this current infrastructure, I believe that we need some commitment from AT to upgrade the road before Whenuapai becomes further developed.

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 infrastructure in Whenuapai, (roads, public transport and power), and already inadequate for the existing residents volumes. Before greater volumes of residential dwellings are approved, the infrastructure in the area (not just waster water) needs upgrade, or at least a solid

commitment from council that it'll be attended to ahead of new builds on this site commencing.

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

Submission date: 20 October 2022

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

I accept by taking part in this public submission process that my submission (including personal

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

details, names and addresses) will be made public.

• Does not relate to trade competition or the effects of trade competition.

Yes

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From: Louise Morron
To: Unitary Plan

Cc: <u>stee@mortontee.co.nz</u>; <u>Brendon</u>

Subject: Proposed Plan Change 41-43 Brigham Creek Rd, Whenuapai

Date: Thursday, 20 October 2022 5:03:03 pm

Affected property: 74 Trig Road Harker Family Trust No. 1

We object to this proposal and require additional time to file a detailed submission.

13.1

Thank you Louise Morron

FORM 5

SUBMISSION ON PROPOSED PLAN CHANGE 86 – 41-43 Brigham Creek Road

Auckland Unitary Plan (Operative in Part)

To: Auckland Council

Private Bag 92300 Victoria Street West Auckland 1142

Name of Submitter: Woolworths New Zealand Limited

Woolworths New Zealand Limited provides this submission on proposed Plan Change 86 ("PC86") to the Auckland Unitary Plan (Operative in Part).

PC86 is a privately initiated plan change that seeks to re-identify the land at 41-43 Brigham Creek Road from Future Urban Zone to Mixed Housing Urban Zone.

The Submitter could not gain an advantage in trade competition through this submission and the submission does not raise matters that relate to trade competition or the effects of trade competition.

The Submitter is the owner of the adjacent site at 45 Brigham Creek Road and shares direct boundaries with the PC86 site.

The submission relates to the proposed amendments to the Auckland Unitary Plan (Operative in Part) as set out in PC86. In particular, the Submitter **supports** in principle the proposed rezoning of the land to Mixed Housing Urban Zone, subject to the following matters being addressed:

- This plan change is occurring out of sequence without a comprehensive Whenuapai wide approach.
- It is the future intention of the Submitter to seek to develop 45 Brigham Creek Road for commercial uses, including a supermarket. The Submitter considers that the proposed rezoning should take account of the intended use of its site for commercial purposes. In particular, consideration should be given to whether any measures are required to address the potential for reverse sensitivity effects in the vicinity of the shared boundary, where an interface between commercial and residential activities is likely to exist in the future.

14.2

The document titled 'Appendix 2 – Plan Change Rezoning Plan' identifies a pedestrian throughfare that appears to provide a connection onto 45 Brigham Creek Road (refer Figure 1). This is not considered necessary, with full pedestrian facilities to be delivered on Brigham Creek Road.

14.3



Figure 1: Plan from PC86 documentation showing pedestrian connection (blue arrow)

• The same document identifies road widening along both Brigham Creek Road and Mamari Road. The extent of land required for road widening has not been finalised with the Submitter as discussions are ongoing, and the proposed road widening has also not been formalised via a Notice of Requirement process by Auckland Transport.

14.4

Relief sought

The Submitter seeks the following decision from Auckland Council in respect of PC86:

 That, subject to any amendments that may be required to address the matters noted in this submission, PC86 be confirmed.

14.5

The Submitter wishes to be heard in support of this submission. If other parties make a similar submission, the Submitter would consider presenting a joint case with them at any hearing.



Philip Brown

Campbell Brown Planning Limited

For and on behalf of Woolworths New Zealand Limited as its duly authorised agent.

21 October 2022

Address for service of submitter:

C/- Campbell Brown Planning Limited PO Box 147001 Ponsonby

AUCKLAND 1144

Attention: Philip Brown

Telephone: (09) 394 1694 **Mobile:** 021845327

Email: philip@campbellbrown.co.nz



New Zealand Defence Force Defence Estate and Infrastructure NZDF Headquarters Private Bag 39997 Wellington 6045

Submission on Proposed Plan Change 86 Auckland Unitary Plan (Operative in Part)

Clause 6 of First Schedule, Resource Management Act 1991

To: Auckland Council

Address: Attn: Planning Technician

Private Bag 92300 Auckland 1142

Email: unitaryplan@aucklandcouncil.govt.nz

Submitter: New Zealand Defence Force

Contact Person: Rebecca Davies, Principal Statutory Planner

Address for Service: New Zealand Defence Force

C/- Tonkin + Taylor

PO Box 5271

Victoria Street West Auckland 1142

Attention: Wendy Macdonald

Phone: +64 21 445 482

Email: rebecca.davies@nzdf.mil.nz / wmacdonald@tonkintaylor.co.nz

Background

- 1 This is a submission on Proposed Private Plan Change 86: 41-43 Brigham Creek Road, Whenuapai to the Auckland Unitary Plan Operative in Part ("PPC86"). PPC86 proposes to rezone 41-43 Brigham Creek Road ("the site") from Future Urban to Residential Mixed Housing Urban (MHU) to provide for 230 residential lots.
- The New Zealand Defence Force ("NZDF") operates the RNZAF Base Auckland at Whenuapai, located immediately to the east of the PPC86 area. Base Auckland is a significant Defence facility, of strategic importance regionally, nationally and internationally. Ensuring that this facility can continue to operate to meet Defence obligations under the Defence Act 1990 is critical. These obligations include the defence of New Zealand, the provision of assistance to the civil power either in New Zealand or elsewhere in times of emergency, and the provision of public service when required. RNZAF Base Auckland is essential in achieving these obligations.
- NZDF seeks to protect RNZAF Base Auckland from the adverse effects of reverse sensitivity. While NZDF recognises the need to provide additional housing in Auckland, it must be appropriately located and designed in relation to established infrastructure. This approach is consistent with NZDF's approach nationally to proposed development around other military camps and bases, for example in Selwyn District (Burnham Military)

Camp) and Upper Hutt City (Trentham Military Camp), and also other plan changes in the vicinity of Base Auckland at Whenuapai.

- 4 Providing for residential development that does not consider effects on significant infrastructure, such as the RNZAF Base Auckland, would contradict the policy framework in the Auckland Unitary Plan Operative in Part ("AUP-OIP"). Specifically, this includes Objective B3.2.1 (6) and Policies B3.2.2 (4) and (5) of the Regional Policy Statement (RPS) which aim to protect significant infrastructure, including defence facilities, from reverse sensitivity effects. The plan change is required to *give effect* to this policy direction. The location of the PPC86 site is near the approach/departure path for the main runway and close to runway lighting, so it is very important that potential risks to NZDF aircraft and Base operations are avoided. The south-eastern corner of the development site is also within the 55dB Ldn noise contour for Whenuapai aircraft noise. The site is also in close proximity to the NZDF housing area on the opposite side of Mamari Road.
- NZDF has previously provided feedback directly to the applicant in 2021 on draft precinct provisions that would help to protect Base Auckland from reverse sensitivity effects caused by development in the PPC86 site, including requesting no-complaints covenants on all new titles created. However, NZDF is concerned that PPC86 as notified does not include a precinct, meaning there are no additional protections for Base Auckland other than the Aircraft Noise Overlay and the provisions of Designation 4311.
- 6 NZDF does not accept the applicant's proposition at pages 11 and 19 of the Plan Change Request that the standard provisions of the AUP-OIP are adequate to manage reverse sensitivity effects on Base Auckland. The nearby Whenuapai Precincts 1 and 2, for example, include appropriate controls (including a requirement for no-complaints covenants) specifically to manage reverse sensitivity effects and to protect Base Auckland.
- The aircraft noise contours from which the Aircraft Noise overlay is derived are based on a 90-day average aircraft noise level. There are peak noise levels outside of this average, which means that residents outside, as well as inside, the Aircraft Noise overlay will periodically experience noise which may cause annoyance (day and night). This may result in complaints against the Base. People living outside of the Aircraft Noise overlay may have a false expectation that they will not experience aircraft noise, which makes no-complaints covenants even more important for those areas. The benefits of no-complaints covenants are described in further detail below.
- Potential reverse sensitivity effects include effects relating to an increased risk of bird strike, effects on aircraft safety through lighting and glare, potential for development (including temporarily during construction) to infringe the Obstacle Limitation Surface (OLS) and the potential for wider reverse sensitivity effects (such as noise) on the Base. NZDF is not confident therefore that the proposed development will avoid adverse effects on Base Auckland, and there is potential for it to undermine the Base's operation as a strategically important Defence facility.

If the plan change is accepted and development proceeds, NZDF requests that:

The applicant at pages 11, 17 and 19 of the Plan Change Request has offered nocomplaints covenants to be applied only to development within the portion of the site subject to the Aircraft Noise Overlay – a small corner in the southeast of the site. However, NZDF requests no-complaints covenants be applied to the whole PPC86 site. The purpose of no-complaints covenants is to protect RNZAF Base Auckland from

reverse sensitivity effects, not to protect residents from adverse effects of noise as the applicant states on page 19 of the Plan Change Request.

- 10 No-complaints covenants put potential new landowners, who may be unfamiliar with the area and the operation of the Base Auckland 'on notice' about effects from the Airbase and place the responsibility of accepting the presence of Base Auckland, and effects (including noise) associated with its lawful operation on new landowners. This is particularly important for potential purchasers of properties outside of the Aircraft Noise overlay who, as outlined above, may not expect to experience aircraft noise.
- 11 In these respects, no-complaints covenants are a simple, low cost and effective method of managing and avoiding reverse sensitivity effects. They have been successfully applied to the Whenuapai Precinct 1 and Precinct 2 developments near the PPC86 site. Furthermore, no-complaints covenants do not constrain development in any way and would have no effect on the outcomes sought by the National Policy Statement for Urban Development or by rezoning the land to MHU zone.
- 12 The Stormwater Management Plan and stormwater management outcomes and devices for the site should be planned, designed and implemented to avoid or mitigate potential effects of bird strike on the RNZAF Base Auckland. The Stormwater Management Plan submitted with the PPC86 application does not mention reverse sensitivity effects such as bird strike. Stormwater management devices should not include open water or new habitats for birds, to limit a potential increase in birds in the area in close proximity to the end of the main runway.
- 13 Conditions should be applied to any resource consent for the development that would avoid or minimise the potential for attracting birds to the site, including:
 - Waste/rubbish must be appropriately managed on site to avoid attracting birds to the site.
 - Earthworks must be managed to avoid attracting birds to the site (areas of bare earth in winter are a particular problem as birds are attracted to feed).
 - Landscaping and plantings must avoid attracting birds to the site and NZDF needs to be consulted in the preparation of any landscaping/planting plans.
 - Roof gradients must be over 15 degrees (e.g. a saw-tooth roof profile would be appropriate). If that isn't feasible, spikes or netting on any structure with a roof under 15 degrees gradient are required.
- 14 Conditions on lighting should be applied to any resource consent for the development to avoid distracting pilots and replicating runway lighting, including:
 - Searchlights or floodlights must not be used between 11pm and 6am.
 - There shall be no outside illumination of any structure or feature by floodlight that shines above the horizontal plane.
 - Street lighting must not be aligned so as to mimic runway lighting.
- 15 Conditions on reflectivity of building cladding and roofing should be applied to any resource consent for the development. Potential for reflection from roofing and cladding materials to create a sunstrike effect on pilots approaching or taking off from the Base Auckland runway should be avoided. External cladding of buildings and roofs need to be of low reflectivity materials (less than 20% specular reflectance) to avoid this sunstrike effect.
- 16 Conditions on roading layout should be applied to any resource consent for the development to avoid mimicking the runway pattern causing potential for pilot confusion.

15.4

15.3

17 Conditions to protect the OLS and require notification to the NZDF prior to crane use should be applied to any resource consent for the development. Although NZDF's prior written approval would be required for any buildings or structures that penetrate the OLS, there is potential for the requirements of the OLS to be overlooked particularly where a structure is compliant with maximum height standards but infringes the OLS. Due to the proximity of ground level to the OLS in some parts of the PPC86 area, it is important for developers to be aware of this constraint to proposed buildings and structures. This includes obstacles penetrating the OLS that do not require building or resource consent, such as construction cranes and trees. Such obstacles present a significant safety risk for the operation of aircraft at Base Auckland. For example, there have been recent incidents where NZDF has not been notified prior to the operation of cranes within the OLS and this has forced the closure of the main runway. Incorporating specific provisions into a resource consent for the development will increase visibility and awareness of OLS requirements.

15.6

NZDF **could not** gain an advantage in trade competition through this submission.

NZDF wishes to be heard in support of this submission.

If others make a similar submission, **NZDF will consider** presenting a joint case with them at the hearing.

Monts	21/10/2022 Date
Person authorised to sign	Date

on behalf of New Zealand Defence Force

From: Unitary Plan
To: Unitary Plan

Subject: Unitary Plan Publicly Notified Submission - Plan Change 86 - Charissa Snijders

Date:Friday, 21 October 2022 10:01:24 amAttachments:UWEN PPC86 submission Oct 22.pdf

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Charissa Snijders

Organisation name: Upper Waitemata Waterways Collective (UWWC)

Agent's full name: Charissa Snijders

Email address: charissa@csaarchitect.co.nz

Contact phone number: 021309593

Postal address: 84 The Terrace Herald Island Auckland 0618

Submission details

This is a submission to:

Plan change number: Plan Change 86

Plan change name: PC 86 (Private): 41-43 Brigham Creek Road, Whenuapai

My submission relates to

Rule or rules:

Private Plan Change 86

Property address: 41-43 Brigham Creek Road, Whenuapai

Map or maps:

Other provisions:

Please refer to attached document

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: Please refer to the attached document

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

Submission date: 21 October 2022

Supporting documents

UWEN PPC86 submission Oct 22.pdf

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

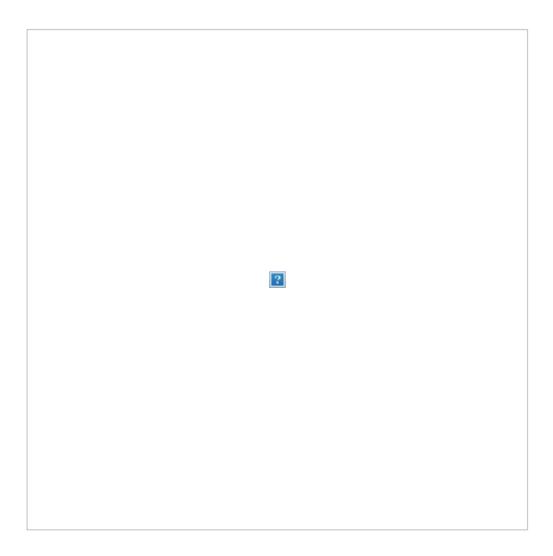
Could you gain an advantage in trade competition through this submission? No

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.



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SUBMISSION ON A NOTIFIED PROPOSAL FOR PRIVATE PLAN CHANGE 86 20 Oct 2022 41-43 Brigham Creek Road, Whenuapai

This submission is being done on behalf of the Waterways collective of the Upper Waitemata Ecology Network (UWEN). UWEN is a group of volunteer based organisations operating in the Upper Waitemata Harbour in Auckland. Areas of focus include Albany, Greenhithe, Pāremoremo, Hobsonville Point, Herald Island and Whenuapai. Threats to indigenous biodiversity as a result of intense development pressure is felt very keenly throughout this area. With funding support from Auckland Council, member groups undertake environmental restoration, animal pest trapping, education and monitoring. The Upper Waitemata Waterways Collective (UWWC) is an informal subcommittee of UWEN with a specific focus on waterways protection and environmental connectivity across a wide range of ecosystems. Our work is underpinned by Auckland Council's strategy documents, including but not limited to the following:

- Auckland Water Strategy and implementation plan
- Auckland Urban Ngahere Strategy
- o Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan
- o The North-West Wildlink
- The Upper Harbour Ecological Connectivity Strategy
- o The Upper Harbour Open Space Network Plan

In assessing the request for the Private Plan Change, we have utilised The Whenuapai Structure Plan 8.1 Development and Design Principles to assess urban design and environmental matters associated with the Private Plan Change with particular emphasis on whether this proposal supports Auckland Council's stand on climate emergency and how this will help Whenuapai's long term ability to be resilient to climate change, restore and enhance the mauri of the environment which in turn will help the hauora of the people.

Our comments will also address the broader impact of allowing any Private Plan Changes and COVID fast track recovery submissions to be approved within Whenuapai's Future Urban Zone (FUZ), without the necessary infrastructure and updated structure plan necessary to realise a resilient, well-designed and liveable outcome for our community.

We wish to be clear that we are not against intensification, but ask that the Council implements their own strategies to balance the impact of intensification with the climate crisis we face. Regenerative foundational action needs to be in place prior to intensification if we are to have any chance of being climate resilient. We cannot keep doing the same thing and expect a different result.

16.1

We ask that Council decline the proposed private plan change for the following reasons outlined below. (the numbering below is as per the Urban Design assessment document – and answers only those that are relevant to UWWC's submission).

WHENUAPAI STRUCTURE PLAN 8.1 DEVELOPMENT AND DESIGN PRINCIPLES

1. Create a well-designed, sustainable quality compact form with a strong sense of place. We do not believe this will be realised under this Private Plan Change development proposal.

Allowing Private Plan Changes scattered across the FUZ without an integrated and updated structure plan is ensuring that the developments will be ad-hoc and not connected either ecologically or socially. This will not ensure a well-designed, sustainable built form or a strong sense of community.

3. The Proposed Development



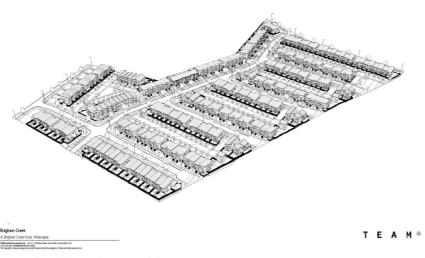


Figure 3: Extracts from proposed plans

Refer to the image above which shows the overall plan and 3D image of the proposed development if the Private Plan Change is accepted. In this particular design there is very little sustainable outcomes. The rainwater is not collected for house-use as is done in Hobsonville Point, nor are there solar panels or green roofs. What is shown below will only add to the heat sinks already starting to happen with the current intensification. Of note, the outdoor spaces look so small that no trees could be planted in these areas, which in turn will create further heat sinks and loss of biodiversity. In addition, passive design is not considered and the design shows houses with outdoor areas facing east and west, meaning the living spaces will often be in shade. The community have no open space to which they are a part

of. The buffer area to Brigham Creek is shown in green – implying a green zone – but this is a temporary measure and is set aside for the future Brigham Creek roading upgrade.

To ensure a well-designed, sustainable community with a strong sense of place and to help with resilience both for people and biodiversity, mitigate temperature rise and climate impact the 3-30-300 rule needs to be applied. The '3-30-300 rule' is an evidence-based rule proposed by Cecil Konijnendijk, which stipulates that everyone should be able to see at least 3 trees from their home; there should be 30% tree canopy cover in each neighbourhood; and 300 metres should be the maximum distance to the nearest high-quality public green space. This needs to be done not only for this Private Plan Change but for the whole of the FUZ of Whenuapai.

16.2

Council needs to step up and adopt the strategy outlined in Auckland Water Strategy 2022 and make water the central principle in land management and land planning. To achieve this Council needs to identify the streams and rivers that are qualifying water bodies with 20m esplanade strips for environmental and recreational benefits. We recommend a blue-green spatial network plan be implemented for this area prior to any Private Plan Changes being approved. It is our understanding the Sinton Stream is a Significant Ecological Area (SEA). How can water from this development be allowed to be piped into this stream? Does Sinton Stream have riparian margins? Is there a connectivity plan in place identifying the significant water bodies in Whenuapai – and if not, why not? Has Council identified the land that needs to be acquired to achieve riparian margins along these waterways?

16.3

Overall, what this Private Plan Change highlights, is the significant area of Whenuapai that is under Future Urban Zone. If Council accepts each Private Plan Change then Whenuapai is under threat. It is vulnerable to ad-hoc Private Plan Changes and the Covid Fast Track Consenting process. Only if Council acts now can we truly realise a sustainable and well-designed community.

4. Capitalise on the existing coastline, waterways, landscape, amenity, to create a strong green and coastal public open space.

Without an overall blue-green spatial network plan for Whenuapai it is difficult for any developer to understand the connectivity required for a well thought out intensified urban area. This is a key way to captialise on the existing coastline, waterways, necessary ecological areas, in order to create a strong green and coast public open space. Without governance and leadership from Council there is no chance that Whenuapai can have the connectivity it deserves. Whenuapai FUZ is particularly at risk, as it is typically made up of greenfield sites that were historically farming and or horticulture. This means it has no remnant forests or significant ecological areas. Each Private Plan Change applicant can state that they have no SEA's to take into consideration in their proposals, without looking holistically at the whole area. It is up to Council, working with iwi and other specialists to identify key areas and ensure they are protected for future generations pre any further intensification.

6. Improve existing community facilities and new community facilities in centres

N/a to our submission. Apart from a note about the need for green pathways connecting schools, parks, community centres and sports facilities. Green pathways are best done pre any intensification and not adhoc. Individual private plan changes do not address green pathways to ensure choice in transport modes. Ones that are safe for school children, elderly, cyclists, and all people living and working in the community to be able to walk and cycle to these facilities. Currently all green pathways for Whenuapai are aspirational and have not been actioned and included in the budget.

7. Identify existing land owned by the Ministry of Education and private schools currently in operation while expecting that future schools within the proposed residential areas will be needed in future

Auckland Council should clearly identify future school locations. Population projection growth for this area is the greatest for the whole of the Upper Harbour. Project growth by 2046 is nearly six times what it was in 2018.

The recent Totara Road Covid Recovery Fast Tracking submission proposed a future school as an option in their development – is this really the way Auckland Council delivers a well thought through Structure plan?

11. Provide the foundation for the future residential block structure and site orientation to maximise solar gain

Due to the size of the plan submitted in the Urban Design Report it is difficult to get a complete understanding of the proposed development should the Plan Change be approved, but it does indicate that the outdoor areas are north, east and west for the houses. Looking at the overall plan the majority of the development houses' outdoor spaces are east and west. This will mean that they will often be in shade. Why was it mandatory for Auckland Council for so long to have outdoor spaces only facing north or northwest, northeast with living rooms facing the outdoor area? Especially now with a climate emergency and the need for good passive design outcomes. The proposed development does not orientate the houses to maximise solar gain.

13. Protect waterways and enable the improvement of water quality and restoration of vegetation and habitat.

Maven Associates, p 7 of their Stormwater Management report, Appendix 9 show the flooding and flowpaths associated with this Private Plan Change. Of concern is the flood plans to the northern part of the site and to the eastern part of the site. With ongoing development of this area this has the potential for future flooding if not addressed with water sensitive design. We are concerned that the floodpath to the north of the site has housing on it.

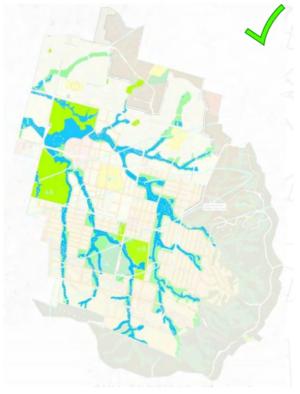
Stormwater Management Plan (PC) 41-43 Brigham Creek Road, Whenuapai

1.6 FLOODING AND FLOWPATHS



Figure 4: Existing 100-yr Catchment

In addition Figure 4 shows Sinton Stream where the water from the development is being piped into. This stream is a Significant Ecological Area. How is this stream protected from this development and future development? Will this be an ecological corridor as part of a bluegreen spatial network plan? We request that Council does a blue-green spatial network plan for the whole of Whenuapai, in particular the FUZ before any private plan changes are approved. Below is an example that was done for Flatbush.



The masterplan for Flatbush aims to establish a highly connected open space network consisting of a large destination park (Barry Curtis Park), and a series of 'green fingers' which provide stormwater, ecology, cycling, walking and amenity benefits across the development.

Neighbourhood park functions are integrated into the green fingers, providing easy access to recreational opportunities from the surrounding residential area.

We request that if Council does not decline this Plan that as part of the conditions of consent they adopt all the recommendations as stated in The Upper Harbour Open Space Network Plan – see image below

Actions to improve water quality and biodiversity

- Support actions that increase tree cover within the local board area
 - Support the development of the Urban Forest Strategy.
 - Undertake a study of tree cover in parks and open spaces that considers the following:
 - · size and condition of trees
 - · goals for minimum tree cover
 - identification of areas for new tree planting in parks and open spaces.
- Support actions that protect, restore and enhance the natural environment (Taiao)
 - · Re-establish local biodiversity.
 - · Create and connect ecological corridors.
 - Plant appropriate indigenous flora in public places.
 - Select plant and tree species as seasonal markers and attractors of native bird life.
 - Establish and manage traditional food and cultural resource areas that allow for active guardianship (kaitiakitanga).
 - Support actions that address kauri dieback management.
- Support environmental outcomes that benefit the North-West Wildlink
 - Undertake a pest-free strategy for the local board area to enhance the North-West Wildlink.
 - Undertake ecological planting of parks and open space that are located within the North-West Wildlink.
- Support actions that protect, maintain and enhance environmental health (Mauri Tu)
 - Daylight and restore waterways where there are identified opportunities.
 - · Remediate contaminated areas of soil.
 - Explore opportunities for rainwater collection systems, grey-water recycling systems and passive solar design in the design process.
 - Explore options for hard landscaping and building materials which are locally sourced and of high cultural value to mana whenua as part of the design process.
 - Support volunteer groups who work on environmental improvement initiatives.
 - Enhance and protect planted areas wihin the

priority catchments identified in the Lucas Creek catchment report 2018.

 Undertake investigations into appropriate and effective tools and methods to protect the freshwater ecology of Te Wharau Creek.



Upper Harbour Open Space Network Plan

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14. Promote water sensitive design throughout the structure plan area, from site specific features to infrastructure in the public realm

Maven Associates confirm that the proposed design for the public roads for the plan change will have rain gardens as this is the best form for bioretention. If Council does not decline this submission, we request that the rain gardens are a condition of consent.

Maven Associates also note in their report that the paving for house lot driveways are permeable paving. We ask if that a caveat of covenant is placed on each title to ensure they will not be concreted in the future. Without knowing the percentage of impermeable surface for this proposed development one would assume that the permeable paving is the reason it complies with the already high allowance for impermeable surfaces. As mentioned

16.6

in principle 1, the proposal does not include water sensitive design practice. The rainwater is not used for each house lot, nor are green roofs incorporated into the design or ecological gardens (apart from public roads). Small streams appear to be piped and the floodplain to the north is ignored in the design. This is of particular concern considering the cumulative impact of the loss of permeable land in this area.

15. Allow for the efficient provision of infrastructure on a staged basis.

As stated clearly in the Auckland Council's memorandum – Appendix 13 "the proposal is out of sequence with the Future Urban Land Supply Strategy 2017, as it is within Stage 2 of the Whenuapai Structure Plan and there is currently no provision for funding the full costs of transport infrastructure required. Stage 2 is not anticipated to be delivered until at least 2028" At the time of Auckland Council writing the feedback Plan Change 5 was still being proposed but as of this year, this Plan Change was withdrawn due to insufficient funding for the infrastructure. This implies that the timeline is even further out to provide the necessary infrastructure then what was anticipated at that time.

We ask solely for this reason alone this Private Plan change should be declined.

If Council decides against its own objections to accept this Private Plan change then at the very least we ask that Mamari Road and Brigham Creek Road be upgraded to meet the impact of the intensification. See image below from Waka Kotahi's 'Improving transport connections in Whenuapai' (to support the projected growth).



Renefits

- · Entry via a proposed new interchange at the western end of Brigham Creek Road to a new alternative state highway corridor to west of Huapai
- · Slower speeds along the full length of the road to enhance safety
- · Walking and cycling facilities will improve safety for pedestrians and cyclists and provide transport choice.

What we're proposing

We're proposing widening and extending Mamari Road to accommodate walking, cycling and high frequency public transport. Mamari Road will become an important north-south corridor providing access within Whenuapai and from Whenuapai to Westgate and other destinations

The extension of Mamari Road will connect with Northside Drive, which will be extended to the west including a bridge over SH16. South-facing ramps onto SH16 from the new eastern section of Northside Drive are being investigated by Waka Kotahi, Mamari Road would become a key access point to the Northside Drive southern ramps



Benefits

- Provide a high-quality north-south connection to Westgate for buses
- · Provide access between residential development in the northern areas of Whenuapai and the employment opportunities in the southern areas of Whenuapai
- Walking and cycling facilities will improve safety for pedestrians and cyclists and provide transport choice.

Trig Road

What we're proposing

Trig Road will be upgraded between Brigham Creek Road and Hobsonville Road to accommodate walking, cycling and public transport. A key north-south connection within Whenuapai, it will play an important role connecting the future Whenuapai business area to the state highway network via Trig Road's east-facing ramps to SH18. New walking and cycling facilities over SH18 will enhance travel choices to access Westgate, the Whenuapai business area and ferry services.

- · Provides an improved north-south
- Better access to a range of transport choices

WAKA KOTAHI **A**

We support Auckland Councils conclusion in their feedback to the Developer Appendix 13, where they state that "Specialist review of this submitted documentation has revealed that the proposed infrastructure provisioning (wastewater stormwater & transportation) is inadequate to meet the requirements of the Resource Management Act 1991". How can development be allowed in this area without the necessary infrastructure to support it. This is fundamental and basic consideration to any future growth in this area.

16. Develop and maintain a well-connected transport network within Whenuapai and to the wider transport network.

The Private Plan Change again does not address the wider area, it does not have cycle ways or small private lanes to link into public spaces. The plan does not show any connectivity apart from public roading to each individual site. To ensure a well-connected transport network happens within Whenuapai a masterplan needs to be done so that each developer can work with this rather than this ad-hoc approach which prevents connectivity.

16.9

The greenways proposed for the Upper Harbour region so little or no actioned greenways for Whenuapai. Why is this when this is the largest growing intensifying area for the Upper Harbour? It is cheaper and will create a better outcome if Council plans the appropriate greenways which link into community facilities, parks and sports facilities now then try and do this once the intensification has happened. When will we learn?

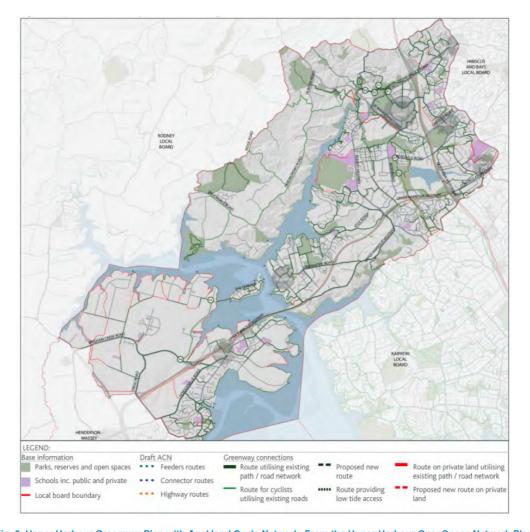


Fig. 3. Upper Harbour Greenway Plan with Auckland Cycle Network. From the Upper Harbour OpenSpace Network Plan (Auckland Council, 2018).

We also ask that The 'Ecological Connectivity Strategy' prepared by the Upper Harbour Local Board be adopted for Whenuapai. One example they suggest is utilising transport infrastructure as ecological corridors. This is quoted below:

16.10

"Transport infrastructure is among the largest barriers to movement for most terrestrial species. However, with environmentally friendly planning, roads, walkways, and railways all have potential to become corridors that both facilitate movement of native wildlife between core habitats and provide potential habitat.

Recommendations to transform transport infrastructure into effective ecological corridors include:

- Strips of planting that are as wide as possible, ideally on both sides of the transport route.
- Include 'nodes' of larger habitat patches along the corridor, and connect larger habitat patches that

exist adjacent or near the route (i.e. corridors that 'go' somewhere).

• Planting a diverse range of native plant species, selected, and planted with the purpose of providing for movement of particular native species (e.g. kererū and fantail/ piwakawaka). Plant

species should achieve a range of mature sizes and structures (e.g. trees and bushes), infilled

appropriate. Species that also provide food sources for birds such as kererū and tui (i.e. both frugivores and nectar-feeders) should also be considered.

• Seek specific ecological advice for appropriate and effective planting plans for each corridor, based

on its particular location and surrounding habitat." Page 36

17. Create a safe and well-connected network of open space and reserves.

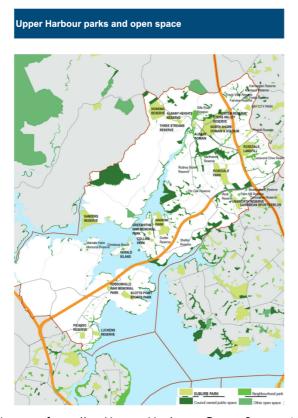


Image from the Upper Harbour Open Space Network Plan

As shown in this image, Whenuapai due to its historic land use has little reserves or SEA. Active steps need to be taken by Council to address this prior to Private Plan changes being approved.

The Whenuapai area requires at least 11 new neighbourhood parks, two neighbourhood/civic spaces, two suburb parks and a sports park to meet the open space demands for the new community. In addition it is sited in the Upper Harbour Open Space Network plan that 20m ecological corridors need to be acquired, particularly along esplanade reserves along all qualifying water bodies. As noted in the Auckland Urban Ngahere Forest Strategy 30% needs to be forested to enable a sustainable outcome. Preparing a blue green spatial network plan for Whenuapai will ensure that the ecological connectivity is improved to enable climate resilience.

Figure 5 Auckland Regional Transport population data projections

Area	Population projection		
	2018	2028	2046
Albany	5,911	10,585	19,797
Hobsonville corridor	416	3,604	6,709
Hobsonville Point	4,971	12,031	11,100
Scott Point	575	4,797	6,956
West Harbour	8,458	9,884	11,001
Whenuapai	4,759	9,445	28,210
Unsworth Heights/Cuthill	6,391	6,349	5,941
Oteha	5,295	5,303	5,328
Schnapper Rock	4,570	4,629	4,632
Greenhithe	3,672	3,710	3,448
Fairview Heights	3,611	3,856	4203
Rosedale	3,209	3,322	3,441

Upper Harbour Open Space Network Plan

8

21. Provide for the sustainable management of taonga (e.g. the importance of protecting the mauri of waterways, recognition of mana whenua culture, traditions, tikanga, place names, artefacts, wāhi tapu and historic places and areas) how these elements can be incorporated into the structure plan and future plan change process as advanced by Te Kawerau ā Maki and Ngāti Whātua o Kaipara.

In the Urban design Assessment report they noted that "There are no cultural features identified on the site. The Private Plan Change and associated Resource Consent will not impact on the ability to achieve this".

Our response to this is how is this development of 230 houses plus roads and footpaths protecting and enhancing the mauri of waterways and tikanga and management of taonga – ie the native forest that once occupied this whenua? It is very convenient for developers to attempt to develop unused farmland – land which was once covered in native forest and biodiversity and our indigenous communities thrived there – before occupation by European culture. Surely we should make some attempt to restore some of this land to its original state, as recognition of mana whenua culture and traditions. With our increased awareness of the need for urban canopy cover and biodiversity in our urban environments surely each development should have land set aside to grow our biodiversity and support future communities to once again thrive there.

Please advise what Te Kawerau a Maki and Ngaati Whatua o Kaipara's response to this has been during consultation with iwi?

Conclusion

The UWWC oppose the provisions of Private Plan Change 86 as its singular objective is to build as many houses on the site. Whilst this helps to alleviate Auckland's housing crisis it does nothing to address the climate emergency that Auckland Council has identified.

We ask for Auckland Council to act on their own strategies and actively participate in the transformational shift that has been identified by Auckland Council. How can we keep continuing to intensify without addressing the need to regenerate at the same time?

A significant portion of land has yet to be developed within Whenuapai. We ask Auckland Council to decline this Private Plan Change and others until these steps are taken towards transformational change and as a first step endorse a blue-green spatial network plan for the Future Urban Zone.

16.11

If this land is intensified without this being integrated into the plan then we can never get this opportunity again. Let's work together towards a future that has a chance of being climate resilient and also beneficial for mental, physical and emotional well-being of our community.



20 Viaduct Harbour Avenue, Auckland 1010 Private Bag 92250, Auckland 1142, New Zealand **Phone** 09 355 3553 **Website** www.AT.govt.nz

21 October 2022

Plans and Places Auckland Council Private Bag 92300 Auckland 1142

Attn: Planning Technician

Email: <u>unitaryplan@aucklandcouncil.govt.nz</u>

Proposed Private Plan Change 86 - 41-43 Brigham Creek Road, Whenuapai

Please find attached Auckland Transport's submission on Proposed Private Plan Change 86 41-43 Brigham Creek Road, Whenuapai. The applicant is Taste Business Investment Trust Limited.

If you have any queries in relation to this submission, please contact me at katherine.dorofaeff@at.govt.nz or on 021 932 722.

Yours sincerely

Katherine Dorofaeff

Principal Planner, Land Use Policy and Planning North / West

CC:

Natasha Rivai, The Property Group, Planning Manager by email nrivai@propertygroup.co.nz



Submission by Auckland Transport on Private Plan Change 86: 41-43 Brigham Creek Road, Whenuapai

To: Auckland Council

Private Bag 92300 Auckland 1142

Submission on: Proposed Private Plan Change 86 from Taste Business

Investment Trust Limited for land at Brigham Creek Road,

Whenuapai

From: Auckland Transport

Private Bag 92250 Auckland 1142

1. Introduction

1.1 Taste Business Investment Trust Limited (the applicant) is applying for a private plan change (PC 86 or the plan change) to the Auckland Unitary Plan – Operative in Part (AUP(OP)) to rezone approximately 5.19 hectares of land at Whenuapai from Future Urban to Residential - Mixed Housing Urban. PC 86 also applies a Stormwater Management Area Flow 1 overlay across the plan change area (the site).

- 1.2 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'. In fulfilling this role, Auckland Transport is responsible for the following:
 - a. The planning and funding of most public transport
 - b. Promoting alternative modes of transport (i.e. alternatives to the private motor vehicle)
 - c. Operating the roading network
 - d. Developing and enhancing the local road, public transport, walking and cycling networks.
- 1.3 Urban development on greenfield land not previously developed for urban purposes generates transport effects and the need for robust implementation investment plans in transport infrastructure and services to support construction, land use activities and the communities that will live and work in these areas. Auckland Transport's submission seeks to ensure that the transport related matters raised by PC 86 are appropriately considered and addressed.
- 1.4 Auckland Transport is part of the Te Tupu Ngātahi Supporting Growth Alliance (**Te Tupu Ngātahi**) which is a collaboration between Auckland Transport and Waka Kotahi New Zealand Transport Agency (**Waka Kotahi**) to plan and route protect

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¹ Local Government (Auckland Council) Act 2009, section 39.

- where appropriate the preferred transport network in future growth areas such as the North-West, including Whenuapai.
- 1.5 The Indicative Strategic Transport Network identified by Te Tupu Ngātahi to support growth in the North-West includes projects relevant to this plan change. The site is identified with two projects, but development enabled by the plan change will also benefit from these and other projects. The two projects which will most directly relate to the site are:
 - Upgrade and extension of Māmari Road from Northside Drive to Brigham Creek Road
 - 2. Upgrade Brigham Creek Road.
- 1.6 The projects identify upgrade requirements for the site frontages along Māmari Road and Brigham Creek Road.
- 1.7 Auckland Transport is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

2. Strategic context

2.1 The key overarching considerations and concerns for Auckland Transport are described below.

Auckland Plan 2050

- 2.2 The Auckland Plan 2050 (**Auckland Plan**) is a 30-year plan for the Auckland region outlining the long-term strategy for Auckland's growth and development, including social, economic, environmental and cultural goals. The Auckland Plan is a statutory spatial plan required under section 79 of the Local Government (Auckland Council) Act 2009. The Auckland Plan provides for between 60 and 70 per cent of total new dwellings to be built within the existing urban footprint. Consequently, between 30 and 40 per cent of new dwellings are anticipated to be in new greenfield developments, satellite towns, and rural and coastal towns. The Auckland Plan also recognises that the demand for business land and floorspace is an important consideration in planning for growth. Employment is currently concentrated in some parts of Auckland but is under-represented in the eastern and western parts of the urban area.
- 2.3 The transport outcomes identified in the Auckland Plan to enable this growth includes providing better connections, increasing travel choices and maximising safety. To achieve these outcomes, focus areas outlined in the Auckland Plan include targeting new transport investment to the most significant challenges; making walking, cycling and public transport preferred choices for many more Aucklanders; and better integrating land use and transport. The high-level direction contained in the Auckland Plan informs the strategic transport priorities to support growth and manage the effects associated with this plan change.

Managing Auckland-wide growth and rezoning

2.4 The high-level spatial pattern of future development is represented at a regional level in the Auckland Plan and by the Future Urban zone in the AUP(OP). It is further defined through sub-regional level planning, including the Whenuapai Structure Plan, to then be enabled through appropriate plan change processes. Development in the greenfield areas contributes to the overall growth in transport

- demands in parallel with the on-going smaller scale incremental growth that is enabled through the AUP(OP).
- 2.5 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. In order to align the growth enabled by the AUP(OP) and plan changes with the provision of transport infrastructure and services, there needs to be a high level of certainty about the funding, financing, and delivery of the required infrastructure and services. Without this certainty, there will continue to be a significant deficiency in the transport network in terms of providing and coordinating transport responses to the dispersed growth across the region. This will result in poor transport outcomes including lack of travel choice and car dependency as there will not be the transport infrastructure and services in place to support growth and the demands from development.

Sequencing growth and aligning with the provision of transport infrastructure and services

- 2.6 The Future Urban Land Supply Strategy 2017 (**FULSS**) provides guidance on the sequencing and timing of future urban land identified in the Auckland Plan (i.e. 'unzoned' greenfield areas of development). This guidance was incorporated into the updated Auckland Plan in 2018. The FULSS sets out the anticipated timeframes for 'development ready' areas over a 30-year period. The FULSS helps to inform infrastructure asset planning and funding priorities, and to support development capacity to ideally be provided in a coordinated and cost-efficient way via the release of 'development ready' land.
- 2.7 The site is identified in the FULSS as part of Whenuapai Stage 2 which is intended to be 'development ready' between 2028 and 2032. Land is considered development ready once the following four steps are complete:
 - Future urban zoned land in the Unitary Plan
 - Structure planning completed
 - Land rezoned for urban uses
 - Bulk infrastructure provided.
- 2.8 Auckland Transport notes that provision of bulk transport infrastructure is an issue for other land at Whenuapai identified in the FULSS as part of Whenuapai Stage 1 which was intended to be development ready between 2018 and 2022. This was one of the reasons that the Council's Planning Committee withdrew the councilinitiated Plan Change 5 Whenuapai in early June 2022.
- 2.9 Plan changes which propose to allow future urban land to be urbanised before the wider staging and delivery of planned transport infrastructure and services has occurred need to be carefully considered. Any misalignment between the timing for providing infrastructure and services and the urbanisation of greenfield areas brings into question whether the proposed development area is 'development ready'. The matters that need to be carefully considered include:
 - Whether the plan change provides mechanisms requiring applicants to mitigate the transport effects associated with their development and to provide the transport infrastructure needed to service or meet the demands from their development

- Whether the development means that the strategic transport infrastructure being planned to service the wider growth area identified in the FULSS needs to be provided earlier
- Whether the development impacts the ability to provide the strategic transport infrastructure identified to service the wider growth area e.g. will it foreclose route options or hinder future upgrades of existing strategic network infrastructure.
- 2.10 Adverse effects arise when development occurs before the required transport network improvements and services have been provided. This cannot be addressed without addressing implementation of the network, including funding and financing. Implementation planning needs to ensure funding is available to support the planning, design, consenting and construction of the transport infrastructure and services including improvements. There is a need to assess and clearly define the responsibilities for 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 operate within. There is a need for the Council and Auckland Transport to be able to plan and prioritise at a regional level.
- 2.11 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 (NPS-UD). Those objectives 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.'
- 2.12 The Regional Policy Statement (**RPS**) objectives and policies in the AUP(OP) place similar clear 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 B3.3.1(1)(b), and Policies B2.2.2(7)(c) and B3.3.2(5)(a). For example, 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'). The alignment of infrastructure to support growth is essential to achieving a well-functioning urban environment.

Cumulative effects

2.13 Cumulative adverse effects on the transport network can result from multiple developments that may individually have minor effects but which in combination can

result in significant effects. Over time it is expected that other future urban land holdings in the Whenuapai area will seek rezoning or fast track consents to enable further incremental urbanisation. From the transport viewpoint, this approach of responding to the piecemeal development of non-contiguous and fragmented landholdings makes it difficult to plan for and secure an integrated transport network. Leaving cumulative effects to be addressed at a later resource consent process, rather than at plan change stage, is not effective as the effects are further fragmented with incremental developments and planning applications which lack a comprehensive approach.

Provision of required infrastructure

- As well as considering the transport infrastructure needed to service the proposal and address its immediate effects, consideration needs to be given to the implications of PC 86 on the implementation of the wider strategic transport network that will be required to service the North-West growth area. There will be adverse effects on the transport network if development proceeds without appropriate planning for and delivery of the wider strategic network requirements. The plan change needs to address such effects, noting that the development enabled by PC 86 will benefit from that network, and will also contribute traffic and other transport demands to it. Delivery uncertainty of supporting infrastructure will also affect the ability for growth to achieve a well-functioning urban environment.
- 2.15 The Regional Land Transport Plan (**RLTP**) sets out the 10 year programme of transport infrastructure investment required to support the transport network including planned and enabled growth in the Auckland region. The RLTP is aligned with the Council's priority areas and spend proposed within the Council's 10 Year Budget 2021-2031. Within the RLTP there is some funding for route protection for the upgrade of Trig Road South, not delivery. There is no funding for any other Te Tupu Ngātahi projects at Whenuapai.
- 2.16 The North West Detailed Business Case prepared by Te Tupu Ngātahi has been approved by the Boards of Waka Kotahi and Auckland Transport. Projects confirmed as needed for a fit-for-purpose transport network are being progressed to route protection in late 2022 early 2023. Cost estimates have been updated as part of this process, but further design and refinement will be needed to produce sufficiently accurate estimates for the purposes of progressing any funding and financing considerations including for collecting development contributions. This will take some time and may not be available for the hearing on this plan change
- 2.17 Furthermore, as Auckland Transport understands:
 - The infrastructure costs associated with the strategic transport network are not included in the Council's Long Term Plan (LTP), and are unlikely to be determined until the end of 2023
 - There is a lack of funding available for the transport infrastructure required to support development in the Whenuapai area
 - Work is being done at a network level for the North-West, and Auckland
 Transport and Auckland Council are not in a position to identify and attribute
 fair costs to each applicant or developer.
- 2.18 Achieving more accurate cost estimates will not resolve the wider issue that there is no mechanism currently available for Council to collect contributions so that out of sequence developments pay their fair share towards growth costs. Every development should pay a proportionate share of the total transport network cost,

- otherwise 'someone else' has to pay for the share that should be paid by the beneficiaries of the infrastructure.
- 2.19 In addition to seeking a fair contribution to the strategic transport network from this development, Auckland Transport is also concerned about the effect of the proposed out of sequence rezoning on the cost of some projects. Land is required from the site for two projects the upgrade of Brigham Creek Road, and the upgrade and extension of Māmari Road from Northside Drive to Brigham Creek Road. Once the land is rezoned for urban development, land acquisition costs will increase significantly, making it more difficult for the transport infrastructure to be provided.

3. Specific parts of the plan change that this submission relates to

- 3.1 The specific parts of the plan change that this submission relates to are set out in **Attachment 1**. In keeping with Auckland Transport's purpose, the matters raised relate to transport and transport assets, including integration between transport and land use. Issues raised include:
 - Adequacy of the Integrated Transport Assessment in assessing the effects of the proposal
 - Cumulative effects and implementation (including funding and financing) of the wider strategic transport network
 - The need for specific planning provisions, including a precinct plan, to address matters raised in this submission
 - Implications for Brigham Creek Road and Māmari Road including:
 - o upgrades for the strategic transport network
 - frontage upgrades in conjunction with enabled subdivision and development
 - o vehicle access restrictions
 - o potential impact of road noise on sensitive activities
 - Providing active modes including connections to existing network
 - Ensuring an effective and future-proofed internal transport network which provides connections to future development on adjacent sites
 - Considering whole of life costs and effectiveness of public vested assets (including for public roads and stormwater assets).
- 3.2 Auckland Transport **opposes** the plan change unless the matters raised in **Attachment 1** are satisfactorily addressed by the applicant.
- 3.3 Auckland Transport is available and willing to work through the matters raised in this submission with the applicant. In particular, Auckland Transport notes that precinct provisions previously provided by the applicant in response to clause 25 request from the Council were removed from the final application put forward for notification. This removal was in response to advice from the Council that including the precinct provisions had the effect of amending the provisions of the proposed Mixed Housing Urban zone and resulted in clause 25(4A) of Schedule 1 of the Resource Management Act applying in relation to the Medium Density Residential Standards. Auckland Transport notes that precinct provisions that were previously provided by the applicant provide a good starting point for addressing many of the concerns set out in this submission.

- 4. **Decisions sought**
- 4.1 The decisions which Auckland Transport seeks from the Council are set out in Attachment 1.
- 4.2 In all cases where amendments to the plan change are proposed, Auckland Transport would consider alternative wording or amendments which address the reason for Auckland Transport's submission. Auckland Transport also seeks any consequential amendments required to give effect to the decisions requested.
- 5. Appearance at the hearing
- 5.1 Auckland Transport wishes to be heard in support of this submission.
- 5.2 If others make a similar submission, Auckland Transport will consider presenting a joint case with them at the hearing.

Name: **Auckland Transport**

Keeky

Signature:

Kelly Seekup

Manager Land Use Policy and Planning North / West

21 October 2022 Date:

Contact person: Katherine Dorofaeff

Principal Planner: Land Use Policy and Planning North / West

Address for service: Auckland Transport

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Telephone: 021 932 722

Email: katherine.dorofaeff@at.govt.nz

17.1

17.2

Attachment 1

Issue	Support / oppose	Reasons for submission	Decision requested
Overall	Oppose	Amendments are needed to the plan change to address concerns raised by Auckland Transport about transport matters. These matters need to be addressed before Auckland Transport can be satisfied that appropriate provision has been made to ensure that the transport needs of the precinct can be met and that future strategic transport infrastructure is provided for and protected. It is essential to ensure the plan change addresses how the infrastructure to support the planned growth, mitigate adverse transport effects and a well-functioning urban environment will be achieved.	Decline the plan change unless the matters set out in this submission, as outlined in the main body of this submission and in this table, are addressed and resolved to Auckland Transport's satisfaction.
Overall	Oppose	Auckland Transport has reviewed the Integrated Transport Assessment (ITA) provided with the application, and the responses to transport related Clause 23 requests. Auckland Transport is not satisfied that the ITA and Clause 23 responses have addressed the effects of the proposal. Particular matters of concern are: • The use of outdated data to calculate the trip generation rate (3.3 Mode Trip Generation). The rate should be updated, and reflected in intersection modelling. • The lack of validation (e.g. by use of Census data for the Whenuapai area) of the assumed 50/50 split of vehicles travelling to / from the site going west or east (4.3 Traffic Generation Effect (Intersection Performance)) • The location and design of the proposed priority controlled intersection between the internal road and Brigham Creek Road. Safety effects have not been appropriately assessed and the potential effects on trip distribution from other intersection designs have not been considered (4.3.1 Brigham Creek Road - Priority Controlled Intersection) • The need to assess a higher proportion of vehicle trips travelling via the Brigham Creek Road / Māmari Road intersection (4.3.1 Brigham Creek Road - Priority Controlled Intersection)	Decline the plan change unless additional information is provided to satisfy Auckland Transport's concerns about transport effects and planning provisions (including objectives, policies and rules) are included in the plan change to ensure transport land use integration and mitigation of adverse effects.

Issue	Support / oppose	Reasons for submission	Decision requested
		The modelling indicates that the Brigham Creek Road / Māmari Road intersection is approaching capacity with the plan change traffic. The ITA does not outline the current operation of the intersection to establish the overall effect of the plan change traffic. This needs to take into account the points raised above about the potential for higher trip generation and additional trips using this intersection (4.3.2 Brigham Creek Road - Signalised Intersection) In addition the ITA identifies infrastructure upgrades for Brigham Creek Road and Māmari Road but the plan change does not provide a mechanism which requires these works to be undertaken in conjunction with subdivision and development.	
Cumulative effects / wider transport network requirements and implementation	Oppose	Auckland Transport does not support this plan change to rezone land in advance of an infrastructure implementation solution (including funding and financing) being developed to deliver the North-West strategic transport network as it relates to Whenuapai. The plan change will enable development to proceed before planning has been completed for the strategic transport network, noting that the development will contribute traffic and other transport demand to the wider strategic network identified to support growth in this area. The cost and funding and financing approach for that network has not yet been determined and delivery of the network is uncertain. The development will also benefit in the future from that network without contributing a fair and equitable portion of those costs. In addition, rezoning will increase the cost of infrastructure where land needs to be acquired from the developer.	Decline the plan change unless a robust implementation plan can be provided that addresses the required wider strategic network to support the development enabled by the plan change, including funding and financing concerns. Without this there is no certainty about delivery of the strategic transport network to mitigate adverse effects and achieve a well-functioning urban environment.
Residential - Mixed Housing Urban	Support	If the site is to be rezoned, Auckland Transport supports the application of a medium density residential zoning as this is consistent with the Whenuapai Structure Plan 2016.	Retain the proposed zoning of Residential - Mixed Housing Urban in the plan change.
Māmari Road corridor	Oppose	The proposal seeks to rezone land from Future Urban to enable development before planning and route protection is completed by Te Tupu Ngātahi and Auckland Transport to provide for the upgrade required to Māmari Road to support growth in the North-West. This will provide for a Frequent Transit Network.	Amend the plan change to include specific planning provisions (including objectives, policies and rules) to protect and provide for the future upgrade of Māmari Road as part of the strategic transport network required to

Issue	Support / oppose	Reasons for submission	Decision requested	
		Allowing the rezoning without providing for the Māmari Road project will compromise future urban development and inhibit the efficient provision of infrastructure for which this plan change will benefit from.	support growth in the North-West. This is likely to require precinct provisions.	
Māmari Road - frontage upgrade	Oppose	The existing roads adjoining the Plan Change area are only built to a rural standard and there is a need for them to be upgraded to an appropriate urban standard at the time of subdivision or development of the adjoining land. Required upgrades could include, without limitation, provision of footpath, cycle paths, kerbs and channels, earthworks to integrate with development levels, streetlights, undergrounding of overhead lines, berm and street trees, and stormwater treatment and conveyance. Auckland Transport seeks that the frontage of the Plan Change area along Māmari Road is upgraded as development occurs to an urban standard, consistent with future road widening, with separated walking and cycling facilities. This upgrade needs to be undertaken in a manner that is consistent with the Te Tupu Ngātahi indicative designs so as to avoid additional costs and unnecessary rework where possible. PPC 86 does not include any frontage upgrade provisions as it doesn't include a precinct plan and relies on the resource consent process which Auckland Transport does not consider appropriate to ensure the outcomes required to support growth, mitigate adverse transport effects and a well-functioning urban environment.	Amend the plan change to include specific planning provisions (including objectives, policies and rules) to require the Māmari Road frontage to be upgraded to an urban standard that accommodates the future widening of the corridor, with separated walking and cycling facilities in conjunction with subdivision and development of the site. This is likely to require precinct provisions. The design and location of these works needs to be specified to ensure they are in the right location and unnecessary rework is avoided.	11
Māmari Road - vehicle access	Oppose	The proposal seeks to rezone land from Future Urban to enable development before planning and route protection is completed by Te Tupu Ngātahi and Auckland Transport to provide for the upgrade required to Māmari Road to support growth in the North-West. In the future Māmari Road will form part of the arterial road network and it will be desirable to restrict direct vehicle access onto the road, particularly as it is identified as a future Frequent Transit route. At present, Māmari Road is not identified as an arterial road in the controls layer of the AUP(OP) map viewer. This means development is not subject to the	Amend the plan change to include specific planning provisions (including objectives, policies and rules) to require subdivision and development to avoid direct vehicle access onto Māmari Road. This may require precinct provisions. Amend the AUP planning maps to show Māmari Road as an arterial road.	1

Issue	Support / oppose	Reasons for submission	Decision requested	
		vehicle access restrictions applying in E27 of the AUP(OP) to arterial roads identified on the planning maps.		
Brigham Creek Road corridor	Oppose	The proposal seeks to rezone land from Future Urban to enable development before planning and route protection is completed by Te Tupu Ngātahi and Auckland Transport to provide for the upgrade required to Brigham Creek Road to support growth in the North-West. Allowing the rezoning without providing for the Brigham Creek Road project will compromise future urban development and inhibit the efficient provision of infrastructure.	Amend the plan change to include specific planning provisions (including objectives, policies and rules) to protect and provide for the future upgrade of Brigham Creek Road as part of the strategic transport network required to support growth in the North-West. This is likely to require precinct provisions.	17.8
Brigham Creek Road - frontage upgrade	Oppose	The existing roads adjoining the Plan Change area are only built to a rural standard and there is a need for them to be upgraded to an appropriate urban standard at the time of subdivision or development of the adjoining land. Required upgrades could include, without limitation, provision of footpath, cycle paths, kerbs and channels, earthworks to integrate with development levels, streetlights, undergrounding of overhead lines, berm and street trees, and stormwater treatment and conveyance. Auckland Transport seeks that the frontage of the Plan Change area along Brigham Creek Road is upgraded as development occurs to an urban standard, consistent with future road widening, with separated walking and cycling facilities. This upgrade needs to be undertaken in a manner that is consistent with the Te Tupu Ngātahi indicative designs so as to avoid additional costs and unnecessary rework where possible. PPC 86 does not include any frontage upgrade provisions as it doesn't include a precinct plan and relies on the resource consent process which Auckland Transport does not consider appropriate to ensure the outcomes required to support growth, mitigate adverse transport effects and a well-functioning urban environment.	Amend the plan change to include specific planning provisions (including objectives, policies and rules) to require the Brigham Road frontage to be upgraded to an urban standard that accommodates the future widening of the corridor, with separated walking and cycling facilities in conjunction with subdivision and development of the site. This is likely to require precinct provisions. The design and location of these works needs to be specified to ensure they are in the right location and unnecessary rework is avoided.	17.9
Internal transport network	Oppose	The proposal will enable urban development of a small site with no certainty that a road network will be provided within the site in a manner that enables connections to adjacent sites for future development. In addition there is no certainty that all development within the site will be provided with good	Amend the plan change to include specific planning provisions (including objectives, policies and rules) to require subdivision and development to provide connections to adjacent sites, and connections through to Brigham Creek Road (particularly for active modes). This is expected to require precinct provisions.	17.1

Issue	Support / oppose	Reasons for submission	Decision requested	
		pedestrian access through to Brigham Creek Road in order to access public transport services.		
Pedestrian/active mode connections beyond the site	Oppose	In order to meet the requirements of the RPS and the objective to achieve a well-functioning urban environment, good accessibility and travel choice needs to be provided, which includes access to safe active mode and public transport infrastructure and services. Inadequate provision for active modes will combine to result in a dependence on private motor vehicles resulting in development that has a high total vehicle kilometres (VKT) and greenhouse gas emissions.	Amend the plan change to include specific planning provisions (including objectives, policies and rules) to require subdivision and development to provide connections to the existing footpath network and safe pedestrian crossings on Brigham Creek Road and Māmari Road and to consider all active mode connections.	17
		Additional footpath connections are needed to connect development on the site to the existing footpath network. In addition to frontage upgrades (addressed in other submission points) other footpath connections are required (e.g. outside #45 Brigham Creek Road), along with safe road crossings of Brigham Creek Road and Māmari Road.		
Traffic noise		The proposal will enable residential development adjacent to an existing arterial road (Brigham Creek Road) and a future arterial road (Māmari Road). Residential activity is sensitive to noise and development should be designed to protect people's health and residential amenity while they are indoors. This is not currently adequately addressed by existing AUP(OP) provisions. Relevant objectives, policies and rules should be provided.	Amend the plan change by including precinct provisions (objectives, policies and rules) to require that future residential developments and alterations to existing buildings mitigate potential road traffic noise effects on activities sensitive to noise from the future upgraded Brigham Creek Road arterial and new Māmari Road arterial.	17
		It is noted that the noise assessment undertaken for the applicant by Marshall Day Acoustics (dated 11 May 2021) considered road traffic noise from Brigham Creek Road and recommended that the first row of buildings facing Brigham Creek Road be designed to meet an internal noise environment of 40 dB L _{Aeq(24h)} . This matter has not been provided for in the plan change.		
Stormwater management		A stormwater management plan (SMP) has been provided to support the plan change. The SMP considers that the rezoning will enable a 230 lot residential development with associated joint owned access lots and five new public roads to be vested. Auckland Transport has concerns about the methodology used and is not satisfied that the best practicable / most cost-effective	Amend the plan change to include provisions which consider the whole of life costs and effectiveness of the treatment of publicly vested stormwater assets.	 17

Issue	Support / oppose	Reasons for submission	Decision requested
		stormwater management solution has been identified. Auckland Transport has particular concerns about the proposed raingardens within the public road reserve and the public stormwater network within Māmari Road.	
		Auckland Transport seeks stormwater management provisions which require the following to be considered for publicly vested stormwater assets: • whole of life costs • long-term effectiveness • the use of communal devices to treat road runoff.	

Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least one of the following applies to the submission (or part of the submission):

- It is frivolous or vexatious.
- It discloses no reasonable or relevant case.
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further.
- It contains offensive language.
- It is supported only by material that purports to be independent expert evidence, but has been prepared by
 a person who is not independent or who does not have sufficient specialised knowledge or skill to give
 expert advice on the matter.

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@a	ucklandcouncil.govt.nz or post to :	For office use only				
Attn: Planning Technician		Submission No:				
Auckland Council Level 24, 135 Albert Street Private Bag 92300 Auckland 1142		Receipt Date:				
Submitter details						
Full Name or Name of Agent (if applic	able)					
Mr/Mrs/Miss/Ms(Full Name) Chin-Yi Lin						
Organisation Name (if submission is	made on behalf of Organisation)					
Address for service of Submitter						
7 Spedding Road, Whenuapai, Auckland						
Telephone:	Fax/Email: gordon0931	<pre>@hotmail.com</pre>				
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 86					
Plan Change/Variation Name	Plan Change/Variation Name 41-43 Brigham Creek Road, Whenuapai					
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 7 and 9 Speddin	7 and 9 Spedding Road, Whenuapai, Auckland					
Or						
Мар						
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)

18.1

I support the specific provisions identified above	<i>II</i> 10			
I oppose the specific provisions identified above				
I wish to have the provisions identified above amended Yes X No				
The reasons for my views are:				
When we purchased 9 Spedding Road, we were not aware of council having any plan to aquire our land. We have a house on	the property on both			
7 and 9 Speeding. We do not want any changes that will affect our family home on 7 Spedding and house on 9 Spedding. We	would like			
the provisions amended back to the original plan in which the road did not affect our houses in this wa	ay.			
(continue on a separate	e 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	\boxtimes			
Signature of Submitter (or person authorised to sign on behalf of submitter) 10/20/2022 Date				
Notes to person making submission: If you are making a submission to the Environmental Protection Authority, you should use Form 16B	s.			
Please note that your address is required to be made publicly available under the Resource Manage 1991, as any further submission supporting or opposing this submission is required to be forwarded 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 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 ON A NOTIFIED PROPOSAL FOR POLICY STATEMENT OR PLAN, CHANGE OR VARIATION

CLAUSE 6 OF SCHEDULE 1, RESOURCE MANAGEMENT ACT 1991

To: Auckland Council

Private Bag 92300 Victoria Street West

Auckland 1142

unitaryplan@aucklandcouncil.govt.nz

Name of submitter: Cabra Development Limited ("Cabra")

Introduction

- 1. This is a submission on an application for a Private Plan Change 86 ("**PC86**") to the Auckland Unitary Plan (Operative in Part) ("**AUP**") by 41-43 Brigham Creek JV ("**Applicant**").
- 2. The Applicant proposes to rezone approximately 5.19ha of land within Whenuapai from Future Urban zone to Residential Mixed Housing Urban zone, as well as to apply the Stormwater Management Area Flow 1 control to the plan change area.
- 3. Cabra is a land development company established in 1987. Cabra specialises in greenfield subdivision within the western and northern parts of the Auckland region. Cabra owns various properties in Whenuapai including the site at 90 Trig Road, Whenuapai ("Cabra Site"), which is located to the south of the plan change area.
- 4. Cabra is not a trade competitor for the purposes of the Resource Management Act 1991 ("RMA") and in any event is directly affected by an effect of the proposal.

Scope and Reasons for Submission

- 5. Cabra **supports** the Application, subject to matters raised in this submission, on the basis that, if the matters in this submission are addressed, the Application:
 - a) will promote the sustainable management of resources and therefore will achieve the purpose and principles of the RMA;
 - b) is generally consistent with Part 2 and other provisions of the RMA;
 - c) will meet the reasonably foreseeable needs of the future generations;
 - d) will enable social, economic and cultural wellbeing;

- e) is generally consistent with the purposes and provisions of the relevant statutory planning instruments, including the Unitary Plan;
- f) will avoid, remedy or mitigate adverse environmental effects, including on the surrounding road network and the Cabra Site.
- 6. The following comments are made in particular without derogating from the generality of the above.
- The following provides relevant background to and sets out Cabra's submission accordingly.

Submission

- 8. The Applicant has acknowledged the site is located within Stage 2 of the Whenuapai Structure Plan ("WSP"), which includes a comprehensive suite of transport infrastructure upgrades at Appendix 4 which are necessary to mitigate the effects of residential intensification within the Structure Plan area.
- 9. Prior to its withdrawal, Plan Change 5: Whenuapai ("PC5") sought to rezone Stages 1A-E of the WSP land, to the south of the Whenuapai Air Base. PC5 was notified in September 2017 and hearings occurred in 2018. Auckland Council prepared and undertook public consultation on a variation to PC5 however prior to notification, Auckland Council withdrew the plan change in June 2022 for the following reasons, namely the funding and financing of transport upgrades:
 - i. There is no funding budgeted in the lifetime of the Auckland Unitary Plan (ten years) for the upgrading of the wider transport networks to address the anticipated adverse effects from increased traffic generated by the development of land in Proposed Plan Change 5;
 - ii. progressing Proposed Plan Change 5 (and any variation) through to a decision by independent hearing commissioners will not provide sound resource management outcomes in terms of managing adverse effects on the wider transport network;
 - iii. progressing Plan Change 5 will not result in the rezoning of land within the Rural Urban Boundary that is integrated with the provision of infrastructure;
 - iv. progressing Plan Change 5 creates a risk of the council having to provide infrastructure that is currently unfunded, or having to divert funding from other locations for which funding is required and exists.

10. Plainly, there are extensive transport network upgrades required to facilitate residential intensification and more generally, urban development integrated with infrastructure provision in Whenuapai given the rural standard of roads across the 19.1 WSP area, the majority of which are not currently funded by Auckland Council, Auckland Transport ("AT") nor the New Zealand Transport Agency ("NZTA" or "Waka Kotahi").

- 11. The Applicant proposes to signalize the intersection of Brigham Creek Road and Mamari Road, which they consider sufficient to mitigate the direct traffic generation effects of the proposal. However, this does not appear to mitigate the effects of the development being significantly ahead of sequence (relative to the staging anticipated by the WSP), and instead appears to rely on future works being undertaken by NZTA and AT (combined as the Supporting Growth Alliance) "to address the transport network issues in the north-west region:
 - Direct State Highway connection between SH16-SH18, new shared paths and interchange upgrades. This will redirect users from existing local roads to the state highway and support arterial roads to better serve local communities;
 - Upgrades to Northside Drive east. This will allow for provision of the SH16 south facing ramps, improving the connection between Westgate and Whenuapai; and
 - Upper harbour rapid transit between Westgate and Hobsonville."1
- 12. It is unclear when these works are programmed to occur, whether they are fully funded, and whether they are required to mitigate the effects of out-of-sequence development in the FUZ, which is perhaps a matter separate to (and required over and above) mitigation associated with the traffic generation effects directly arising from the proposal. I.e. should the Applicant be contributing to wider transport upgrades itself (commensurate with the demand it will generate beyond the immediate vicinity) given it is significantly ahead of earlier planned development, rather than relying on the Supporting Growth Alliance to undertake these wider network upgrades.
- 13. Cabra has long been involved with PC5 and wider structure planning in Whenuapai. As part of those discussions, Auckland Council has confirmed that the necessary wider network upgrades are not allocated to be funded under the Long-Term Plan and therefore the Applicant cannot rely on development contributions to deliver wider network mitigation.

¹ Integrated Transport Assessment; TPC; Nov 2021; Page 6.

14. Resolution of the above matters is necessary in order for the Applicant to demonstrate it will not adversely affect the safety and operation of the Cabra Site, nor the road network that serves the Cabra Site.

Relief Sought

15. Cabra seeks that the Plan Change is approved, subject to resolution of the matters | 19.2 outlined in this submission.

- 16. Cabra wishes to be heard in support of its submission.
- 17. Cabra would consider presenting a joint case with others at the hearing.

DATED at Auckland this 21st day of October 2022

Signature:

Duncan Unsworth General Manager Cabra Developments Limited

Address for Service:

PO Box 197 Orewa Auckland duncan@cabra.co.nz From: Unitary Plan
To: Unitary Plan

Subject: Unitary Plan Publicly Notified Submission - Plan Change 86 - Feng Tan

Date: Friday, 21 October 2022 2:00:25 pm

Attachments: <u>L001v1-P2213248-Submission-FINAL 20221021135601.136.pdf</u>

pc-86-form-5 20221021135601.605.pdf

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Feng Tan

Organisation name:

Agent's full name: Shirley Pang

Email address: s.pang@harrisongrierson.com

Contact phone number:

Postal address:

Level 4

96 st Georges Bay Road

Parnell

Auckland 1052

Submission details

This is a submission to:

Plan change number: Plan Change 86

Plan change name: PC 86 (Private): 41-43 Brigham Creek Road, Whenuapai

My submission relates to

Rule or rules:

Property address: 2 Riverlea Road, Whenuapai

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 submitter supports the Plan Change on the basis that the infrastructure implications are resolved for the site and wider sites within the Future Urban zone identified as 'Stage 2' in the Whenuapai Structure Plan will not be adversely affected.

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

Details of amendments: If the Plan Change will result in infrastructure implications for the submitter's site, the submitter opposes the Plan Change and requests changes are made to ensure that the proposed Plan Change will not result in adverse effects on the environment.

Submission date: 21 October 2022

20.1

Supporting documents L001v1-P2213248-Submission-FINAL_20221021135601.136.pdf pc-86-form-5 20221021135601.605.pdf

Attend a hearing

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

Declaration

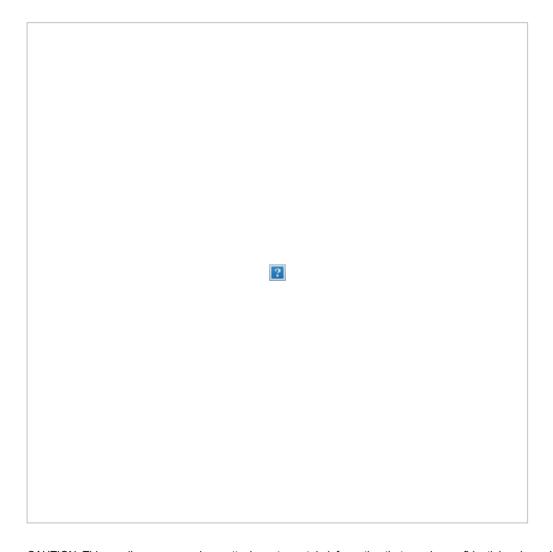
Could you gain an advantage in trade competition through this submission? No

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.



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email may be those of the individual sender and may not necessarily reflect the views of Council.

Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least one of the following applies to the submission (or part of the submission):

- It is frivolous or vexatious.
- It discloses no reasonable or relevant case.
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further.
- It contains offensive language.
- It is supported only by material that purports to be independent expert evidence, but has been prepared by
 a person who is not independent or who does not have sufficient specialised knowledge or skill to give
 expert advice on the matter.

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 Attn: Planning Techro Auckland Council Level 24, 135 Albert Private Bag 92300 Auckland 1142	nician	ucklandcounc	il.govt.nz	or post to :	For office use only Submission No: Receipt Date:	
Submitter detail						
Full Name or Name	of Agent (if applica	able)				
Mr/Mrs/Miss/Ms(Full Name)	Feng Tan					
Organisation Name	e (if submission is	made on beh	nalf of Or	ganisation)		
Address for service of Submitter 2 Riverlea Road, Whenuapai						
Telephone: (021 2607758	Fa	x/Email:	fengtan@201	0.gmail.com	
Contact Person: (Na	me and designation,	if applicable))			
Scope of submi	ssion					
This is a submission		proposed pl	an chang	ge / variation to	an existing plan:	
Plan Change	/Variation Number	PC 86			-	
Plan Change/Variation Name 4		41-43 Brigha	41-43 Brigham Creek Road, Whenuapai			
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)

#20)
-----	---

I support the specific provisions identified above □	1120			
I oppose the specific provisions identified above				
I wish to have the provisions identified above amended Yes No				
The reasons for my views are: Please see the attached submission letter for more	detail			
(continue on a se	parate 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	П			
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 hearin	na 🗆			
	.9 Ш			
$oldsymbol{\mathbb{Z}}$				
21/10/2022				
Signature of Submitter Date				
(or person authorised to sign on behalf of submitter)				
Notes to person making submission:	16D			
If you are making a submission to the Environmental Protection Authority, you should use Form	I 10D.			
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 \square /could not \square gain an advantage in trade competition through this submission				
If you <u>could</u> 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.				

Technical Memo

SUBMISSION ON PRIVATE PLAN CHANGE 86



2 Riverlea Road, Whenuapai

Linda Ni and Feng Tan

TO: Auckland Council HG PROJECT NO: P2213248.00
FROM: Shirley Pang and Clare Covington DATE: 21 October 2022

To: Auckland Council

Submission on: Private Plan Change 86: 41-43 Brigham Creek Road, Whenuapai ('the

Proposal')

Name of Submitters: Feng Tan

The submitters could not gain an advantage in trade competition through this submission. This is a submission made by Feng Tan on Private Plan Change 86, notified 22 September 2022.

SUBMISSION TO SUPPORT IN PART/OPPOSE IN PART

1.0 THE SUBMISSION IS:

The submitters, Feng Tan, owns the property at 2 Riverlea Road, which is in close proximity to the Plan Change site at 41 -43 Brigham Creek Road, Whenuapai. The submitter's site is located approximately 700m northwest of the Plan Change site and comprises a vacant land parcel with an area of 2.27ha.

Under the Auckland Unitary Plan Operative in Part (AUP.OP) the site is zoned Future Urban Zone (being the same as the current zoning of the Plan Change site), and the site is also subject to overland flow paths and floodplain natural hazards.

It is understood that PC86 proposes to rezone the 5.2-hectare site from Future Urban Zone to a Residential Mixed Housing Urban zone with a Stormwater Management Area Flow 1 control (SMAF1). In addition, it is understood that a land use and subdivision resource consent are being sought concurrently for a Residential Mixed Housing Urban residential development.

The submitter is concerned that the proposed rezoning will adversely affect their property as it is proposed ahead of infrastructure upgrades planned for the wider Future Urban zoned land surrounding the plan change site. The Plan change site is identified in the Whenuapai Structure Plan as part of an area that requires "further investment in new infrastructure beyond the next decade (2017-2027)" and it is understood that the likelihood of this investment has delayed beyond these dates. The Plan Change may therefore have implications for the capacity of services and roading in the vicinity of the submitter's site until these infrastructure upgrades have been completed.

The submitter supports the Plan Change on the basis that the infrastructure implications are resolved for the site and wider sites within the Future Urban zone identified as 'Stage 2' in the Whenuapai Structure Plan will not be adversely affected.

If the Plan Change will result in infrastructure implications for the submitter's site, the submitter opposes the Plan Change and requests changes are made to ensure that the proposed Plan Change will not result in adverse effects on the environment.



I SEEK THE FOLLOWING DECISION FROM THE LOCAL AUTHORITY: 2.0

That the Plan Change is approved, subject to the infrastructure capacity and requirements for the 'Stage 2' area of the Whenuapai Structure Plan being taken into consideration in an assessment of the effects of the Proposed Plan Change to confirm there will be no adverse effects for neighbouring properties.

20.2

3.0 I DO NOT WISH TO BE HEARD IN SUPPORT OF MY SUBMISSION

IF OTHERS MAKE A SIMILAR SUBMISSION, I WILL NOT CONSIDER PRESENTING A JOINT CASE WITH THEM AT THE HEARING.



Signature: Shirley Pang

(person authorised to sign on behalf of submitters)

Date: 21 October 2022

Address for Service Submitter:

Feng Tan

c/- Harrison Grierson Consultants Limited

Contact person: Shirley Pang

Phone: 09 2124541

Email: s.pang@harrisongrierson.com





Watercare Services Limited

73 Remuera Road, Newmarket Auckland 1023, New Zealand Private Bag 92521 Wellesley Street, Auckland 1141

> Telephone +64 9 539 7300 Facsimile +64 9 539 7334 www.watercare.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 86 (Private): 41-43 Brigham Creek Road,

Whenuapai

FROM: Watercare Services Limited

ADDRESS FOR SERVICE: Mark.lszard@water.co.nz

DATE: 21 October 2022

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

1. INTRODUCTION

1.1. Watercare's purpose and mission

Watercare Services Limited ("Watercare") is New Zealand's largest provider of water and wastewater services. Watercare is a council-controlled organisation under the Local Government Act 2002 and is wholly owned by the Auckland Council ("Council").

Watercare provides integrated water and wastewater services to approximately 1.6 million people in Auckland. Watercare collects, treats, and distributes drinking water from 11 dams, 26 bores and springs, and four river sources. A total of 330 million litres of water is treated each day at 15 water treatment plants and distributed via 89 reservoirs and 90 pump stations to 450,000 households, hospitals, schools, commercial and industrial properties.

Watercare's water distribution network includes more than 9,000 km of pipes. The wastewater network collects, treats and disposes of wastewater at 18 treatment plants and includes 7,900 km of sewers.

Watercare is required to manage its operations efficiently with a view to keeping overall costs of water supply and wastewater services to its customers (collectively) at minimum levels, consistent with the effective conduct of its undertakings and the maintenance of the long-term integrity of its assets. Watercare must also give effect to relevant aspects of the Council's Long Term Plan, and act consistently with other plans and strategies of the Council, including the Auckland Unitary Plan (Operative in Part) and the Auckland Future Urban Land Supply Strategy.¹

2. SUBMISSION

2.1. General

This is a submission on a change proposed by 41-43 Brigham Creek JV ("**Applicant**") to the Auckland Unitary Plan (Operative in Part) that was publicly notified on 22 September 2022 ("**Plan Change**").

The Applicant proposes to rezone 5.2 hectares of land at 41 – 43 Brigham Creek Road, Whenuapai from Future Urban Zone (FUZ) to Residential – Mixed Housing Urban (MHU).

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 Watercare's existing and planned water and wastewater network are appropriately considered and managed in accordance with the Resource Management Act 1991.

In making its submission, Watercare 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, the Water and Wastewater Code of Practice for Land Development and Subdivision and the Watercare Asset Management Plan 2022 - 2042 It has also considered the relevant RMA documents including the Auckland Unitary Plan (Operative in Part) and the National Policy Statement on Urban Development 2020 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 has adequate existing development infrastructure (including water and wastewater);
- (b) in the medium term, is feasible, zoned and either:
 - (i) serviced with development infrastructure, or

¹ Local Government (Auckland Council) Act 2009, s58.

- (ii) the funding for the development infrastructure required to service that development capacity must be identified in a long term plan required under s93 of the Local Government Act 2002; and
- (c) in the long term, is feasible, identified in relevant plans and strategies by the local authority for future urban use or urban intensification, and the development infrastructure required to service it is identified in the relevant authority's infrastructure strategy required under the Local Government Act 2002.²

2.2. Specific parts of the Plan Change

The specific parts of the Plan Change that this submission relates to are:

- (a) the effects of the Plan Change on Watercare's Whenuapai Wastewater Servicing Scheme; and
- (b) the proposed water and wastewater servicing arrangements.

2.2.1 Watercare has reviewed the Plan Change and considers that:

- (a) the proposed water and wastewater capacity and servicing requirements have been assessed as part of the Proposal.
- (b) Water supply can be serviced to PC86 from the existing Watercare network and technically feasible solutions have been presented in the Application.
- (c) Wastewater cannot be serviced until Watercare completes the construction of a new pump station 'Slaughterhouse Pump Station' (estimated late 2025). The Application has not presented a technically feasible solution for the reasons stated in this Submission. In addition to the technical feasibility of the wastewater network reticulation within the Plan Change area, the Applicant must address timing of the development to connect to the Slaughterhouse Pump Station, anticipated to be completed in 2025.
- (d) The matters raised by Watercare in this submission must be addressed to ensure any adverse effects of the Proposal on Watercare's existing and planned wastewater infrastructure network will be appropriately managed.

2.3. Whenupai Wastewater Scheme

Watercare is required to design and construct the Whenuapai Wastewater Servicing Scheme to meet the wastewater requirements of the wider Whenuapai Area and meet Auckland Council's timing obligations under the HIF agreement with the Government. Coordinating the delivery of the Watercare infrastructure with the delivery of the Applicant's infrastructure will enable the efficient and more cost-effective delivery of infrastructure overall.

National Policy Statement on Urban Development 2020, subpart 1, 3.2 to 3.4.

Watercare's wastewater servicing strategy for the wider Whenuapai area includes a new interim Slaughterhouse pump station at 23-27 Brigham Creek Road and rising main in Spedding Road to discharge into the Massey Connector and then to the Northern Interceptor. This work is currently in the design phase and is planned for delivery in 2025. The Plan Change will be required to connect to the Slaughterhouse Pump Station once complete.

2.4. Water and Wastewater Servicing for the Plan Change Area

2.4.1. Water supply servicing for the Plan Change Area

The Plan Change Area is not currently serviced by a reticulated water supply.

The Applicant has identified a technically feasible solution to service the Plan Change area and defined this in the Application (as notified). Watercare agree with the Applicants proposal for water supply servicing and will continue to work with the Applicant to confirm the final design.

2.4.2. Wastewater

The Plan Change Area is not currently serviced by a wastewater network.

The Application states that the wastewater network will be serviced via the Brigham Creek Pump Station (16 Brigham Creek Road).

Watercare has revised the wastewater servicing strategy for Whenuapai and will require the Plan Change area to connect to the Slaughterhouse Pump Station (23-37 Brigham Creek Road). The Slaughterhouse Pump Station is likely to be constructed and operational in late 2025.

The Application includes an option that is not technically supported by Watercare for the following reasons:

- a. A pumped rising main is proposed from a new pump station in the south-east corner of the development (41-43 Brigham Creek Road) to Slaughterhouse Pump Station (23-27 Brigham). Watercare do not support a pumped rising main down Brigham Creek Road due to the high operational risks.
- b. A gravity main will be required in Brigham Creek Road to connect the Plan Change to the Slaughterhouse Pump Station. The gravity main should be sized for catchment flow, which may include land north of Whenuapai Village.

Watercare's Code of Practice requires network infrastructure that is installed ahead of future development, and will service that future development within the catchment, must be appropriately sized to do so. This requirement is applicable to the proposed pump station at 41-43 Brigham Creek Road, located within the Plan Change area. The additional land that requires incorporation into the sizing of the pump station may include 131-137 Brigham Creek

Road and 28a Mamari Road. The Applicant has not addressed the potential future flows in their Application and Watercare has noted this matter previously in a review letter included in the Application (titled 'WSL Review Letter').

Watercare consider a wastewater servicing solution can be technically achieved with modifications to the proposed network connections and sizing (as detailed above). It is not feasible to service development in PC86 until there is an available wastewater connection to the Watercare network at the Slaughterhouse Pump Station. Development triggers and staging is necessary to considered.

2.3 DECISION SOUGHT

Watercare considers there are no water reasons to decline the Plan Change.

Watercare have concerns for wastewater servicing on the basis that connecting PC86 to Watercare's wastewater network is not feasible until the Slaughterhouse pump station is operational (anticipated late 2025). The Application currently proposes a solution that is not supported by Watercare due to operational risk and inadequate sizing of the proposed pump station.

21.1

Watercare considers the wastewater servicing can be achieved through modification of the proposed solution and appropriate provisions are included within the Plan Change to address timing to connect to the proposed Whenuapai WW Scheme (Slaughterhouse Pump Station).

21.2

3. HEARING

Watercare wishes to be heard in support of its submission.

21 October 2022

Mark Iszard

Head of Major Developments

Watercare Services Limited

Address for Service:
Mark Iszard
Head of Major Developments
Watercare Services Limited
Private Bag 92 521
Wellesley Street
Auckland 1141

Phone: +64 21 913 296

Email: mark.iszard@water.co.n

2075547

From: Unitary Plan
To: Unitary Plan

Subject: Unitary Plan Publicly Notified Submission - Plan Change 86 - Kyle Tseng

Date: Friday, 21 October 2022 9:15:08 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Kyle Tseng

Organisation name:

Agent's full name:

Email address: kyletseng@hotmail.com

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 86

Plan change name: PC 86 (Private): 41-43 Brigham Creek Road, Whenuapai

My submission relates to

Rule or rules:

Transport Infrastructure

Property address: 41-43 Brigham Creek 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? No

The reason for my or our views are:

The uncertainty with regard to the transport infrastructure provision is not being addressed by the submitter as the property in question is in Stage 2 of the Whenuapai Structure Plan while Stage 1 of the Whenuapai Structure (PC5) has been withdrawn by the Council due to the uncertainty with regard to the transport Infrastructure. It would not make any sense for a property to be able to be zoned while transport infrastructure is still lacking in Stage 1.

22.1

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

Submission date: 21 October 2022

Attend a hearing

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

Declaration

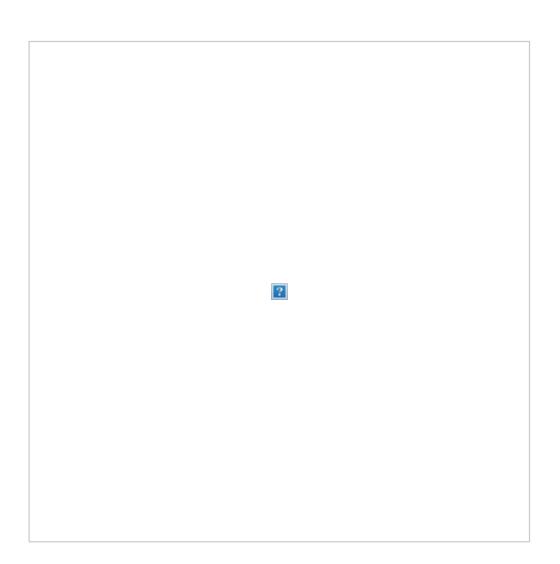
Could you gain an advantage in trade competition through this submission? No

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.



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From: Unitary Plan
To: Unitary Plan

Subject: Unitary Plan Publicly Notified Submission - Plan Change 86 - Hans Tseng

Date: Friday, 21 October 2022 9:30:08 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Hans Tseng

Organisation name:

Agent's full name:

Email address: tsenghans@gmail.com

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 86

Plan change name: PC 86 (Private): 41-43 Brigham Creek Road, Whenuapai

My submission relates to

Rule or rules:

Property address:

Map or maps: 41-43 Brigham Creek Road

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:

Auckland Council withdrew Plan Change 5 as it was unsatisfied with the foreseable provision of the required infrastructure to support the zoning. The reason provided by Auckland Council was the lack of funding. It would be unfeasible, illogical, and irresponsible to zone land identified in Stage 2 Whenuapai prior to Stage 1.

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

Submission date: 21 October 2022

Attend a hearing

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

Declaration

23.1

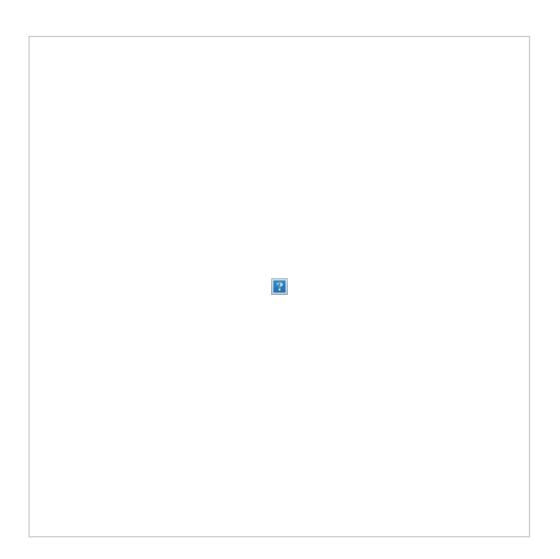
Could you gain an advantage in trade competition through this submission? No

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.



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