

AUCKLAND UNITARY PLAN OPERATIVE IN PART

PROPOSED PLAN CHANGE 91 (Private):

80 McLarin Road, Glenbrook

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 23 June 2023.
- Send a copy of your further submission to the original submitter as soon as possible after submitting it to the Council.

Summary of Decisions Requested

Plan Change 91 (Private): 80 McLarin Road, Glenbrook

Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decisions Requested
1	1.1	Ngati Te Ata	roimataminhinnick@yahoo.co.nz	Decline the plan change	Indicate how it is proposed to actually respect, protect and recognize the cultural, social and environmental issues raised in Cultural Values report
2	2.1	Pauli Lydia Bosch	paulibosch22@gmail.com	Decline the plan change	Decline the plan change because of lack of roading infrastructure
2	2.2	Pauli Lydia Bosch	paulibosch22@gmail.com	Decline the plan change	Decline the plan change because mixed housing will affect the aesthetic of the neighbourhood
2	2.3	Pauli Lydia Bosch	paulibosch22@gmail.com	Decline the plan change	Decline the plan change because of the environmental impact
3	3.1	Benjamin Ross	ben.r001@gmail.com	<u>Accept the plan change subject to amendments</u>	Approve the plan change with amendments by allowing triggers for when Auckland Transport have to provide transit services to future proof public transport
3	3.2	Benjamin Ross	ben.r001@gmail.com	<u>Accept the plan change subject to amendments</u>	Approve the plan change with amendments to provide for pocket parks to allow for localised green spaces
4	4.1	Pravin Hinwar	rish.hinwar@gmail.com	<u>Decline the plan change</u>	Decline the plan change because apartments will affect the nature of their lifestyle block
5	5.1	Alvin Changamire	vajnchangamire@gmail.com	Decline the plan change	Decline the plan change because new housing will bring noise to the rural area
6	6.1	Lania Gribben	laniagribben@hotmail.com	Decline the plan change	Decline the plan change because of a lack of appropriate public transport/schooling/retail in the area
6	6.2	Lania Gribben	laniagribben@hotmail.com	Decline the plan change	Decline the plan change because this type of development does not fit into the existing lifestyle
6	6.3	Lania Gribben	laniagribben@hotmail.com	Decline the plan change	Decline the plan change because of a lack of suitable access with the proposed residential zoning would not be safe
7	7.1	Robert Hughes	hughes.rob@hotmail.co.uk	Decline the plan change	Request that new development meets current guidelines for house building
7	7.2	Robert Hughes	hughes.rob@hotmail.co.uk	Decline the plan change	Request that new development includes existing covenants
7	7.3	Robert Hughes	hughes.rob@hotmail.co.uk	Decline the plan change	Decline the plan change as existing zoning should be retained or at worst rezone to single house zone
7	7.4	Robert Hughes	hughes.rob@hotmail.co.uk	Decline the plan change	Decline the plan change because mixed housing will create a characterless noisy cramped insecure environment
7	7.5	Robert Hughes	hughes.rob@hotmail.co.uk	Decline the plan change	Decline the plan change because of a lack of essential services [businesses/retail / schools /fire + ambulance]
7	7.6	Robert Hughes	hughes.rob@hotmail.co.uk	Decline the plan change	Decline the plan change because of lack of roading infrastructure
7	7.7	Robert Hughes	hughes.rob@hotmail.co.uk	Decline the plan change	Decline the plan change because the site is susceptible to flooding
7	7.8	Robert Hughes	hughes.rob@hotmail.co.uk	Decline the plan change	Decline the plan change because of a lack of public transport
7	7.9	Robert Hughes	hughes.rob@hotmail.co.uk	Decline the plan change	Decline the plan change because intensification of the site will not help carbon reduction plans for Auckland
8	8.1	Glenbrook Beach Residents and Ratepayers Association ATTN: Robyn Deuchar	gbresidentsandratepayersas@gmail.com	Decline the plan change	Decline the plan change as existing zoning should be retained
8	8.2	Glenbrook Beach Residents and Ratepayers Association ATTN: Robyn Deuchar	gbresidentsandratepayersas@gmail.com	Decline the plan change	Request that new development includes existing covenants
8	8.3	Glenbrook Beach Residents and Ratepayers Association ATTN: Robyn Deuchar	gbresidentsandratepayersas@gmail.com	Decline the plan change	Decline the plan change because of lack of roading infrastructure
8	8.4	Glenbrook Beach Residents and Ratepayers Association ATTN: Robyn Deuchar	gbresidentsandratepayersas@gmail.com	Decline the plan change	Decline the plan change because of a lack of public transport
8	8.5	Glenbrook Beach Residents and Ratepayers Association ATTN: Robyn Deuchar	gbresidentsandratepayersas@gmail.com	Decline the plan change	Decline the plan change because intensification of the site will not help carbon reduction plans for Auckland
9	9.1	Emma Ford	emma.let97@gmail.com	Decline the plan change	Decline the plan change because of lack of infrastructure
9	9.2	Emma Ford	emma.let97@gmail.com	Decline the plan change	Decline the plan change because of lack of essential services

Plan Change 91 (Private): 80 McLarin Road, Glenbrook

Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decisions Requested
9	9.3	Emma Ford	emma.let97@gmail.com	Decline the plan change	Decline the plan change as the single house zone is more appropriate for the area
9	9.4	Emma Ford	emma.let97@gmail.com	Decline the plan change	Decline the plan change because a cramped, noisy, characterless area would be detrimental to the area
9	9.5	Emma Ford	emma.let97@gmail.com	Decline the plan change	Request that new development includes existing covenants
10	10.1	Wendy Groom	wendymforbes@xtra.co.nz	Decline the plan change	Request that new development complies with current guidelines
10	10.2	Wendy Groom	wendymforbes@xtra.co.nz	Decline the plan change	Decline the plan change because of lack of public transport and essential services
11	11.1	Kiri Bull	ericandkiri@hotmail.com	Accept the plan change subject to amendments	Approve the plan change but with the amendments that the single house zoning in the area be maintained
12	12.1	Olivia Jackson	robotroses@proton.me	Decline the plan change	Decline the plan change because the change in zoning detracts from the surrounding area
12	12.2	Olivia Jackson	robotroses@proton.me	Decline the plan change	Decline the plan change because intensity of multistorey or multi occupancy properties [characterless, noisy, cramped] are inappropriate in the area
12	12.3	Olivia Jackson	robotroses@proton.me	Decline the plan change	Request single house zone for the subject site
12	12.4	Olivia Jackson	robotroses@proton.me	Decline the plan change	Decline the plan change because of lack of infrastructure
12	12.5	Olivia Jackson	robotroses@proton.me	Decline the plan change	Decline the plan change due to a lack of essential services
12	12.6	Olivia Jackson	robotroses@proton.me	Decline the plan change	Decline the plan change, but if approved, retain the rural character of the area and maintain covenants placed on buildings
13	13.1	Nadin Rathgeber	nrathgeberhughes@gmail.com	Decline the plan change	Decline the plan change because of lack of infrastructure
13	13.2	Nadin Rathgeber	nrathgeberhughes@gmail.com	Decline the plan change	Decline the plan change because of lack of facilities
14	14.1	Grant Hewison	grant@granthewison.co.nz	Decline the plan change	Decline the plan change because intensification of the site will have potential adverse impacts on gas emissions given the use of private vehicles & lack of public transport.
14	14.2	Grant Hewison	grant@granthewison.co.nz	Decline the plan change	Decline the plan change because its location fails the direction towards a compact urban form
15	15.1	Ben Scott	ben.scott@hynds.co.nz	Accept the plan change subject to amendments	Approve the plan change subject to amendments to include upgrade of roads
15	15.2	Ben Scott	ben.scott@hynds.co.nz	Accept the plan change subject to amendments	Approve the plan change subject to amendments to include upgrade of stormwater system
16	16.1	Catherine Thompson	cath.thompson2@hotmail.co.uk	Decline the plan change	Decline the plan change as the single house zone is more appropriate for the area
16	16.2	Catherine Thompson	cath.thompson2@hotmail.co.uk	Decline the plan change	Decline the plan change because stormwater provision needs upgrading
16	16.3	Catherine Thompson	cath.thompson2@hotmail.co.uk	Decline the plan change	Decline the plan change because of a lack of amenities
16	16.4	Catherine Thompson	cath.thompson2@hotmail.co.uk	Decline the plan change	Decline the plan change because roads needs upgrading
16	16.5	Catherine Thompson	cath.thompson2@hotmail.co.uk	Decline the plan change	Decline the plan change because of lack of infrastructure
17	17.1	Ian Smith	ijdf6565@gmail.com	Accept the plan change subject to amendments	Request that the single house zoning in the area be retained
17	17.2	Ian Smith	ijdf6565@gmail.com	Accept the plan change subject to amendments	Request that new development includes existing covenants

Plan Change 91 (Private): 80 McLarin Road, Glenbrook

Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decisions Requested
17	17.3	Ian Smith	ijdf6565@gmail.com	Decline the plan change	Decline the plan change because of a lack of public transport
17	17.4	Ian Smith	ijdf6565@gmail.com	Decline the plan change	Decline the plan change because of a lack of essential services and amenities
17	17.5	Ian Smith	ijdf6565@gmail.com	Decline the plan change	Decline the plan change because intensification of the site will have potential adverse impacts on carbon reduction plans
17	17.6	Ian Smith	ijdf6565@gmail.com	Decline the plan change	Decline the plan change because of potential for flooding
18	18.1	Ellen-May Meharry	meharryem@gmail.com	Decline the plan change	Request that the single house zoning in the area be retained
18	18.2	Ellen-May Meharry	meharryem@gmail.com	Decline the plan change	Decline the plan change because of the impact this would have on the rural area [density, amenity, character]
18	18.3	Ellen-May Meharry	meharryem@gmail.com	Decline the plan change	Decline the plan change because of lack of roading infrastructure
18	18.4	Ellen-May Meharry	meharryem@gmail.com	Decline the plan change	Decline the plan change because of a lack of public transport
18	18.5	Ellen-May Meharry	meharryem@gmail.com	Decline the plan change	Decline the plan change because of a lack of essential services and amenities
18	18.6	Ellen-May Meharry	meharryem@gmail.com	Decline the plan change	Request more information about local wildlife
19	19.1	Michael Wayne MacAulay	mikemac3182@gmail.com	Decline the plan change	Decline the plan change because mixed housing will affect the aesthetic of the neighbourhood
19	19.2	Michael Wayne MacAulay	mikemac3182@gmail.com	Decline the plan change	Request that new development includes existing covenants
19	19.3	Michael Wayne MacAulay	mikemac3182@gmail.com	Decline the plan change	Decline the plan change because of a lack of public transport
19	19.4	Michael Wayne MacAulay	mikemac3182@gmail.com	Decline the plan change	Decline the plan change because of a lack of essential services and amenities
19	19.5	Michael Wayne MacAulay	mikemac3182@gmail.com	Decline the plan change	Decline the plan change because of potential for flooding
19	19.6	Michael Wayne MacAulay	mikemac3182@gmail.com	Decline the plan change	Decline the plan change because of impact on roading and parking
19	19.7	Michael Wayne MacAulay	mikemac3182@gmail.com	Decline the plan change	Request that the single house zoning in the area be retained
19	19.8	Michael Wayne MacAulay	mikemac3182@gmail.com	Decline the plan change	Request more information about loss of trees
19	19.9	Michael Wayne MacAulay	mikemac3182@gmail.com	Decline the plan change	Request more information about local wildlife
20	20.1	Dianne Bradford	dbradfordxx@gmail.com	Decline the plan change	Decline the plan change because new development will affect the aesthetic of the neighbourhood
20	20.2	Dianne Bradford	dbradfordxx@gmail.com	Decline the plan change	Request that new development has covenants like other local development and meets current guidelines for house building
20	20.3	Dianne Bradford	dbradfordxx@gmail.com	Decline the plan change	Request that the single house zone in the area be retained
20	20.4	Dianne Bradford	dbradfordxx@gmail.com	Decline the plan change	Request more information about loss of trees
20	20.5	Dianne Bradford	dbradfordxx@gmail.com	Decline the plan change	Decline the plan change because of a lack of infrastructure and amenities
20	20.6	Dianne Bradford	dbradfordxx@gmail.com	Decline the plan change	Decline the plan change because of potential for flooding
20	20.7	Dianne Bradford	dbradfordxx@gmail.com	Decline the plan change	Decline the plan change because of a lack of essential services
21	21.1	Terry Yorke	twyorke@gmail.com	Decline the plan change but if approved with amendments	Request that the single house zoning elsewhere in the area be retained
22	22.1	Wibke Yorke	twyorke@gmail.com	Decline the plan change but if approved with amendments	Request that the single house zoning elsewhere in the area be retained
23	23.1	Aaron and Elizabeth Yorke	akoyorke@gmail.com	Decline the plan change but if approved with amendments	Request that 140 McLarin Road be included in the plan change area with the same zone
24	24.1	Equal Justice Project ATTN: Dr Grant Hewison, Mair Gibbs and Brendan Zhang-Liao	grant@granthewison.co.nz / mgib818@aucklanduni.ac.nz	Decline the plan change	Decline because the plan change fails to take into account and address the impact of the development and climate change
25	25.1	Owen Yorke	owenbarb147@gmail.com	Decline the plan change but if approved, with amendments	Request that consideration be given between boundary of urban and future urban zones given the potential effects

Plan Change 91 (Private): 80 McLarin Road, Glenbrook

Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decisions Requested
25	25.2	Owen Yorke	owenbarb147@gmail.com	Decline the plan change but if approved, with amendments	Decline the plan change because this type of development does not fit into the existing area and lifestyle
25	25.3	Owen Yorke	owenbarb147@gmail.com	Decline the plan change but if approved, with amendments	Decline the plan change because of lack of upgrades to infrastructure [roading, parking, pedestrians]
25	25.4	Owen Yorke	owenbarb147@gmail.com	Decline the plan change but if approved, with amendments	Decline the plan change because of the impact on local amenities
25	25.5	Owen Yorke	owenbarb147@gmail.com	Decline the plan change but if approved, with amendments	Decline the plan change because of the impact on local amenities and [infrastructure, roading, public transport]
26	26.1	Watercare Services Limited	Mark.Iszard@water.co.nz	Approve the plan change	SW Wastewater Servicing Scheme to be operational before any new development be connected to network
26	26.2	Watercare Services Limited	Mark.Iszard@water.co.nz	Approve the plan change	No constraints to subdivision from a bulk water perspective
27	27.1	Anton Tyers	anton.tyers@hotmail.com	Decline the plan change	Request that new development meets current guidelines for house building and includes covenants which other sites have in the area
27	27.2	Anton Tyers	anton.tyers@hotmail.com	Decline the plan change	Decline the plan change because this type of development does not fit into the existing area and lifestyle
27	27.3	Anton Tyers	anton.tyers@hotmail.com	Decline the plan change	Request that the site be zoned single house
27	27.4	Anton Tyers	anton.tyers@hotmail.com	Decline the plan change	Decline the plan change because of the impact on neighbouring property occupiers
27	27.5	Anton Tyers	anton.tyers@hotmail.com	Decline the plan change	Decline the plan change because of a lack of essential services and amenities
27	27.6	Anton Tyers	anton.tyers@hotmail.com	Decline the plan change	Decline the plan change because of a lack of public transport
28	28.1	Shane Bradford	shanespdk8@gmail.com	Decline the plan change	Decline the plan change because of potential for flooding
28	28.2	Shane Bradford	shanespdk8@gmail.com	Decline the plan change	Decline the plan change because of a lack of infrastructure
28	28.3	Shane Bradford	shanespdk8@gmail.com	Decline the plan change	Request that the site be zoned single house
28	28.4	Shane Bradford	shanespdk8@gmail.com	Decline the plan change	Decline the plan change because of a lack of essential services and amenities
28	28.5	Shane Bradford	shanespdk8@gmail.com	Decline the plan change	Decline the plan change because this type of development does not fit into the existing area and lifestyle
28	28.6	Shane Bradford	shanespdk8@gmail.com	Decline the plan change	Request that new development meets current guidelines for house building and includes covenants which other sites have in the area
29		Withdrawn	Withdrawn	Withdrawn	Withdrawn
30	30.1	Vincent Asia	vincent.asia@hotmail.com	Decline the plan change	Decline the plan change
31	31.1	Suli Palu	Tika.palu@me.com	Decline the plan change	Decline the plan change because of a lack of infrastructure [public transport]
31	31.2	Suli Palu	Tika.palu@me.com	Decline the plan change	Decline the plan change because of a lack of essential services and amenities [retail, medical]
31	31.3	Suli Palu	Tika.palu@me.com	Decline the plan change	Request that new development meets current guidelines for house building and includes covenants which other sites have in the area
31	31.4	Suli Palu	Tika.palu@me.com	Decline the plan change	Decline the plan change because of potential for flooding
31	31.5	Suli Palu	Tika.palu@me.com	Decline the plan change	Decline the plan change because this type of development does not fit into the existing area and lifestyle
32	32.1	Kyle Cunningham	kylec.film@gmail.com	Decline the plan change	Decline the plan change
33	33.1	Emma Cuming	clumsyemz@hotmail.com	Decline the plan change	Decline the plan change because this type of development does not fit into the existing rural area
34	34.1	Tui Kaihu Trust ATTN: Victoria Lee McAnulty	victoriamcanulty@gmail.com	Decline the plan change	Decline the plan change because of a lack of infrastructure [roading, potential for flooding, water]
34	34.2	Tui Kaihu Trust ATTN: Victoria Lee McAnulty	victoriamcanulty@gmail.com	Decline the plan change	Decline the plan change because of a lack of amenities [play areas]
34	34.3	Tui Kaihu Trust ATTN: Victoria Lee McAnulty	victoriamcanulty@gmail.com	Decline the plan change	Decline the plan change because of a lack of essential services [fire, police ambulance]

Plan Change 91 (Private): 80 McLarin Road, Glenbrook

Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decisions Requested
34	34.4	Tui Kaihu Trust ATTN: Victoria Lee McAnulty	victoriamcanulty@gmail.com	Decline the plan change	Decline the plan change because further development in the area will impact on the existing coastal lifestyle and does not consider promotion of sustainability
35	35.1	Mark Olson	markdebraolson@gmail.com	Decline the plan change	Request that single house zone is maintained in the local area
35	35.2	Mark Olson	markdebraolson@gmail.com	Decline the plan change	Decline the plan change because of a lack of infrastructure [stormwater, public transport]
36	36.1	Matthew Kerwin	ranga132213@gmail.com	Decline the plan change	Decline the plan change because of a lack of infrastructure [traffic]
37	37.1	Vanshika Sudhakar	vanshika-s@hotmail.com	Decline the plan change	Decline the plan change until the area is future proofed because further development in the area will impact on the existing lifestyle
37	37.2	Vanshika Sudhakar	vanshika-s@hotmail.com	Decline the plan change	Decline the plan change until the area is future proofed, given the lack of infrastructure and services [public transport, retail]
38	38.1	Sarah Fisher	slfisherot@hotmail.com		Request for further information and clarification about riparian planting, flooding measures, housing types, time scales
39	39.1	Auckland Transport ATTN: Jason Ashby	Jason.Ashby@at.govt.nz	Accept the plan change subject to amendments	Amendments to update Precinct Plan required to provide details of connected network of roads, walking and cycling routes and public roads to be vested
39	39.2	Auckland Transport ATTN: Jason Ashby	Jason.Ashby@at.govt.nz	Accept the plan change subject to amendments	Amendments to Precinct Plan to remove cross sections [from Glenbrook 3 Precinct provisions] and update/upgrade them
39	39.3	Auckland Transport ATTN: Jason Ashby	Jason.Ashby@at.govt.nz	Accept the plan change subject to amendments	Amendments to Precinct Plan required to upgrade requirements for McLarin Road frontage
39	39.4	Auckland Transport ATTN: Jason Ashby	Jason.Ashby@at.govt.nz	Accept the plan change subject to amendments	Amendments to Precinct Plan required relating to intersections
39	39.5	Auckland Transport ATTN: Jason Ashby	Jason.Ashby@at.govt.nz	Accept the plan change subject to amendments	Amendments to Precinct Plan required relating to pedestrian and active modes connections
39	39.6	Auckland Transport ATTN: Jason Ashby	Jason.Ashby@at.govt.nz	Accept the plan change subject to amendments	Amend plan change to include precinct provisions relating to stormwater management
39	39.7	Auckland Transport ATTN: Jason Ashby	Jason.Ashby@at.govt.nz	Accept the plan change subject to amendments	Amend plan change to include precinct provisions relating to vesting of public assets subject to hazard assessment
39	39.8	Auckland Transport ATTN: Jason Ashby	Jason.Ashby@at.govt.nz	Accept the plan change subject to amendments	Amend precinct provisions to ensure consistency across other local plan changes
40	40.1	Kahawai Point Developments Limited c/- Tattico ATTN: John Duthie	john.duthie@tattico.co.nz	Accept the plan change subject to amendments	Support the plan change with a deferred zoning subject to infrastructure provisions
40	40.2	Kahawai Point Developments Limited c/- Tattico ATTN: John Duthie	john.duthie@tattico.co.nz	Accept the plan change subject to amendments	Support the plan change relating to specific provisions for the subject site and Glenbrook Beach 4 precincts and notification
40	40.3	Kahawai Point Developments Limited c/- Tattico ATTN: John Duthie	john.duthie@tattico.co.nz	Accept the plan change subject to amendments	Support the plan change subject to funding to provide additional roading infrastructure

Plan Change 91 (Private): 80 McLarin Road, Glenbrook

Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary of Decisions Requested
40	40.4	Kahawai Point Developments Limited c/- Tattico ATTN: John Duthie	john.duthie@tattico.co.nz	Accept the plan change subject to amendments	Support the plan change subject to inclusion of Te Aranga principles
40	40.5	Kahawai Point Developments Limited c/- Tattico ATTN: John Duthie	john.duthie@tattico.co.nz	Decline the plan change	Decline the plan change because of a lack of consideration of basic principles of sustainable management, the resultant effects and inconsistency.

Submissions

From: [Roimata Minhinnick](#)
To: [Unitary Plan](#)
Cc: [Riki Minhinnick \(Ngāti Te Ata\)](#); [K Flavell](#)
Subject: Fw: Proposed Plan Change 91 (Private): 80 McLarin Road, Glenbrook
Date: Saturday, 15 April 2023 1:00:49 pm
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image003.png](#)

Ngati Te Ata Submission Regarding Proposed Plan Change 91 (Private) 80 McLarin Road, Glenbrook. Proposed Plan Change 91 (Private): 80 McLarin Road, Glenbrook.

Tena Koe

Ngati Te Ata undertook a site visit and prepared a cultural values assessment report for this project. However we believe the applicant has taken the liberty of assuming we welcome the development. This is not the case. The applicants have not indicated in any way how they propose to actually respect, protect and recognise the cultural, social and environmental issues we raised in the report. It is not suffice for the applicant to simply say they will work closely with us once they have consent.

1.1

We therefore give notice that we oppose the application.

Nga mihi
 Roimata Minhinnick
 Lead Negotiator Ngati Te Ata

ps I have cc the Chairman of Te Ara Rangatu o Te Iwi o Ngati Te Ata Waiohua Inc and Environmental Manager.

----- Forwarded message -----

From: **Harry Barnes** <harry.barnes@aucklandcouncil.govt.nz>
Date: Fri, 14 Apr 2023, 8:19 am
Subject: Proposed Plan Change 91 (Private): 80 McLarin Road, Glenbrook
To: m.kaihau.12@gmail.com <m.kaihau.12@gmail.com>

14 April 2023

Ngāti Te Ata

Ngāti Te Ata

Tēnā koe,

Proposed Plan Change 91 (Private): 80 McLarin Road, Glenbrook

You are receiving this letter as the council believes **Ngāti Te Ata** may be affected by this plan change.

This private plan change seeks to rezone approximately 7.897 hectares of land at 80 McLarin Road, Glenbrook from Future Urban Zone to Residential – Mixed Housing Suburban zone and introduce a new precinct and stormwater control.

Please find enclosed a copy of the public notice that will appear in the New Zealand Herald on **14 April 2023**.

Auckland Council invites you to make a submission on the plan change should you want to. Further explanation of the plan change can be found on our web site

www.aucklandcouncil.govt.nz/planchanges or visit any library or council office for online viewing.

We are also interested to hear from you on whether, in your view, a hearings commissioner with an understanding of tikanga Māori and the perspectives of local iwi or hapū will be required for the hearing of this Private plan change.

Please note that the closing date for submissions is **15 May 2023**.

If you have any questions or would like more detailed information on the plan change, please contact unitaryplan@aucklandcouncil.govt.nz

Nāku noa, nā,

Harry Barnes

Planning Technician

Auckland-wide Planning Unit

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 91 - Pauli Lydia Bosch
Date: Wednesday, 19 April 2023 12:30:52 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Pauli Lydia Bosch

Organisation name:

Agent's full name:

Email address: paulibosch22@gmail.com

Contact phone number:

Postal address:
7 Tahuna Minhinnick Drive
Glenbrook
Auckland 2681

Submission details

This is a submission to:

Plan change number: Plan Change 91

Plan change name: PC 91 (Private): 80 McLarin Road, Glenbrook

My submission relates to

Rule or rules:

Property address: 80 McLarin Road, Glenbrook

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:

Glenbrook is a semi-rural development. The proposed development will significantly impact the infrastructure such as roads. The Glenbrook Roads are already under pressure and this will affect it ver negatively. I am also opposed to the proposed mixed housing as this will have an impact on the aesthetic of the neighbourhood as well as an environmental impact.

2.1
2.2
2.3

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

Submission date: 19 April 2023

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 91 - Benjamin Ross
Date: Wednesday, 19 April 2023 5:45:51 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Benjamin Ross

Organisation name:

Agent's full name:

Email address: ben.r001@gmail.com

Contact phone number: 022 336 4789

Postal address:
14b McLarin Road
Glenbrook
Auckland 2681

Submission details

This is a submission to:

Plan change number: Plan Change 91

Plan change name: PC 91 (Private): 80 McLarin Road, Glenbrook

My submission relates to

Rule or rules:

IXXX Glenbrook 4 Precinct Provisions especially in relation to I453 Glenbrook 3 I453.1 Precinct.

I453 Glenbrook 3 I453.1 Precinct, I453.3 Policies, 9. Require that the design of any subdivision and development within the precinct incorporates the following elements of the precinct plan:
c. futureproof for public transport links on key roads;

IXXX Glenbrook 4 Precinct does not have this despite it fronting those same key roads as Precinct 3. It needs to be inserted with a hard trigger date

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:

The reason for inserting (futureproof for public transport links on key roads) into Precinct 4 is it unified with Precinct 3 in the Unitary Plan allowing for eventual hardcoding of triggers for when Auckland Transport must provide transit services.

As a supplementary note such triggers would be 1000 residents for an AT Local MaaS type service

and 3,000 for feeder services operating every 30mins using a 20 seater mini bus.

All this to allow at least some alternative to be put in place before Glenbrook hits Beachlands size which that does require full transit services

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

Details of amendments: As noted above with transit that hardcoding of trigger points for transit services apply. Also ammendment for provision of pocket parks between 200m2 and 500m2 one pocket park for each 50 properties to allow localised Green Spaces.

3.2

Submission date: 19 April 2023

Attend a hearing

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

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

Declaration

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

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

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

No

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

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 91 - Pravin Hinwar
Date: Monday, 24 April 2023 8:30:30 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Pravin Hinwar

Organisation name:

Agent's full name:

Email address: rish.hinwar@gmail.com

Contact phone number:

Postal address:
27 Opouatu Avenue
Glenbrook
Auckland 2681

Submission details

This is a submission to:

Plan change number: Plan Change 91

Plan change name: PC 91 (Private): 80 McLarin Road, Glenbrook

My submission relates to

Rule or rules:

Property address: 80 McLarin Road, Glenbrook

Map or maps:

Other provisions:

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

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

The reason for my or our views are:

we bought the property as a lifestyle block and having potential apartments builds significantly goes against what we bought the property for and will guarantee that the faith of the agreement is disturbed.

4.1

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

Submission date: 24 April 2023

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 91 - Alvin Changamire
Date: Tuesday, 2 May 2023 6:45:55 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Alvin Changamire
Organisation name:
Agent's full name:
Email address: vajnrchangamire@gmail.com
Contact phone number:
Postal address:
47b Mclarin Road
Glenbrook
Auckland 2681

Submission details

This is a submission to:

Plan change number: Plan Change 91
Plan change name: PC 91 (Private): 80 McLarin Road, Glenbrook

My submission relates to

Rule or rules:
Change to mixed urban housing
Property address: 80 Mclarin Road Glenbrook
Map or maps:
Other provisions:

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

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

The reason for my or our views are:
I moved here from the big smoke to be in a small community where I can be far away from the Auckland noise, being the noise to rural Auckland seems a bit unfair for people like us who bought here knowing there would only be H3 housing

5.1

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

Submission date: 2 May 2023

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 91 - Lania Gribben
Date: Tuesday, 2 May 2023 9:30:48 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Lania Gribben

Organisation name:

Agent's full name:

Email address: laniagribben@hotmail.com

Contact phone number: 02102458075

Postal address:
 66 Mclarin Road
 Glenbrook
 Glenbrook
 Auckland 2681

Submission details

This is a submission to:

Plan change number: Plan Change 91

Plan change name: PC 91 (Private): 80 McLarin Road, Glenbrook

My submission relates to

Rule or rules:

The Rezoning of 80 Mclarin Road from Future Urban zone to Residential – Mixed Housing Suburban zone.

Property address: 80 Mclarin Road, Glenbrook

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:

Glenbrook Beach/Kahawai Point is a rural single/two storey dwelling zone which draws people to our area because of the quiet nature. We do not have appropriate public transport/schooling/retails to cater for such proposed development.

6.1

Having this type of development in our area is detrimental and does not fit in with the current lifestyle of Glenbrook. We only have one access in and out of Glenbrook, with a road that is constantly being fixed with only the current development anymore traffic and this pace with a new zoning would just not be safe

6.2
6.3

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

Submission date: 2 May 2023

Attend a hearing

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

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

Declaration

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

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

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

Yes

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

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 91 - Robert hughes
Date: Wednesday, 3 May 2023 6:16:01 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Robert hughes

Organisation name:

Agent's full name:

Email address: hughes.rob@hotmail.co.uk

Contact phone number:

Postal address:

91 mclarin road

Glenbrook

Auckland 2681

Submission details

This is a submission to:

Plan change number: Plan Change 91

Plan change name: PC 91 (Private): 80 McLarin Road, Glenbrook

My submission relates to

Rule or rules:

Property address: 80 mclarin road

Map or maps:

Other provisions:

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

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

The reason for my or our views are:

Any new development at 80 McLarin Road needs to follow the current guidelines we have all been required to meet in our current house builds. | 7.1

Please include the covenants that are in place with the current developer.
 Any changes to our current zoning would be detrimental to the rural vision which made people settle here in the first place. | 7.2
 | 7.3

We want an environmentally conscious, safe secure area that embraces and promotes its natural environment.

Our preference is for 80 McLarin Road to be remain as is or at worse be zoned H3 single housing one or two storey. | 7.3

We want to avoid the characterless, noisy, cramped, insecure environment that a mixed housing | 7.4

zoning could create.

We are concerned about a lack of privacy and a lack of provision for privacy which can be of concern to the community living below this development. | 7.4

What will happen to all the trees located on this development? We have great wind protection, nice views etc, this development will ruin this | 7.4

Glenbrook Beach and Kahawai Point are a small rural community that are not designed for the intensity of multi-unit dwellings. | 7.4

We have no local businesses or shopping centres and all that traffic will have to pass along one road to get anywhere. | 7.5
7.6

There is a school bus operating a pickup, drop-off service within very close proximity to the proposed development site which causes concerns about issues of child safety.

Our local rural schools are mainly at capacity and further development puts the level of teaching of our children at risk | 7.5

We have no local fire protection which would be needed for rescue in multi-unit dwellings. | 7.5

We have no immediate access to emergency services and Auckland council already does a terrible job of preparing areas BEFORE building housing, investment in emergency services, roads etc are needed before any further housing developments are made
It took 22 minutes for a fire engine to get out here, and 29 minutes for an ambulance!

We have chosen to live out here and deal with long commute because of the rural nature and any development will not protect the current investments of the homeowners who have chosen this above all others.

Due to the remoteness of the Glenbrook Beach and Kahawai Point and its lack of public transport, people are heavily reliant on personal transport for all their needs and activities. Intensifying our housing stock will not help Auckland City Council's carbon reduction plans. | 7.8
7.9

We only have one access road which can be blocked by parked cars, fallen trees, flooding or accidents. The road is also prone to damage which has impacted out cars and I feel that this will only get worse with further development and even more cars! | 7.6

From our current observation 80 McLarin Road appears to be susceptible to some flooding and I am concerned about how that what will be moved if developed.
Being a small rural coastal settlement of less than 5000 people we need to maintain our current zoning of single housing one or two storeys. | 7.7
7.3

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

Submission date: 3 May 2023

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.

**Glenbrook Beach Residents & Ratepayers Association Submission
Proposed Unitary Plan Change 91 (Private) at 80 McLarin Road Glenbrook 2681**

We appreciate this opportunity to express our community views.

The Glenbrook Beach Residents and Ratepayers Association does not support the Auckland Unitary Proposed Plan Change 91 (Private) at 80 McLarin Road. We request that the council retain the H3 Residential Single House Zoning which is the current zoning our area has been operating under. The association also requests that the Auckland City Council maintains the covenants existing in the Kahawai Point Development managed by Kahawai Point Development Ltd.

8.1

8.2

The reasons the Association oppose this plan change are:

We feel we meet the current requirement conditions to meet the H3 Residential – Single House Zone and not a Mixed Housing Suburban Zone. The council’s H3 Single House Zone description reads ‘Single House Zone is to maintain and enhance the amenity values of established residential neighbourhoods in wastewater serviced rural and coastal towns and settlements with a residential population of less than 5000 (as determined in the 2018 census) Please note the total population in the Glenbrook area in the 2018 census was 2193. To support the purpose of the zone, multi-unit development is not anticipated with additional housing limited to the conversion of an existing dwelling into two dwellings and minor dwelling units. The zone is generally characterised by one to two storey high buildings consistent with a suburban built character. The zone does not incorporate Medium Density Residential Standards as it is not a relevant residential zone. We note that the less than 5000 population and the last sentence above are both highlighted in the Council’s H3 Residential - Single House Zone description. Under Objectives H3.2 (2) states that the development is in keeping with the neighbourhood’s existing or planned suburban build character and predominantly one to two storey buildings.

We understand that HD Project 2 Limited have asked to create a new precinct, Glenbrook 4 but we request that the council take into consideration that this new development is on the opposite side of the road to our current Kahawai Point development operating under the H3 Housing Zoning. When this proposal rezoning was first announced this association received many concerned comments from residents especially from nearby residents saying that they were not happy having to comply with strict H3 Single House Zoning and Covenants and possibly people on the other side of the McLarin Road may not be required to follow the same rules. Please note the strength of our community is our togetherness and being isolated with no police, fire protection, medical facilities, a few farm jobs, no current shops, no public transport or government facilities necessitates a reliance on each other for any help, hence community togetherness is extremely important.

Both Glenbrook Beach and Kahawai Point are situated at the end of an 8 kilometre single access road which can easily be blocked or destroyed by flooding, fallen trees and accidents and that would completely isolate our community and would require either helicopter or boat access to service our community.

It is our understanding also that Watercare has just signed an unconditional agreement to purchase 372 Glenbrook Beach Road Glenbrook for the purpose of building a new wastewater plant to service the wider areas of Waiuku, Glenbrook Beach, Clarks Beach, Waiau Pa and Kingseat. While the creation of these facilities will provide the necessary wastewater infrastructure needed for this part of the Franklin District this in itself will create additional traffic demand to service this facility and will further impact on the use of our limited access road for residents of Glenbrook Beach and Kahawai Point.

8.3

Further, with no public transport except for a school bus, every working adult needs vehicle transport and based on the 2018 census figures 57.6% of the Glenbrook area residents drive a private vehicle to work, 17.3% drive a company vehicle and 18.5% work from home. This puts a lot of pressure on parking spaces and we need the larger sections under H3 zoning for vehicle parking requirements. We don't want blocked streets in an emergency.

8.4

The district has experienced flooding in the area with many orchards on the edge of this development being badly flooded. This also caused road erosion and we are still dealing with multiple potholes in our one access road which Auckland Transport has recently completed some temporary repairs after the Auckland Storm.

It also works against the carbon emissions reduction plans as car usage is high and travel distances are long. The travel distance to the southern motorway Papakura on ramp from the centre of Kahawai Point is 33 kms so intensification does not help. As a community we appreciate the good planning the Auckland City Council has provided to date. Our local board representative is well respected for the work she has done in the area and we respectfully ask the council to take into account our community views regarding the proposed private plan change 91.

8.5

Robyn Deuchar
Chairperson
Glenbrook Beach Residents and Ratepayers Association

gbresidentsandratepayersass@gmail.com

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 91 - Emma Ford
Date: Thursday, 4 May 2023 5:16:03 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Emma Ford

Organisation name:

Agent's full name:

Email address: emma.let97@gmail.com

Contact phone number:

Postal address:
 4 Whareono Road
 Glenbrook Beach
 Auckland 2681

Submission details

This is a submission to:

Plan change number: Plan Change 91

Plan change name: PC 91 (Private): 80 McLarin Road, Glenbrook

My submission relates to

Rule or rules:
 Change of zoning to Mixed Housing Suburban Zone.

Property address: 80 McLarin Road

Map or maps:

Other provisions:

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

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

The reason for my or our views are:

Glenbrook Beach is a rural community with a single-access country road, no public transport, no shops or amenities and is unsuitable for a Mixed Housing Suburban Zone. | 9.1
 | 9.2

The current H3 Residential Single House Zoning applied to the remainder of the area is more appropriate for a small coastal community with the current infrastructure. | 9.3

Recent examples of infrastructure not coping with even the current capacity, let alone the increased intensity proposed, are the single burst water main and the massive roading pothole problem. Both of these instances currently have temporary fixes and would only be exacerbated by this proposal.

The environmentally conscious, open spaced, coastal community is what draws people to the area. Allowing a cramped, noisy, characterless area would be to the detriment of the community. | 9.4

I have no problem with 80 McLarin Road being developed, however, because of the stated reasons it must be to the same standard as the rest of the development as H3 Residential Single House Zoning and comply with the current local covenants to preserve the community.

9.5

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

Submission date: 4 May 2023

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 91 - Wendy Groom
Date: Thursday, 4 May 2023 10:16:08 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Wendy Groom
Organisation name:
Agent's full name:
Email address: wendymforbes@xtra.co.nz
Contact phone number:
Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 91
Plan change name: PC 91 (Private): 80 McLarin Road, Glenbrook

My submission relates to

Rule or rules:
Houses need to comply with our current guidelines. We have no public transport or retail of any type

10.1
10.2

Property address:
Map or maps:
Other provisions:

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

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

The reason for my or our views are:
We are a semi rural community with no amenities or public transport.

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

Submission date: 4 May 2023

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 91 - KIRI BULL
Date: Friday, 5 May 2023 11:15:38 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: KIRI BULL

Organisation name:

Agent's full name: KIRI BULL

Email address: ericandkiri@hotmail.com

Contact phone number:

Postal address:
 10 OTOHIKAWA AVE
 GLENBROOK
 AUCKLAND 2681

Submission details

This is a submission to:

Plan change number: Plan Change 91

Plan change name: PC 91 (Private): 80 McLarin Road, Glenbrook

My submission relates to

Rule or rules:

We do not support the Auckland Unitary Proposed Plan Change 91 (Private) at 80 McLarin Road. We request that the council retain the H3 Residential Single House Zoning which is the current zoning our area has been operating under.

Property address: 80 McLarin Road Glenbrook

Map or maps:

Other provisions:

We also want to include the covenants that are in place with the current developer.

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:

Any changes to our current zoning would be detrimental to the rural vision which made people settle here in the first place

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

Details of amendments: Being a small rural coastal settlement of less than 5000 people we need to maintain our current zoning of single housing one or two storeys

11.1

Submission date: 5 May 2023

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 91 - Olivia Jackson
Date: Sunday, 7 May 2023 11:15:51 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Olivia Jackson

Organisation name:

Agent's full name:

Email address: robotroses@proton.me

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 91

Plan change name: PC 91 (Private): 80 McLarin Road, Glenbrook

My submission relates to

Rule or rules:

Property address: 80 McLarin Road, Glenbrook

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:

HD Project 2 Limited proposes changing the Auckland Unitary Plan at 80 McLarin Road, Glenbrook and I live in a nearby property that is affected by the proposal.

Glenbrook Beach has been chosen by many for the rural vision/lifestyle. Changes to the current zoning detracts from that and is not in keeping with the area that surrounds it.	12.1
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------

Glenbrook Beach and Kahawai Point are a small rural community however the intensity of multi-storey or multi-occupancy properties are inappropriate for this area. Our preference is for 80 McLarin Road to be zoned H3 single housing one or two storey.	12.2 12.3
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------

There is no public transport in our area and parking is already an issue with insufficient space. We want to avoid the characterless, noisy, cramped, insecure environment that a mixed housing zoning could create. Our singular access road is in a poor condition and in a constant state of repair. The road needs a serious investment to support the increased private vehicle traffic along with heavy vehicle movements such as concrete trucks and trucks carrying heavy machinery or building	12.4 12.2 12.4
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------

supplies.

The local rural schools are mainly at capacity and we have no immediate access to emergency services. | 12.5

If 80 McLarin Road proceeds as a new housing development, then it must retain the vision for the area, as well as protect the current investments of the homeowners who have chosen this area and had covenants or restrictions placed on them for their builds. | 12.6

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

Details of amendments: Refer to previous comments.

Submission date: 7 May 2023

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 91 - Nadin Rathgeber
Date: Sunday, 7 May 2023 11:15:53 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Nadin Rathgeber
Organisation name:
Agent's full name: Nadin Rathgeber
Email address: nrathgeberhughes@gmail.com
Contact phone number: 027 222 3211
Postal address:
Auckland
Auckland 2681

Submission details

This is a submission to:

Plan change number: Plan Change 91
Plan change name: PC 91 (Private): 80 McLarin Road, Glenbrook

My submission relates to

Rule or rules:
Property address:
Map or maps:

Other provisions:

The plan to change this into a mixed housing suburban zone is wrong on all levels. This is a small coastal community that with the new subdivisions already in place and still to come is already under immense strain. There is NO infrastructure. There are NO jobs in this area. There is NO public transport. The stormwater is already not coping and areas are flooding. The waste water pipe will not be able to cope. There are NO facilities such as a playground, cafe, shop, doctor anything. Roads can't cope with current amount of traffic. Travel time to Auckland is 2 hours at peak times. YOU are not in your right mind to add more housing in this area. STOP!!~!!~!~
There is Paerata, Drury South, Park Green, Karaka, who in your mind is going to live here?????
Intensify the city and suburbs not the coastal areas where there is ZERO infrastructure. Convert Office buildings into apartments. STOP THIS NONsense.

13.1
13.2

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:
You are destroying this country!!!! STOP this.

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

Submission date: 7 May 2023

Attend a hearing

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

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

Declaration

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

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

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

Yes

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

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 91 - Grant Hewison
Date: Sunday, 7 May 2023 10:15:55 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Grant Hewison

Organisation name:

Agent's full name:

Email address: grant@granthewison.co.nz

Contact phone number: 021577869

Postal address:

grant@granthewison.co.nz

Auckland

Auckland 1011

Submission details

This is a submission to:

Plan change number: Plan Change 91

Plan change name: PC 91 (Private): 80 McLarin Road, Glenbrook

My submission relates to

Rule or rules:

The entire Plan Change

Property address: The entire Plan Change

Map or maps: The entire Plan Change

Other provisions:

The entire Plan Change

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:

My reasons for opposing the entire Plan Change are set out below.

Resource Management Amendment Act 2020

First, the Resource Management Amendment Act 2020 ('RMAA2020') has reintroduced specific consideration of climate change and these provisions had effect from 30 November 2022. I believe they apply to Plan Change (91).

In particular, the RMAA2020 provisions state that Councils must have regard to emissions reduction plans and national adaptation plans under the CCRA (as amended by the Climate Change Response (Zero Carbon) Amendment Act 2019) when making and amending regional policy statements, regional plans and district plans (sections 61, 66, 74 RMA).

61 Matters to be considered by regional council (policy statements)

... when preparing or changing a regional policy statement, the regional council shall have regard to —

(d) any emissions reduction plan made in accordance with section 5ZI of the Climate Change Response Act 2002; and

(e) any national adaptation plan made in accordance with section 5ZS of the Climate Change Response Act 2002.

66 Matters to be considered by regional council (plans)

... when preparing or changing a regional plan, the regional council shall have regard to—

(d) any emissions reduction plan made in accordance with section 5ZI of the Climate Change Response Act 2002; and

(e) any national adaptation plan made in accordance with section 5ZS of the Climate Change Response Act 2002.

74 Matters to be considered by territorial authority

... when preparing or changing a district plan, a territorial authority shall have regard to—

(d) any emissions reduction plan made in accordance with section 5ZI of the Climate Change Response Act 2002; and

(e) any national adaptation plan made in accordance with section 5ZS of the Climate Change Response Act 2002.

I note that an emissions reduction plan has been made in accordance with section 5ZI of the Climate Change Response Act 2002 - Te hau mārohi ki anamata: Towards a productive, sustainable and inclusive economy: Aotearoa New Zealand's First Emissions Reduction Plan (June 2022). In addition, a national adaptation plan has also been made in accordance with section 5ZS of the Climate Change Response Act 2002 – Urutau, ka taurikura: Kia tū pakari a Aotearoa i ngā huringa āhuarangi Adapt and thrive: Building a climate-resilient New Zealand Aotearoa New Zealand's First National Adaptation Plan (August 2022).

Plan Change (91) does not appear to have regard to either Te hau mārohi ki anamata: Towards a productive, sustainable and inclusive economy: Aotearoa New Zealand's First Emissions Reduction Plan (June 2022) nor Urutau, ka taurikura: Kia tū pakari a Aotearoa i ngā huringa āhuarangi Adapt and thrive: Building a climate-resilient New Zealand Aotearoa New Zealand's First National Adaptation Plan (August 2022).

Emissions Reduction and Plan Change (91)

As noted in Te hau mārohi ki anamata: Towards a productive, sustainable and inclusive economy: Aotearoa New Zealand's First Emissions Reduction Plan (June 2022):

“Well-functioning urban environments can reduce emissions and improve wellbeing Urban environments with a variety of mixed-use, medium- and high-density development that is connected to urban centres, as well as active and public transport routes, will help reduce greenhouse gas emissions. That is partly because they provide more options for people to travel between where we work, live, play and learn. Well-planned urban areas provide an opportunity to realise wider benefits too. They enable a greater supply and diversity of housing to be built at pace and scale, improving affordability. Good access to active and public transport routes that safely take people to workplaces and education centres can provide greater access to learning and job opportunities for households, improve public health and wellbeing and strengthen community cohesion.”

In terms of climate change, the potential adverse impacts of future development from Plan Change (91), mainly includes the use of additional private vehicles. Currently there are no public transport services at Glenbrook Beach, with the nearest existing bus stops to the subject site being located

14.1

over 8km away on Glenbrook Road, which is served by the route 395 between Papakura and Waiuku. Like any outer development proposed in Auckland, Plan Change (91) will result in an increase in Vehicle Kilometres Travelled ("Vkt") and greenhouse gas emissions because:

- residents will consider themselves residents of Auckland city, as a whole, and will make use of the amenities, services, retail, education, etc in a large segment of Auckland. There is no public transport or cycling network for these trips that will be easier than driving. They will therefore drive, if they can, or be chauffeured if they can't.

- the new residences will increase the Vkt of visitors too. This will include tradespeople, friends and visitors, community service providers, people maintaining council assets, couriers, and trucks delivering to retail outlets. This is a lost opportunity for emissions reductions. Instead of making shorter trips, trips by more sustainable travel modes or trips to more places per trip - as would happen if these new dwellings were added within the built environment via intensification, each of these people will have to make longer trips to visit this development, and will drive.

- Plan Change (91) fails the 'climate test' because Auckland cannot provide a low car lifestyle overall without residential development being built in proximity to the amenities of the city. Development must be within the existing built environment.

I cannot see Plan Change (91) suggesting anything other than an increase in Vkt and will undermine the direction towards a Quality Compact Urban Form. Plan Change (91) will have long term, substantial and difficult-to-reverse negative impacts on Auckland's greenhouse gas emissions.

14.2

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

Submission date: 7 May 2023

Attend a hearing

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

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

Declaration

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

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

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

No

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

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 91 - Ben Scott
Date: Monday, 8 May 2023 9:46:11 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Ben Scott

Organisation name:

Agent's full name: Ben Scott

Email address: ben.scott@hynds.co.nz

Contact phone number: 0275648172

Postal address:
26 Ronald Ave
Glenbrook Beach
Glenbrook
Waiuku
Glenbrook
Waiuku 2681

Submission details

This is a submission to:

Plan change number: Plan Change 91

Plan change name: PC 91 (Private): 80 McLarin Road, Glenbrook

My submission relates to

Rule or rules:

Property address: Ronald Ave

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 stormwater system on Ronald Ave is hopelessly inadequate, When the last Cyclone/ Large downpour happened the system over flowed and many houses were under water. Obviously this was a rear event, however any heavy rain the cesspits out front fill up very quickly and the water has no where to go, it struggles in normal rain events. . It needs a pump station or the like to mechanically transfer the water over to the beach? I am afraid of more captured water coming down from the subdivision further making this issue worse. I have pictures of the street under water etc and am happy to share, give me a bell if required. 0275 648 172.

I have no issue with housing going in.

Please look at the roads also, no public transport so we rely on our own vehicles.

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

Details of amendments: Thorough upgrade and effective stormwater plan. The floods highlighted where the water wanted to go. It made a channel over to the beach eventually. Make it easy for it to go there? And or upgrade the Retention/pumpstation tanks for it to accommodate.

15.2

Submission date: 8 May 2023

Attend a hearing

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

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

Declaration

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

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

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

Yes

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

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 91 - Catherine Thompson
Date: Tuesday, 9 May 2023 12:00:40 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Catherine Thompson
Organisation name:
Agent's full name: Catherine Thompson
Email address: cath.thompson2@hotmail.co.uk
Contact phone number:
Postal address:
1A First Ave
Glenbrook Beach
RD1 Waiuku 2681

Submission details

This is a submission to:

Plan change number: Plan Change 91
Plan change name: PC 91 (Private): 80 McLarin Road, Glenbrook

My submission relates to

Rule or rules:
Property address: 1A first Ave and 14D Mclarin Rd Glenbrook
Map or maps: 80 McLarin Rd
Other provisions:
intensive housing
Access Road
Stormwater provision
Up grade on water and sewage provisions

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

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

The reason for my or our views are:

- High density housing is not suited to the area it should be the same as single dwelling, one or two story high, per section as in the adjoining subdivision at Kahawai Point including the covenants that govern the area. Any new housing should be in line with the new subdivision as well as the older area. | 16.1
- Stormwater provision needs upgrading as high density housing will mean that the houses on the beach will again be over run with the amount of water coming off the new development. | 16.2
- The area at 80 McLarin Rd also even from your maps appear be subject to flooding, is this a good thing? The water will then wash down on the houses below on Ronald Ave. |
- The amenities, or lack of, is not conducive of more housing. No shops or schooling, It is a trip out to Glenbrook for any of these facilities. | 16.3

The only access road is not up to more traffic, and is seriously in need of upgrading and is not suitable for increased housing. As for saying there has been few accidents the place only had farms/orchards out here apart from the old established area at the actual beach and McLarin Rd. We have already had problems with getting fresh water to the area, stormwater and sewage appears at capacity. what happens with more intensive housing and increase of population.

16.4

16.5

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

Submission date: 9 May 2023

Attend a hearing

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

Declaration

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

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

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

Yes

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

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

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



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

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

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

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

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

Address for service of Submitter

Telephone:

Fax/Email:

Contact Person: (Name and designation, if applicable)

Scope of submission

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

Plan Change/Variation Number

PC 91

Plan Change/Variation Name

80 McLarin Road, Glenbrook

The specific provisions that my submission relates to are:

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

Plan provision(s)

Or

Property Address

Or

Map

Or

Other (specify)

Submission

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

I **support** the specific provisions identified above

I **oppose** the specific provisions identified above

I wish to have the provisions identified above amended Yes No

The reasons for my views are: _____

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation

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

Decline the proposed plan change / variation

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

I wish to be heard in support of my submission

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

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

I J Smith

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 Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

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

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

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

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

(a) adversely affects the environment; and

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

Submission Private Plan Change PC91 80 McLarin Road

I request that the council retain the H3 Residential Single House Zoning which is the current zoning our area has been operating under. I also ask that the Auckland City Council maintains the covenants existing in the Kahawai Point Development. I ask that the council consider the following.

17.1
17.2

- The Kahawai Point and Glenbrook Beach is a rural coastal community which had a population of just over 2000 residents based on the 2018 census. Under the proposed plan change 78 information sheet 4 it states that MDRS does not apply to small settlements of less than 5000 people and rural areas and coastal settlements.

- The Auckland City Council Planning people have done a very good job in understanding what constitutes a successful, healthy, safe, secure area that embraces and promotes the natural rural environment. With very little infrastructure in our area people living here need to rely on each other for support. The affordable home options available have been designed in a way that works with our current community housing typologies.

- I understand that developers want to build as many living spaces on the smallest amount of land, then walk away, leaving the local residents and council to deal with the aftermath. Please don't allow this in our community.

- Our community has no public transport. I understand that it would be uneconomical for Auckland Transport to service our small community, hence every person uses cars for all their activities.

17.3

- We also have no fire protection, so multi unit buildings need to be avoided. The nearest fire brigade is in Waiuku which is a volunteer brigade. Not ideal for any large fires. Also, with one easily blocked rural single access road into the community, there is no guarantee they will be able to get to fight a fire or help with flooding especially in an Auckland emergency.

17.4

- We currently have no shops, local police or medical centres in our community to support large developments.

- I understand that local schools are full, so consideration needs to be given to additional education facilities to support any additional housing.

- Any new housing development must maintain the vision for the area, as well as protect the current investments of the homeowners who have chosen this area above all others.

- Intensifying our housing in rural areas will not help Auckland City Council's carbon reduction plans and it will put added pressure on rural roading requirements.

17.5

- 80 McLarin Road, with its land sloping towards the Glenbrook Beach residents, is already contributing to potential flooding and adding more buildings is a future safety hazard. Glenbrook Beach Road is already flood-damaged with recent rainfall, with some houses already impacted.

17.6

I thank the Auckland City Council planners for their good work in the past and only request them to continue to provide a well planned safe Glenbrook Beach/Kahawai Point housing plan that enhances the special existing character of our community.

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

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



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

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

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Miss Ellen-May Meharry

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

Address for service of Submitter

76 McLarin Road, RD1, Glenbrook Beach, Waiuku, 2681

Telephone: Fax/Email:

Contact Person: (Name and designation, if applicable)

Scope of submission

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

Plan Change/Variation Number

Plan Change/Variation Name

The specific provisions that my submission relates to are:

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

Plan provision(s)

Or

Property Address

Or

Map

Or

Other (specify)

Submission

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

I **support** the specific provisions identified above

I **oppose** the specific provisions identified above

I wish to have the provisions identified above amended Yes No

The reasons for my views are:


Glenbrook Beach has always been a 'small' Rural Coastal Village and joined now by Kahawai Point, this community has increased, but has to date, still maintained its "Village' feeling. The designed intesity proposed with multi-unit dwellings makes this no longer a Rural Coastal 'Village'.

(continue on a separate sheet if necessary)

I seek the following decision by Council:

- Accept the proposed plan change / variation
- Accept the proposed plan change / variation with amendments as outlined below
- Decline the proposed plan change / variation
- If the proposed plan change / variation is not declined, then amend it as outlined below.

- I wish to be heard in support of my submission
- I do not wish to be heard in support of my submission
- If others make a similar submission, I will consider presenting a joint case with them at a hearing


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

05/12/2023
Date

Notes to person making submission:
 If you are making a submission to the Environmental Protection Authority, you should use Form 16B.
 Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.
 If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.
 I could /could not gain an advantage in trade competition through this submission.
 If you could gain an advantage in trade competition through this submission please complete the following:
 I am / am not directly affected by an effect of the subject matter of the submission that:
 (a) adversely affects the environment; and
 (b) does not relate to trade competition or the effects of trade competition.

- ✚ Any changes that are made to the current zoning would go against the “Rural Vision” of this settlement, which is what has drawn people to settle here in the first place.

- ✚ Any new housing development should, I feel, retain the current vision for this area and protect the investments of current homeowners, with the preference being that of Zone H3, single housing, one or two storey. High density mixed zoned housing can cause noisy, cramped and insecure environments, not to mention that they have no character. Re-zoning, I feel, would not give consideration to current homeowners and the investments we have made to live here prior to this development. | 18.1

- ✚ As being one of these home owners, I am concerned also about a lack of privacy or even the provision for privacy, especially for the properties having 3 storey houses built on their boundaries. | 18.2

- ✚ The increase of more housing will also increase the light contamination, again, what current residents moved here to get away from. | 18.2

- ✚ With higher volumes of houses comes a higher volume of vehicles. As you aware Glenbrook Beach Road is the only access into Glenbrook Beach/Kahawai Point and a high volume development as proposed for 80 McLarin would only put more pressure on this road. With the current weather issues we have recently experienced highlighting a degradation on this road, further intensity is only going to cause more issues. | 18.3

- ✚ There is no public transport to Glenbrook Beach/Kahawai Point due to its remoteness, which means more cars on the road. More cars on the road will mean that cars will be parked on the roads, which highlights an issue of roads being blocked and not accessible for Emergency Services. | 18.4

- ✚ There are no Emergency Services at Glenbrook Beach/Kahawai Point. The nearest Fire, Ambulance and Police are located in Waiuku. | 18.5

- ✚ The local schools for this area are already at capacity.

- ✚ What will happen to the local wildlife?
This area has always been a nesting area for Heron, not to mention many other species of bird including Tui, Kereu (Wood Pigeon) and King Fisher. With the development of Kahawai Point came the removal of a lot of trees and with them, these species. It is only now that we are starting to see them again as they are now nesting in many of the trees on 80 McLarin. | 18.6

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

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



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

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

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Mr Michael Wayne MacAulay

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

Address for service of Submitter

76 Mclarin Road, RD1 Glenbrook Beach, Waiuku 2681

Telephone: Fax/Email:

Contact Person: (Name and designation, if applicable)

Scope of submission

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

Plan Change/Variation Number

Plan Change/Variation Name

The specific provisions that my submission relates to are:

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

Plan provision(s)

Or

Property Address

Or

Map

Or

Other (specify)

Submission

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

I support the specific provisions identified above

I oppose the specific provisions identified above

I wish to have the provisions identified above amended Yes No

The reasons for my views are:

Glenbrook Beach - Kahawai Point are a small rural community which is not and has not been designed for the high intensity of multi-unit dwellings.

19.1

The development of 80 McLarin Rd, should adhere to the guidelines and covenants as require for Kahawai Point Development.

Please provide the current covenants that are in place for the proposed development for 80 McLarin Road, RD1 Glenbrook Beach, Waiuku 2681. Note Continued on seperate page...

19.2

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation

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

Decline the proposed plan change / variation

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

I wish to be heard in support of my submission

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

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


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

14 / 05 / 2023
Date

Notes to person making submission:

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

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

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

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

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

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

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

Continuation of: Reason for my views...

- Due to the location of Glenbrook Beach/Kahawai Point there is little to no public transport which will mean that the new development as per the current and pre-existing development will rely heavily on personal transport which in turn will increase greenhouse gases, meaning that the higher intensity of the dwelling the more pollution and an increase of the carbon footprint for the greater Auckland area. 19.3
- With high intensity housing and living next door to this development I have concerns regarding the lack of privacy, increase of noise and lighting contamination of the area in general but particularly at night. 19.1
- Changes to the current zoning would take away from the village style and rural vision to which allot of people moved to this area to have and enjoy. 19.1
- I want to avoid a cramped, insecure, noisy and characterless outlook and environment that will be created by re-zoning to mixed housing.
- There is currently no local or immediate access to Fire and Emergency services such as Fire, Ambulance or Police and should high intensity dwellings be permitted and a fire break out the prospect of spread is extremely high with little to no possibility to quickly bring this under control. 19.4
- With recent weather events I have noticed that 80 McLarin Rd is susceptible to flooding and these weather events have become more frequent in recent years and are expected to continue if not worsen in the future. 19.5
- I believe that the new housing development should retain the area vision of beachside community and consider the current homeowners like myself plus the investment(s) I have made to live in my chosen area. 19.1
- There is only one road in/out for this community and the higher the intensity of the housing the higher the parking requirements and obstructions of roads due to parking requirements. 19.6
- There will be a higher impact on the road, plus a higher possibility of accidents due to the increased number of vehicles. There will be faster degradation of the road and with the recent storm events then this can be and has been blocked due to flooding and fallen trees.
- My preference since the current and included expansions to the Glenbrook Beach subdivisions have less than 5000 people, that the area be zoned to H3 allowing single dwelling of one or two story that will promote a safe, secure area that embraces the current and natural environment. 19.7
- What will happen to the trees currently at 80 McLarin Rd as these create a significant wind shelter for the existing houses in the area. 19.8
- I hold concerns for the local wildlife such as the nesting Herons, King Fisher, Tui, Pheasants and other wildlife that reside in the land area designated as 80 McLarin Road. 19.9
- As the local schools are at capacity and there is currently one bus operating this raises concerns for safety as well as ability to address schooling for the increasing population. 19.1

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

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



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

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

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

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

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

Address for service of Submitter

Telephone:

Fax/Email:

Contact Person: (Name and designation, if applicable)

Scope of submission

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

Plan Change/Variation Number

PC 91

Plan Change/Variation Name

80 McLarin Road, Glenbrook

The specific provisions that my submission relates to are:

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

Plan provision(s)

Or

Property Address

Or

Map

Or

Other (specify)

Submission

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

I **support** the specific provisions identified above

I **oppose** the specific provisions identified above

I wish to have the provisions identified above amended Yes No

The reasons for my views are: _____

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation

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

Decline the proposed plan change / variation

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

I wish to be heard in support of my submission

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

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

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

Date

Notes to person making submission:

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

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

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

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

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

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

(a) adversely affects the environment; and

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

PC91 80 McLarin Road, Glenbrook.

Submission by Dianne Bradford.

I oppose the specific provisions – The reasons for my views are:

- I believe that any changes to the current zoning will negatively impact the rural aspect and vision of the area which is the reason that my family moved here. | 20.1
- There are current guidelines regarding building and developments that the entire community at Kahawai Point has had to adhere to and I would like to see that the development at 80 McLarin Road adheres to these same guidelines. | 20.2
- I would like to see that the new development at 80 McLarin Road abides by the existing covenants. | 20.2
- I would prefer 80 McLarin Road to be zoned H3 single housing of one or two levels. | 20.3
- I am concerned that mixed housing will open the site up for a cramped and noisy environment, which goes against the vision of the community of Glenbrook Beach and Kahawai Point. | 20.1
- I am concerned for the environment and the existing trees and I would like to know what will happen to them. | 20.4
- There is no existing infrastructure to support multi-unit dwellings and mixed housing. There are no grocery stores or public transport. | 20.5
- There is only one access road to Glenbrook Beach and Kahawai Point and I am concerned about the safety for drivers and pedestrians due to cars lining Glenbrook Beach Road due to inadequate parking spaces and garaging at 80 McLarin Road. | 20.5
- 80 McLarin Road is a corner section that aligns with Glenbrook Beach Road. There are no walking paths along Glenbrook Beach Road.
- There is a school pick up and drop off point opposite the proposed development site and excessive cars raises concerns regarding child safety.
- We have one access road – Glenbrook Beach Road – extensive development will negatively impact the access. | 20.5
- 80 McLarin Road, Glenbrook, looks to be susceptible to flooding. | 20.6
- There is no immediate access to emergency services. | 20.7

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 91 - Terry Yorke
Date: Saturday, 13 May 2023 3:15:43 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Terry Yorke

Organisation name:

Agent's full name:

Email address: twyorke@gmail.com

Contact phone number:

Postal address:
149 McLarin Road,
Glenbrook Beach
Waiuku 2681

Submission details

This is a submission to:

Plan change number: Plan Change 91

Plan change name: PC 91 (Private): 80 McLarin Road, Glenbrook

My submission relates to

Rule or rules:
Rezoning to Mixed Housing Suburban zone from future urban

Property address:

Map or maps:

Other provisions:

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

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

The reason for my or our views are:
I believe that this development should follow the same rules as the current development at Kahawai Point, ie H3 single house one or two story.

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

Details of amendments: I request that the council retain the current H3 Residential Single House Zoning already in place at Kahawai Point Development.

Submission date: 13 May 2023

Attend a hearing

21.1

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 91 - Wibke Yorke
Date: Saturday, 13 May 2023 4:00:47 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Wibke Yorke

Organisation name:

Agent's full name: Wibke Yorke

Email address: twyorke@gmail.com

Contact phone number:

Postal address:
twyorke@gmail.com
RD1
Waiuku 2681

Submission details

This is a submission to:

Plan change number: Plan Change 91

Plan change name: PC 91 (Private): 80 McLarin Road, Glenbrook

My submission relates to

Rule or rules:
Re-zoning of 80 McLarin Road from Future Urban to Residential Mixed Housing Suburban Zone.

Property address:

Map or maps:

Other provisions:

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

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

The reason for my or our views are:

I am a neighbour and longterm resident in Glenbrook Beach which is a small rural community any changes in the zoning to Residential Mixed Housing Suburban would be detrimental to the rural small town feel of our community. Due to the remoteness and lack of infrastructure in Glenbrook Beach high intensity housing will also put further pressure on our small community. My preference would be for 80 McLarin Road to be zoned H3 single housing one or two storey which is in line with the neighbouring development at Kahawai Point.

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

Details of amendments: Change the zoning from Future Urban to H3 single housing one or two storey.

22.1

Submission date: 13 May 2023

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 91 - Aaron and Elizabeth Yorke
Date: Saturday, 13 May 2023 5:15:43 pm
Attachments: [Identified property.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Aaron and Elizabeth Yorke

Organisation name:

Agent's full name:

Email address: akoyorke@gmail.com

Contact phone number: 0272810204

Postal address:
140 McLarin Rd
Glenbrook Beach
Auckland 2681

Submission details

This is a submission to:

Plan change number: Plan Change 91

Plan change name: PC 91 (Private): 80 McLarin Road, Glenbrook

My submission relates to

Rule or rules:

We oppose the extent of PC91 in terms of the exclusion of 140 McLarin Road (Lot 1 DP 204733: NA132C/122 being 0.3082ha)

Property address: 140 McLarin Rd, Glenbrook Beach

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:

History

- We are 4th generation residents of Glenbrook Beach and live/own 140 McLarin Road.
- 140 McLarin Road was originally part of 80 McLarin Rd Property.
- The house and section 3082m2 was subdivided from balance block to become 140 McLarin Rd by the previous owner.
- 80 McLarin Rd was historically used by then owner for dairy operation and still is to this day.
- The property has been zoned for residential growth for a number of years going back to the former Franklin District Plan and potentially the Franklin County District Scheme and it was understood that this would provide for village growth needs into the future.
- Zoned Future Urban Zone under the Auckland Unitary Plan, The properties 80 McLarin and 140 McLarin was sought to be a Special Housing Area in conjunction with the Kahawai Point

development.

- A change to zoning to urban was sought under the SHA process, supported/encouraged by Auckland Council but was not agreed to by the hearing panel at the time. (Kahawai Point were successful with the zone change).
- 80 McLarin Rd property sold to current owner.
- Harrison Grierson requested feedback from us regarding the rezoning. Feedback provided on some but not all issues raised by us were provided. Our main request was to include us in the rezone plan. After contacting Harrison Grierson, Phillip Comer responded in writing with the following to this point.

Preliminary Structure Plan

"You are quite correct that your property backs on to 80 McLarin Road and this was evident from the start. At project-start, we did encourage that our client engage with immediate neighbours to gauge sentiment and whether or not other landowners of land in the Future Urban zone would want to rezone their land too. For whatever reason, but certainly beyond, HG control, this does not appear to have happened. I note what you say about the Kahawai Point consultation process but that process sought to rezone a huge area of rural zoned land for residential activities including affordable housing under the Special Housing Area legislation, and whilst the AUP(OP) was still not operative. The process had to be belt and braces as a result and consultation levels reflected this. The proposed PPC concerns 8ha of Future Urban zoned land that has already been identified for urban development and we have consulted with the community on this basis and within the Covid constraints that have applied. The PPC will be publicly notified in due course and you (and others) will have the opportunity to review all of the information submitted with the PPC request and to make a submission. One such submission could be to request that your land be included in the rezoning process and that would enable you to promote this outcome through the process. We are at a very early stage in the overall statutory process for the PPC and pre-lodgement is about consultation and post-lodgement is about assessment, analysis, and response. You will have the opportunity to have your say"

Property location circled in attached map

1. Include 140 McLarin Rd in the plan change

The proposed development will border onto two of our boundaries (Northern and Western). We have been involved in the past with future urban zone decisions for the site and surrounds going back to the Franklin District/County and the plan change for Kahawai Point as our family farm borders this development so are aware of the complexity and requirements.

23.1

As our property was originally nominated for inclusion in the SHA as advised above with the proposed development land which was fully supported by the Auckland Council.

We request that our property at 140 McLarin Road is included in the same zone change, if successful, as 80 McLarin Rd.

Cookie cutting our property from the development rezoning is not a sound resource management response.

The size (3082m²) of 140 McLarin Rd means that under the future urban zone it is not able to be used for a range of general rural activities and it is therefore better suited for residential development. A better resource management response would be to include it in the current plan change process as the result is that we would have no reasonable use for the property going forward. An ongoing future urban zone is not practical given the ability to build on the property is restricted under the zone due to required setbacks from boundaries. No additional dwelling (main or minor) is allowed on the site due to the section size. It should also be noted that ours is of only two occupied habitable sites in the future zone with the other on beach road with all boundaries not affected by proposed zone change.

Our other concern is that if the property is not considered through this plan change process, then it may never happen. We understand it would simply be unaffordable for us to promulgate our on private plan change request for the property. A process we are told costs 100s of thousands of dollars and a cost that would outweigh any benefit gained through development on such a small site. Should the balance of the future urban zoned land (Clelland block) be proposed for rezoning in the future, we may well miss out again and the site would sit as an anomaly hang over of 3082m² of future urban zoned land surrounded by residential zoning.

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

requested

Details of amendments: Include 140 McLarin Rd (3082m2) into the same zone change as 80 McLarin Rd Glenbrook Beach

Submission date: 13 May 2023

Supporting documents
Identified property.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?
Yes

Declaration

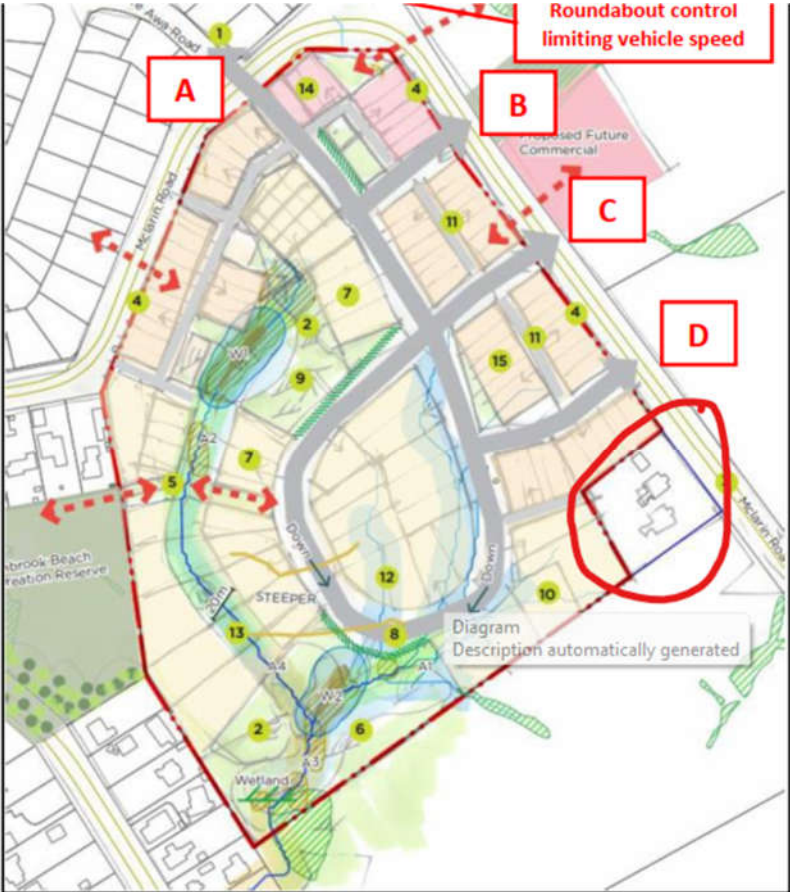
Could you gain an advantage in trade competition through this submission? No

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

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

Yes

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



From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 91 - Equal Justice Project
Date: Saturday, 13 May 2023 10:00:36 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Equal Justice Project

Organisation name: Equal Justice Project

Agent's full name: Dr Grant Hewison

Email address: grant@granthewison.co.nz

Contact phone number: 021577869

Postal address:

grant@granthewison.co.nz

Auckland

Auckland 1011

Submission details

This is a submission to:

Plan change number: Plan Change 91

Plan change name: PC 91 (Private): 80 McLarin Road, Glenbrook

My submission relates to

Rule or rules:

The entire plan change

Property address: This private plan change seeks to rezone approximately 7.897 hectares of land at 80 McLarin Road, Glenbrook.

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:

Submission on PC 91 (Private): 80 McLarin Road, Glenbrook

Equal Justice Project

Introduction

1. The Equal Justice Project ('EJP') is a non-partisan pro bono charitable entity (CC54347) that utilises law students' legal training and knowledge to advocate for change, including the promotion of effective climate action in Auckland.

2. The EJP welcomes the opportunity to make submissions on Plan Change 91 (Private): 80 McLarin Road, Glenbrook.

3. By way of introduction, following the release of the third Intergovernmental Panel on Climate Change (IPCC) on 4 April 2022, the UN Secretary-General said that:

“We are on a fast track to climate disaster. Major cities under water. Unprecedented heatwaves. Terrifying storms. Widespread water shortages. The extinction of a million species of plants and animals. This is not fiction or exaggeration. It is what science tells us will result from our current energy policies. We are on a pathway to global warming of more than double the 1.5°C limit agreed on in Paris. Some Government and business leaders are saying one thing but doing another. Simply put, they are lying. And the results will be catastrophic. This is a climate emergency.”

4. At COP27 on 8 November 2022, the UN Secretary-General followed this extraordinary statement above by then saying that: “We are on a highway to climate hell with our foot on the accelerator.”

5. The New Zealand Parliament declared a climate change emergency in December 2020. Similar declarations have been made in many other jurisdictions. Parliament’s declaration includes recognition of: “the devastating impact that volatile and extreme weather will have on New Zealand and the wellbeing of New Zealanders, on our primary industries, water availability, and public health, through flooding, sea-level rise, and wildfire damage.” Parliament’s emergency declaration stated that “climate change is one of the greatest challenges of our time” and that “New Zealand has committed to taking urgent action on greenhouse gas mitigation and climate change adaptation.” Included in the declaration is a commitment to implement the policies required to meet the targets in the Climate Change Response (Zero Carbon) Amendment Act 2019, and to increase support for striving towards 100 percent renewable electricity generation, low carbon energy, and transport systems.

6. In its Report New Directions for Resource Management in New Zealand (June 2020), the Resource Management Review Panel devoted an entire chapter to climate change and natural hazards. At the outset of Chapter 6 on climate change and natural hazards, the Review Panel observed:

“Climate change is often described as the defining issue of our time. Limiting global warming to 1.5 degrees Celsius above pre-industrial levels will require rapid, far-reaching and unprecedented changes in all aspects of society. We are already experiencing the effects of climate change, including through flooding and coastal erosion that threaten our essential infrastructure and the safety of whole communities. We need to respond with urgency.”

7. These Submissions are being made following the disastrous climate change induced floods and slips that have wreaked havoc across the upper North Island in early 2023. The Prime Minister Chris Hipkins acknowledged that a cause of these floods and slips is climate change. If ever there was a ‘wake-up call’ to turn the words of the New Zealand Parliament’s declaration of a climate change emergency into action, this has to be it.

Submissions

Private Plan Change (91) seeks to rezone approximately 7.897 hectares of land at 80 McLarin Road, Glenbrook. Specifically, this plan change aims to: - Rezone the site from Future Urban zone to Residential – Mixed Housing Suburban zone; - Create a new precinct, the Glenbrook 4 Precinct, aiming to guide future subdivision and development in the plan change area; and - Extend the Stormwater Management Area Flow 1 control over the entire plan change area.

Our submission relates to the entire Plan Change.

The EJP opposes the entire Plan Change.

The decision the EJP seeks from the Council is to decline Plan Change (91).

Reasons for opposing the entire Plan Change

Our reasons for opposing the entire Plan Change are set out below.

Resource Management Amendment Act 2020

First, the Resource Management Amendment Act 2020 ('RMAA2020') has reintroduced specific consideration of climate change and these provisions had effect from 30 November 2022. We believe they apply to Plan Change (91).

In particular, the RMAA2020 provisions state that Councils must have regard to emissions reduction plans and national adaptation plans under the CCRA (as amended by the Climate Change Response (Zero Carbon) Amendment Act 2019) when making and amending regional policy statements, regional plans and district plans (sections 61, 66, 74 RMA).

61 Matters to be considered by regional council (policy statements)

... when preparing or changing a regional policy statement, the regional council shall have regard to—

- (d) any emissions reduction plan made in accordance with section 5ZI of the Climate Change Response Act 2002; and
- (e) any national adaptation plan made in accordance with section 5ZS of the Climate Change Response Act 2002.

66 Matters to be considered by regional council (plans)

... when preparing or changing a regional plan, the regional council shall have regard to—

- (d) any emissions reduction plan made in accordance with section 5ZI of the Climate Change Response Act 2002; and
- (e) any national adaptation plan made in accordance with section 5ZS of the Climate Change Response Act 2002.

74 Matters to be considered by territorial authority

... when preparing or changing a district plan, a territorial authority shall have regard to—

- (d) any emissions reduction plan made in accordance with section 5ZI of the Climate Change Response Act 2002; and
- (e) any national adaptation plan made in accordance with section 5ZS of the Climate Change Response Act 2002.

We note that an emissions reduction plan has been made in accordance with section 5ZI of the Climate Change Response Act 2002 - Te hau mārohi ki anamata: Towards a productive, sustainable and inclusive economy: Aotearoa New Zealand's First Emissions Reduction Plan (June 2022). In addition, a national adaptation plan has also been made in accordance with section 5ZS of the Climate Change Response Act 2002 – Urutau, ka taurikura: Kia tū pakari a Aotearoa i ngā huringa āhuarangi Adapt and thrive: Building a climate-resilient New Zealand Aotearoa New Zealand's First National Adaptation Plan (August 2022).

Plan Change (91) does not appear to have regard to either Te hau mārohi ki anamata: Towards a productive, sustainable and inclusive economy: Aotearoa New Zealand's First Emissions Reduction Plan (June 2022) nor Urutau, ka taurikura: Kia tū pakari a Aotearoa i ngā huringa āhuarangi Adapt and thrive: Building a climate-resilient New Zealand Aotearoa New Zealand's First National Adaptation Plan (August 2022).

Emissions Reduction and Plan Change (91)

As noted in Te hau mārohi ki anamata: Towards a productive, sustainable and inclusive economy: Aotearoa New Zealand's First Emissions Reduction Plan (June 2022):

"Well-functioning urban environments can reduce emissions and improve wellbeing Urban environments with a variety of mixed-use, medium- and high-density development that is connected to urban centres, as well as active and public transport routes, will help reduce greenhouse gas emissions. That is partly because they provide more options for people to travel between where we

work, live, play and learn. Well-planned urban areas provide an opportunity to realise wider benefits too. They enable a greater supply and diversity of housing to be built at pace and scale, improving affordability. Good access to active and public transport routes that safely take people to workplaces and education centres can provide greater access to learning and job opportunities for households, improve public health and wellbeing and strengthen community cohesion.”

In terms of climate change, the potential adverse impacts of future development from Plan Change (91), mainly includes the use of additional private vehicles. Currently there are no public transport services at Glenbrook Beach, with the nearest existing bus stops to the subject site being located over 8km away on Glenbrook Road, which is served by the route 395 between Papakura and Waiuku. Like any outer development proposed in Auckland, Plan Change (91) will result in an increase in Vehicle Kilometres Travelled (“Vkt”) and greenhouse gas emissions because:

- residents will consider themselves residents of Auckland city, as a whole, and will make use of the amenities, services, retail, education, etc in a large segment of Auckland. There is no public transport or cycling network for these trips that will be easier than driving. They will therefore drive, if they can, or be chauffeured if they can't.

- the new residences will increase the Vkt of visitors too. This will include tradespeople, friends and visitors, community service providers, people maintaining council assets, couriers, and trucks delivering to retail outlets. This is a lost opportunity for emissions reductions. Instead of making shorter trips, trips by more sustainable travel modes or trips to more places per trip - as would happen if these new dwellings were added within the built environment via intensification, each of these people will have to make longer trips to visit this development, and will drive.

- Plan Change (91) fails the 'climate test' because Auckland cannot provide a low car lifestyle overall without residential development being built in proximity to the amenities of the city. Development must be within the existing built environment.

We cannot see Plan Change (91) suggesting anything other than an increase in Vkt and will undermine the direction towards a Quality Compact Urban Form. Plan Change (91) will have long term, substantial and difficult-to-reverse negative impacts on Auckland's greenhouse gas emissions.

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

Submission date: 13 May 2023

Attend a hearing

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

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

Declaration

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

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

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

No

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

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 91 - Mair Gibbs and Brendan Zhang-Liao
Date: Monday, 15 May 2023 2:00:49 pm
Attachments: [Equal Justice Project Submission on PC 91_20230515132723.511.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Mair Gibbs and Brendan Zhang-Liao

Organisation name: Equal Justice Project

Agent's full name:

Email address: mgib818@aucklanduni.ac.nz

Contact phone number: 02041083715

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 91

Plan change name: PC 91 (Private): 80 McLarin Road, Glenbrook

My submission relates to

Rule or rules:

Property address:

Map or maps:

Other provisions:

The plan change has no specific provision addressing the climate change impact of outer Auckland development, the brief mention of walking and cycling in attachment E is insufficient and out of touch with the realities of modern transport needs.

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:

Plan Change (91) fails to take into account, and address, the climate change impact of the development.

24.1

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

Submission date: 15 May 2023

Supporting documents

Equal Justice Project Submission on PC 91_20230515132723.511.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?
Yes

Declaration

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

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

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

No

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

Submission on PC 91 (Private): 80 McLarin Road Glenbrook Equal Justice Project

Introduction:

1. The Equal Justice Project ('EJP') is a non-partisan pro bono charitable entity (CC54347) that utilises law students' legal training and knowledge to advocate for change, including the promotion of effective climate action in Auckland.
2. The EJP welcomes the opportunity to make submissions on Plan Change 91 (Private) Glenbrook.
3. The EJP recognises the potentially dire effects of climate change and advocates for the immediate implementation of mitigatory measures. The urgency of the need for affirmative climate protection, namely an active reduction in greenhouse gas emissions, cannot be understated; "we are on a highway to climate hell with our foot on the accelerator".¹
4. The New Zealand Parliament declared a climate change emergency in December 2020. Similar declarations have been made in many other jurisdictions. Parliament's declaration includes recognition of: "the devastating impact that volatile and extreme weather will have on New Zealand and the wellbeing of New Zealanders, on our primary industries, water availability, and public health, through flooding, sea-level rise, and wildfire damage." Parliament's emergency declaration stated that "climate change is one of the greatest challenges of our time" and that "New Zealand has committed to taking urgent action on greenhouse gas mitigation and climate change adaptation." Included in the declaration is a commitment to implement the policies required to meet the targets in the Climate Change Response (Zero Carbon) Amendment Act 2019, and to increase support for striving towards 100 percent renewable electricity generation, low carbon energy, and transport systems.²
5. In its Report *New Directions for Resource Management in New Zealand* (June 2020), the Resource Management Review Panel devoted an entire chapter to climate change and natural hazards. At the outset of Chapter 6 on climate change and natural hazards, the Review Panel observed:³

"Climate change is often described as the defining issue of our time. Limiting global warming to 1.5 degrees Celsius above pre-industrial levels will require rapid, far-reaching, and unprecedented changes in all aspects of society. We are already experiencing the effects of climate change, including through flooding and coastal erosion that threaten our essential infrastructure and the safety of whole communities. We need to respond with urgency."

6. The devastating effects of climate change are already being felt across New Zealand. Auckland and the Upper North Island have been devastated by floods in 2023, Prime

¹ COP27 on 8 November 2022, the UN Secretary-General

² https://www.parliament.nz/en/pb/hansard-debates/rhr/combined/HansDeb_20201202_20201202_08

³ Report of the Resource Management Review Panel, *New Directions for Resource Management in New Zealand* (June 2020), page 164.

Minister Chris Hipkins acknowledged that climate change was/is causally linked to this extreme weather.⁴ The destruction of houses and crops and the crippling of communication lines and power systems illustrates not only the present nature of climate change, but the subpar response to this recent extreme weather phenomena indicates that we are entirely unprepared to face this core challenge of our generation.

Submissions

Private Plan Change (91) seeks to rezone approximately 7.897 hectares of land at 80 McLarin Road, Glenbrook. Specifically, this plan change endeavours to:

- Rezone the site from Future Urban zone to Residential – Mixed Housing Suburban zone.
- Create a new precinct, the Glenbrook 4 Precinct, aiming to guide future subdivision and development in the plan change area.
- Extend the Stormwater Management Area Flow 1 control over the entire plan change area.

Our submission relates to the entire Plan Change.

The EJP opposes the entire Plan Change.

The decision the EJP seeks from the Council is to decline Plan Change (91).

Reasons for opposing the entire Plan Change:

In light of the recognised pressing threat of climate change outlined above, the Resource Management Amendment Act 2020 (herein referred to as the RMAA2020) established specific climate change considerations, these provisions have been legally effective since the 30th of November 2022.⁵ As per the RMAA2020, Councils must have regard to the emissions reduction plans and national adaptation plans under the Climate Change Response Act in respect of making and amending regional policy statements, regional plans and district plans. These relevant statutory provisions are as follows:

61 Matters to be considered by regional council (policy statements)

... when preparing or changing a regional policy statement, the regional council shall have regard to—

(d) any emissions reduction plan made in accordance with section 5ZI of the Climate Change Response Act 2002; and

⁴ <https://www.youtube.com/watch?v=NScyur2wgIc>

⁵ Resource Management Amendment Act 2020 Commencement Order 2021.

(e) any national adaptation plan made in accordance with section 5ZS of the Climate Change Response Act 2002.

66 Matters to be considered by regional council (plans)

... when preparing or changing a regional plan, the regional council shall have regard to—

(d) any emissions reduction plan made in accordance with section 5ZI of the Climate Change Response Act 2002; and

(e) any national adaptation plan made in accordance with section 5ZS of the Climate Change Response Act 2002.

74 Matters to be considered by territorial authority

... when preparing or changing a district plan, a territorial authority shall have regard to—

(d) any emissions reduction plan made in accordance with section 5ZI of the Climate Change Response Act 2002; and

(e) any national adaptation plan made in accordance with section 5ZS of the Climate Change Response Act 2002.

The proposed Plan Change (91) does not have regard to New Zealand’s current emission reduction plan (*Te hau mārohi ki anamata: Towards a productive, sustainable and inclusive economy: Aotearoa New Zealand’s First Emissions Reduction Plan*, June 2022), nor does it align with the existing climate change adaptation plan (*Urutau, ka taurikura: Kia tū pakari a Aotearoa i ngā huringa āhuarangi Adapt and thrive: Building a climate-resilient New Zealand Aotearoa New Zealand’s First National Adaptation Plan*, August 2022).

As per the June 2022 Emissions Reduction Plan, creating cohesive communities with functional and effective public transport options is central to reducing private vehicle use and by extent reducing the emissions resulting from transport. The location of 80 McLarin Road Glenbrook is not conducive to this goal of sustainable transport, the closest bus stop at present is on Irwin Road, a three and a half hour walk from the site. The Plan Change (91) explicitly states within page 6 of ‘traffic matters’ that there is no existing plans for a bus route nor any ‘confirmed triggers to determine when a public bus service would be introduced’. In order for a public transportation to effectively serve the relevant community it is must be integral at all points of the developmental process—crucially at the point of site selection. Making a vague commitment to potentially add a bus stop location at some point within the developmental process is grossly inadequate.

Although making a literal determination of the level of increased gas emissions is not possible, it can be readily anticipated that an ongoing reliance on private vehicles will negatively impact

the councils goals to reduce Vehicle Kilometres Travelled and greenhouse gas emissions.⁶ Beyond this particularly problematic lack of any realistically available public transport options, like any proposed outer development in Auckland Vehicle Kilometres Travelled and subsequently greenhouse gas emissions will inevitably increase because:

- Residents will be required to journey into Auckland city to access essential products and services as these developments are not self-sufficient, they are not built around pre-existing amenities.
- In addition to residents being required to travel via car for basic necessities of life, services such as tradespeople, postal/courier services etc. will frequently be required to drive to and from the development, further increasing the Vehicle Kilometres Travelled as a direct result of the development. The extent of this stretching of the physical distance between the core Auckland population and the cities central services hub is radically increased by outer developments. The speed of the population increase as a result of the lack of incremental expansion does not allow for service providers to exist on an internal basis within the community—forcing a high degree of outsourcing and subsequently increased Vehicle Kilometres Travelled.
- Plan Change (91) fails the ‘climate test’ because Auckland cannot provide a low car lifestyle overall without residential development being built in proximity to the amenities of the city. Development must be within the existing built environment.

Attachment E of the plan lists ‘Enhanced neighbourhood accessibility, connectivity, and walkability’ and ‘Promote walking and cycling as local means of transport’ amongst the ‘opportunities’ provided by the site. This advocating for the inarguably climate friendly transportation methods of ‘walking and cycling’ is out of touch with the real transport related issues facing outer Auckland developments. Walking and cycling are only realistically appropriate options for highly localised transport needs, this fails to acknowledge the isolated nature of the site from the majority of work and study opportunities. The unrealistic nature of walking and cycling as methods of transport that align with the communities needs in conjunction with the lack of existing public transport system/s—and the apparent lack of intention to effectively create such a system—illustrates that allowing the proposed plan change to take effect is fundamentally at odds with the Councils responsibility to mitigate the effects of climate change.

In line with this failure of Plan Change (91) to respect and conform to societal climate change obligations, the Equal Justice Project actively opposes Plan Change (91) in its entirety and urges the Council to decline the proposal. .

24.1

⁶ Agenda, *Komiti mō te Whakarite Mahere, te Taiao, me ngā Papa Rēhia / Planning, Environment and Parks Committee* (8 December 2022), page 54.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 91 - Owen Yorke
Date: Sunday, 14 May 2023 8:30:51 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Owen Yorke

Organisation name:

Agent's full name: Aaron Yorke

Email address: owenbarb147@gmail.com

Contact phone number: 0210447490

Postal address:
147 McLarin Rd
Glenbrook Beach
Auckland 2681

Submission details

This is a submission to:

Plan change number: Plan Change 91

Plan change name: PC 91 (Private): 80 McLarin Road, Glenbrook

My submission relates to

Rule or rules:

- Rezoning of the site from Future Urban zone to Residential – Mixed Housing Suburban zone.
- Create a new precinct, the Glenbrook 4 Precinct, aiming to guide future subdivision and development in the plan change area

Property address: 147 and 184 McLarin Rd, Glenbrook Beach

Map or maps:

Other provisions:

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

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

The reason for my or our views are:

I currently lease the Future Urban Zone which is rural to the south (Clelland Land) of the proposed development and have done so for many years. The land is used for Dairy Farming operations such as but not limited to

- Producing Hay and Silage
- Animal Grazing
- Feed Cropping

The property works in conjunction with the main farm in the production of dairy (milk) and the breeding and raising of stock for replacement stock, meat works and for sale. We believe that rezoning to 80 McLarin Rd to high density will lead to conflict between the farm operation and high density urban zoning. Our concerns are as follows

- Resident complaints to farming practices –

- o Noise (Machinery and animal)
- o Odours (Stock and fertilisers)
- o Use of chemicals / fertiliser on the property
- o Dust

- Trespassing of urban people and pets onto the rural land. There are issues around Health and Safety of trespasses should this happen. Obviously pets such as dogs that can harass stock causing injury or death to animals has been experienced in other like situations where urban meets rural operations.
- Increased wind blown litter from the urban zone and the environmental impact on the farm water ways and stock if ingested by the animals.
- The planting of plants by residents bordering the rural zone that could be hazardous (poisons) to farming animals

There are agreements backed by covenants etc between us and the Kahawai point development, who's boundary runs along our main farm boundary, agreements and measures can be made that control and limit the above impacts of urban on rural operations.

Some option for consideration regarding the boundary between urban and the future urban rural zones –

- Urban residents agree to and have a non complaints clause (Kahawai Point)
- Urban boundary set backs (Kahawai point - No non residential buildings within 6m of boundary)
- Planting along urban boundary (Kahawai Point - 3m of planting)
- Boundary fencing that is stock friendly and in conjunction with setbacks and planting works for the urban dweller (As per Kahawai Point Boundary)
- Caveats for urban residents that limit the use and planting on rural boundaries (As per Kahawai Point)

25.1

We do not believe that the housing density that has been applied for will tie in well with the old beach village and the newer but smaller single house kahawai point properties we see. We believe that high density detached, duplex and terraced housing will not suit the area being a beach / rural environment. We would not support a development that is not reflective of the rural coastal settlement character of the area. The density proposed is more in keeping with urban/suburban parts of Auckland.

25.2

I would not support multi-level dwellings as we believe this will constrict our current view from parts of our property situated at 147 McLarin Rd of the land and sea that we enjoy. Street and urban lighting will create light pollution that is not present with the current rural setting.

We believe that the development will have a detrimental effect on our local amenities and the way of life that we enjoy and have done so for many years.

Should the rezone be approved then we are extremely concerned that due to the close proximity to the development our property will be affected immensely by machinery noise, machinery vibration, dust pollution (current water is supplied through onsite tank water collected via rain off the roof), flooding due to poor stormwater control, sediment runoff and build rubbish. Some of the above has been experienced with the development of the neighbouring Kahawai Point development.

25.2

Traffic and Roothing

The position of our property will be affected by additional traffic noise, pollution (road run off), congestion and safety. Issues have and are already being experienced with the current increase of traffic that Kahawai Point has brought to the rural roads and although promised of road upgrades (funded through development contributions?), the overall quality of the road in and out of the beach has worsened considerably and got more dangerous for motorists, bikers, cyclists, and pedestrians. Adding more traffic to a road designed as a rural road will exacerbate the problems. We know of others that have had to invest in a new driveway layout to address the already increased traffic numbers from the current development and increased road usage that it brings. We believe that it is only a matter of time before someone becomes seriously hurt or killed due to the poor state and design of the local roads. Couple this with more people using the rural roads for walking, running, and biking with no footpaths or cycle lanes on a large amount of McLarin Road we believe it is a disaster waiting to happen. The necessary traffic/pedestrian related infrastructure upgrades have not kept up with the effects of growth in the area and we have no confidence that this would improve under the plan change proposal.

25.3

The zone change and development will only worsen the above and what now needs to be considered regarding the roads is the effect that the proposed water treatment plant construction traffic and staff will have on a road that is already failing due to increased use. The heavy vehicle impacts have not been addressed and the road serving Glenbrook Beach (noting that there is no

alternative) is in a degraded state.

Local amenities such as the boat ramp and beach parking are currently not able to cope with the growing demand and although upgrades and new options such as the Kahawai Point marine centre have been spoken about but no development has progressed and our understanding is that the plan for this has been squashed by the council.

25.4

Our local ramp is not able to manage the parking demand and is in of dire need of money spent to increase parking and the safety of this facility and others. Two years ago we had to fight back on a Council proposal to designate boat trailer parks for freedom camping use. There appears little overarching planning for what is a peninsular based coastal settlement with an historic character changing to reflect the SHA but a character that would be compromised by the density proposed. This is not an urban or suburban area where public amenities abound nor should they for a coastal settlement.

We believe that the current emergency services cannot adequately service the existing population to provide protection / service to people and property with a real fear that should the one road in become impassable then there is a real possibility that life and or property will be lost. Has a consultation with the emergency services and local education providers taken place? It is vital that these core local providers are able to manage the proposed population increase should rezoning be given and development be completed.

We struggle to understand the logic around rezoning an area to the proposed density when the area.

- Has no access or support facilities to public transport such as buses, trains and ferries.
- Has only one road in and out to the area. Once cut off no emergency services or other services such as telecommunications and power personal can access.
- Has roads that are designed for rural use not urban traffic.
- Are a considerable distance away from first responders such as fire, medical and police.
- Have no local retail outlets.
- Have run down and struggling facilities such as beach access and parking, boating access and parking, community gathering places, footpaths, and cycle ways.
- Limited infrastructure such as water, stormwater, and sewer. Only this year the community lost water supply due to a broken pipe across Taihiki River. We then saw multiple water trucks using rural road and adding to its woeful and dangerous state.
- Where this density is enabled in other parts of Auckland it is logical and supported by the necessary infrastructure, funded by developers and ratepayers.

25.5

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

Details of amendments: Refer to "The reason for my views are"

Submission date: 14 May 2023

Attend a hearing

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

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

Declaration

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

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

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

Yes

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

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 91 (Private): 80 McLarin Road, Glenbrook
FROM: Watercare Services Limited
ADDRESS FOR SERVICE: Mark.Iszard@water.co.nz
DATE: 15 May 2023

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 1.7 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 HD Project 2 Limited (“**Applicant**”) to the Auckland Unitary Plan (Operative in Part) that was publicly notified on 14 April 2023 (“**Plan Change**”).

The Applicant proposes to rezone approximately 7.897 hectares of land at 80 McLarin Road, Glenbrook from Future Urban zone to Residential – Mixed Housing Suburban zone.

The purpose of this submission is to address the technical feasibility of the proposed water and wastewater servicing 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 proposed Glenbrook 4 Precinct provisions for water supply and wastewater; and
- (b) the effects of the Plan Change on Watercare's existing and planned water and wastewater network.

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 from the existing Watercare network subject to potential local storage upgrades.
- (c) Wastewater can be serviced, provided that subdivision and development is avoided prior to the commissioning of the new bulk wastewater scheme that will service the communities of Waiuku, Glenbrook Beach, Clarks Beach and Kingseat.
- (d) The proposed precinct provisions are appropriate insofar as they relate to the coordination of subdivision and development with the delivery of public bulk wastewater infrastructure.
- (e) The matters raised by Watercare in this submission must be addressed to ensure any adverse effects of the Proposal on Watercare's existing wastewater infrastructure network will be appropriately managed.

2.3. Water and Wastewater Servicing for the Plan Change Area

2.3.1. Water supply servicing for the Plan Change Area

The bulk Patumahoe watermain links Glenbrook to the wider Auckland Regional municipal water supply. The Patumahoe watermain has capacity to service the existing community as well as the development envisaged in the Future Urban zoned land. Watercare agrees that

² National Policy Statement on Urban Development 2020, subpart 1, 3.2 to 3.4.

there are no constraints to subdivision and development of the subject site from a bulk water supply perspective.

26.2

Funding of the local water supply infrastructure necessary to service the Plan Change area is at the cost of the Applicant. All water infrastructure will be required to comply with Watercare's Code of Practice for Land Development and Subdivision. Watercare will continue to work with the Applicant to confirm the final design for the water supply network. The Applicant will need to work with Watercare in advance of lodging resource consents for subdivision to confirm the requirement for any local storage upgrades. Final design of the proposed water supply network can be confirmed at resource consent stage.

2.3.2. Wastewater

Watercare agrees with the applicant's assessment that there is no available capacity in the wastewater network for development of the subject site. The Southwest Wastewater Servicing scheme is required to be operational before any new development on the subject site can be connected to the Watercare network.

Watercare strongly supports precinct provisions that seek to avoid subdivision and development prior to the commissioning of the Southwest Wastewater Servicing scheme. Funding of the local wastewater infrastructure necessary to service the Plan Change area is at the cost of the Applicant. All wastewater infrastructure, including local reticulation and pump station design, will be required to comply with Watercare's Code of Practice for Land Development and Subdivision. Final design of the proposed wastewater network can be confirmed at resource consent stage.

26.1

2.3 DECISION SOUGHT

In relation to the proposal's water supply solution, Watercare considers there are no reasons to decline the Plan Change.

On the basis that there is no capacity in the existing bulk wastewater network to service the development, Watercare have some concerns for wastewater servicing. Watercare considers that these concerns can be appropriately mitigated by the inclusion of precinct provisions that seek to avoid any development ahead of the Southwest Wastewater Servicing scheme becoming operational.

HEARING

Watercare wishes to be heard in support of its submission.

15 May 2023

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.nz

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 91 - Anton Tyers
Date: Monday, 15 May 2023 12:30:29 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Anton Tyers
Organisation name:
Agent's full name: Anton Tyers
Email address: anton.tyers@hotmail.com
Contact phone number:
Postal address:
53 Tahuna Minhinnick Drive
Glenbrook
Auckland 2681

Submission details

This is a submission to:

Plan change number: Plan Change 91
Plan change name: PC 91 (Private): 80 McLarin Road, Glenbrook

My submission relates to

Rule or rules:

Property address:

Map or maps:

Other provisions:

Concerns that the intensive nature of the change will affect the local communities safety and value.

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 new development at 80 McLarin Road needs to follow the current guidelines we have all been required to meet in our current house builds. This would mean the developer needing to agree of the covenants which are in place for the Kahawai Point Subdivison.

27.1

- Any changes to our current zoning would be detrimental to the rural vision which made people settle here in the first place.

27.2

- We want an environmentally conscious, safe secure area that embraces and promotes its natural environment. This was the original vision of the area and has created a special place which deserves to be preserved.

- My preference is for 80 McLarin Road to be zoned H3 single housing one or two storey.

27.3

- there is likely to be a lack of privacy and a lack of provision for privacy which can be of concern to the community living below this development. | 27.4
- Glenbrook Beach and Kahawai Point are a small rural community that are not designed for the intensity of multi- unit dwellings. |
- We have no local businesses or shopping centres. | 27.5
- There is a school bus operating a pickup, drop-off service within very close proximity to the proposed development site which causes concerns about issues of child safety. |
- Our local rural schools are mainly at capacity. | 27.5
- We have no local fire protection which would be needed for rescue in multi -unit dwellings. |
- We have no immediate access to emergency services. |
- Any new housing development must maintain the vision for the area, as well as protect the current investments of the homeowners who have chosen this area above all others. | 27.1
- Due to the remoteness of the Glenbrook Beach and Kahawai Point and its lack of public transport, people are heavily reliant on personal transport for all their needs and activities. Intensifying our housing stock will not help Auckland City Council’s carbon reduction plans. | 27.6
- We only have one access road which can be blocked by parked cars, fallen trees, flooding or accidents. Any intensive development will put added pressure on our access road. |

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

Submission date: 15 May 2023

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 91 - Shane Bradford
Date: Monday, 15 May 2023 12:45:28 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Shane Bradford

Organisation name:

Agent's full name:

Email address: shanespdk8@gmail.com

Contact phone number:

Postal address:
11 Otohikawa Ave
Glenbrook
Auckland 2681

Submission details

This is a submission to:

Plan change number: Plan Change 91

Plan change name: PC 91 (Private): 80 McLarin Road, Glenbrook

My submission relates to

Rule or rules:

Property address: 80 McLarin Road, Glenbrook

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:

80 McLarin Road is susceptible to flooding and there is no immediate access to emergency services. | 28.1

The site is a corner that coincides with Glenbrook Beach Road. A rural and busy road as it is the only access road to both Glenbrook Beach and Kawahai Point. I am concerned that a multi-unit dwelling will cause cars to overflow the development and park on Glenbrook Beach Road endangering both drivers and pedestrians. | 28.2

There are no walking paths on Glenbrook Beach Road or at 80 McLarin Road. |

I prefer 80 McLarin Road to be zoned as H3 single housing of one or two levels. | 28.3

There is no public transport, and no grocery stores or dairies. | 28.4

I'm concerned that a multi-unit complex will degrade the beautiful green rural vision of the community, which is the reason that I moved to the area.

28.5

All developments within the Kahawai Point development have had to adhere to the imposed covenants and the building guidelines. I believe it is only fair and just that the development of 80 McLaren Road also has to adhere to these same covenants and guidelines.

28.6

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

Submission date: 15 May 2023

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 91 - Vincent Asia
Date: Monday, 15 May 2023 2:15:27 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Vincent Asia

Organisation name:

Agent's full name:

Email address: vincent.asia@hotmail.com

Contact phone number: 0224983691

Postal address:
3 Whareono Road
Glenbrook Beach
Auckland 2681

Submission details

This is a submission to:

Plan change number: Plan Change 91

Plan change name: PC 91 (Private): 80 McLarin Road, Glenbrook

My submission relates to

Rule or rules:
Roads

Property address: 80 Glenbrook Road

Map or maps:

Other provisions:

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

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

The reason for my or our views are:
Road closures

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

Details of amendments: Decline plan change

Submission date: 15 May 2023

30.1

Attend a hearing

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

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

Declaration

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

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

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

Yes

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

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 91 - Suli Palu
Date: Monday, 15 May 2023 2:30:31 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Suli Palu

Organisation name:

Agent's full name: Suli Palu

Email address: Tika.palu@me.com

Contact phone number:

Postal address:
 46 Tahuna Minhinnick Drive
 Glenbrook
 Auckland 2681

Submission details

This is a submission to:

Plan change number: Plan Change 91

Plan change name: PC 91 (Private): 80 McLarin Road, Glenbrook

My submission relates to

Rule or rules:

Property address: 80 McLarin Road Glenbrook 2681

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:

No public transportation to this small community and as such requires all residents to use a private or commercial motor vehicle. This has the potential to have 1 to 2 vehicles per house which requires off street parking to prevent on street parking and the related congestion. | 31.1

There is currently no retail or medical facilities in the area so all residents need to travel to either Waiuku (15 minute drive) or Pukekohe (25 minute drive) if they require any services. | 31.2

With one road in / one road out and no through traffic this does not make for a strong business case for any retail option to become profitable as it will be totally reliant on the local community for their income.

We understand the local primary school is already at capacity with one school bus for the Glenbrook School to and from Glenbrook Beach and 1 bus service for the closest high school Waiuku College.

Our preference is for the area to have no more than H3 Zoning as applied for Glenbrook Precinct 3 - Kahawai Point which is restricted to H3 housing 1 or 2 storey single dwelling. Please ensure any covenant has guidelines similar to Kahawai Point so that the rural and coastal feel of the area is | 31.3

maintained.

Our observations are that 80 McLarin Road and the adjoining farmland on the westerly side of McLarin Road is very susceptible to flooding. This is already impacting on the residents of Ronald Ave who regularly experience flooding from water runoff from this land.

31.4

We are a small rural coastal area and wish to maintain this. We believe any approved increase in density would significantly change this community and environment.

31.5

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

Submission date: 15 May 2023

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 91 - Kyle Cunningham
Date: Monday, 15 May 2023 2:45:29 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Kyle Cunningham

Organisation name:

Agent's full name:

Email address: kylec.film@gmail.com

Contact phone number:

Postal address:

2681

Glenbrook

Waiuku 2681

Submission details

This is a submission to:

Plan change number: Plan Change 91

Plan change name: PC 91 (Private): 80 McLarin Road, Glenbrook

My submission relates to

Rule or rules:

Property address: 27 tahuna minhinnick

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:

Insufficient industry tire for a drastic increase in population density

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

Submission date: 15 May 2023

32.1

Attend a hearing

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

Declaration

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

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

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

Yes

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

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 91 - Emma Cuming
Date: Monday, 15 May 2023 3:45:36 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Emma Cuming

Organisation name:

Agent's full name:

Email address: clumsyemz@hotmail.com

Contact phone number:

Postal address:
2681

Glenbrook 2681

Submission details

This is a submission to:

Plan change number: Plan Change 91

Plan change name: PC 91 (Private): 80 McLarin Road, Glenbrook

My submission relates to

Rule or rules:

Property address: 80 McClarin rd

Map or maps:

Other provisions:

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

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

The reason for my or our views are:

This is a rural area and we love the quiet living. Putting in massive fall buildings will disrupt the feel of the area.

33.1

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

Submission date: 15 May 2023

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 91 - Victoria Lee McAnulty
Date: Monday, 15 May 2023 4:45:28 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Victoria Lee McAnulty

Organisation name: Tui Kaihu Trust

Agent's full name: Victoria Lee McAnulty

Email address: victoriamcanulty@gmail.com

Contact phone number: 0212803837

Postal address:
victoriamcanulty@gmail.com

2120

Submission details

This is a submission to:

Plan change number: Plan Change 91

Plan change name: PC 91 (Private): 80 McLarin Road, Glenbrook

My submission relates to

Rule or rules:
Proposed Plan Change 91

Property address: 80 McLarin Road Glenbrook

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:

Glenbrook Beach originated as a few coastal baches on farmland, growing to support the Steel Mill labour need, then developing as a relaxed rural/coastal community. Our community has more than doubled in the last five years, with the development of Kahawai Point, adding families, home-businesses, vehicles and other infrastructure pressure on a poorly serviced rural location.

34.1

The single road into Glenbrook Beach and Kahawai Point is poorly surfaced & regularly requires remedial works; has areas of poor visibility, sharp corners and lacks safe passing or shoulder opportunities.

There is no local commercial centre, public transport or other facility to support further increased scale of township, further impacting road use as locals travel to neighbouring Waiuku and Pukekohe for supplies.

34.2

The coastline is susceptible to coastal inundation, more recently severe flooding and with recent extreme weather events risks being cut off from other communities without ability to self-sustain. The existing Watercare infrastructure has repeatedly proven this cannot service the current

34.1

township. Future improvements are several years away and in the early stages of community consultation.

On-going civil works in the Kahawai Point development have stripped natural contours, native plantings and impacted coastal birdlife. This further development, the frustration of additional vehicles on an already impacted road, and the mass scale of construction will all detrimentally impact the aesthetic and experience of coastal living.

34.4

Children enjoy the freedom of a small coastal community, playing at the beach and zipping between properties in a community small enough to not only consider, but know their neighbours and ensure we are a family first community. There are no safe play areas for children away from the proposed excessive traffic increase.

34.2

Local opportunities for childcare, schooling, other education, work and activity are non-existent, with all locals requiring access to those services, travelling outside the community to do so, each in private vehicles where there is no Public Transport offering.

Further, there are no Public Transport Connections, Park and Ride services or other shared travel solutions in place, increasing road users on an aged road service with several high-risk crash sites. The single entry/egress point to Glenbrook Beach and Kahawai Point more recently services a community of 5000+/-, with regular pothole and other issues ensuring safe travel. The road has several bends and blind-spots with inadequate signage or travel restrictions ensuring the safety of drivers and pedestrians.

34.1

Several streets within the community are without way-finding signage, footpaths, reasonable car parking allowances or general consideration of high-traffic conditions.

Fire, Ambulance and police services are managed out of Pukekohe and Waiuku, or farther afield subject to availability. Increasing community capacity away from a main centre or central location further impacts often volunteer rural services.

34.3

The development vision lacks sustainability: in proposed community integration, scale, transportation, lack of immediate infrastructure and material accessibility.

Watercare proposes major future road works impacting the single road entry for a period of 18months, with staged obstructions for the duration. The scale of this proposed plan change would exacerbate volume of road users, increase travel risk through failing roads and scale of road use, and generate frustrations in a community recovering from the effects of intensification over such a short period.

Kahawai Point has proven that development guidelines and covenants fail. Proposing this plan change at the current starting point risks the land, community, environment and culture of Glenbrook Beach.

Further intensification of this coastal community risks our natural environment, rural and coastal lifestyles, food production and shared resources of water, energy, data etc,: the latter regularly interrupted through supply issues impacting the current users.

34.4

**Further development at Glenbrook Beach has an opportunity to promote sustainability, through passive design, appropriate materials, scale, transport, connections and community. This proposed plan change does not adequately consider the integration or impact of effects in a unique and sensitive coastal environment, or within the rural community.

34.4

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

Submission date: 15 May 2023

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 91 - Mark Olson
Date: Monday, 15 May 2023 5:15:30 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Mark Olson
Organisation name:
Agent's full name: Mark Olson
Email address: markdebraolson@gmail.com
Contact phone number:
Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 91
Plan change name: PC 91 (Private): 80 McLarin Road, Glenbrook

My submission relates to

Rule or rules:
Rezoning from Future Urban zone to Residential.

Property address: 80 McLarin 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:

- 1/ Why should there be a zoning change for this address when the rest of the Glenbrook Beach / Kahawai Point was developed under a different zoning. If they want to developed this address it should be under the same zoning as the rest of the current development. | 35.1
- 2/ Even with a new stormwater system for the area there will still be flooding in the Ronald Ave, High rainfall, high tides, westerly winds and low atmosheric pressure has in the past resulted in Ronald Ave being part of the harbour. | 35.2
- 3/ There is no infrastructure such as public transport to support high density housing. And if everyone was honest there will never be any.
- 4 /It will have a negative affect on the surrounding land values.
- 5/ From my observations todays high density housing areas become tomorrows slums with all the associated problems that come with that,

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

Submission date: 15 May 2023

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 91 - Matthew Kerwin
Date: Monday, 15 May 2023 8:45:26 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Matthew Kerwin

Organisation name:

Agent's full name: Matthew Kerwin

Email address: ranga132213@gmail.com

Contact phone number:

Postal address:
ranga132213@gmail.com
Auckland
Auckland 2681

Submission details

This is a submission to:

Plan change number: Plan Change 91

Plan change name: PC 91 (Private): 80 McLarin Road, Glenbrook

My submission relates to

Rule or rules:

Property address: 91 mclarin 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:

I dont believe that our area is capable of handling the high volume of traffic and movement that the housing development will bring

36.1

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

Submission date: 15 May 2023

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.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 91 - Vanshika Sudhakar
Date: Monday, 15 May 2023 11:15:27 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Vanshika Sudhakar

Organisation name:

Agent's full name:

Email address: vanshika-s@hotmail.com

Contact phone number:

Postal address:
 23 Opouatu Avenue
 Kahawai Point
 Auckland

Submission details

This is a submission to:

Plan change number: Plan Change 91

Plan change name: PC 91 (Private): 80 McLarin Road, Glenbrook

My submission relates to

Rule or rules:

Property address: 80 McLarin Road

Map or maps:

Other provisions:

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

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

The reason for my or our views are:

As a young family, my husband and I purchased our first home in Glenbrook for a number of reasons. It allowed us to purchase a home in a rural setting, which was affordable and with a reasonable amount of land when compared to other upcoming developments in Auckland. Glenbrook also came with the charm of being a smaller, more secluded development.

Our concerns are that due to the proposed changes in the plans, the development will lose this charm. It will lose the idyllic setting which has was originally created by Kahawai Point

37.1

Further, our concerns are also in relation to the lack of infrastructure currently in place to support the growing development. There is currently only one way in and out of Kahawai Point, there is no access to the area by way of public transport, and there are no stores to assist with making the area self sufficient. With a busier area, will come a higher demand for more robust infrastructure. However, the issue facing Auckland right now seems to be poor future planning. For example, South Auckland is struggling to keep up with the booming number of developments in relation to

37.2

roading and ease of accessibility. It is our concern, that notwithstanding on a smaller scale, a busier development will face similar issues without adequate future planning ahead of any major changes.

For these reasons, we ask that the plan is declined until the area sufficiently future proofed.

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

Submission date: 15 May 2023

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.

From: [sarah.fisher](#)
To: [Unitary Plan](#)
Subject: Submission on plan change 91 private 80 Mclarin road, Glenbrook
Date: Monday, 15 May 2023 11:59:54 am

Re: submission by Sarah Fisher 32 a Ronald ave, Glenbrook Beach on plan change 91 (private) 80 Mclarin road, Glenbrook

I have some questions regarding the proposed changes at [80 McLarin Road](#) and have attached some photos of my present back yard that backs onto the field western side for supporting evidence.

38.1

Wetlands – Riparian planting

Prattle Delamore Partners in Sept 2022 response to Bryce Powell Senior Planner from Harrison Grierson Ltd:

Recommend wetlands to be 20 metres wide and that it is not at the councils cost to plant. On page 2 they discuss cycleways and pedestrian walkways to be excluded from the riparian planting area.

As you can see from my photos attached and taken today (15th May) – I have major flooding issues from the water run off from the farm.

Since living here 2012 I have not found a suitable solution to my issue and I am unclear from all of the literature I have read for this change in proposal whether the area on my fence line (Lot 71) is considered as wetlands or not.

I have no understanding on whether there will be riparian planting or indeed how far back from my fence line would be the first house be built in this new Mixed Housing zone being proposed. I appreciate this will be up to building consent finally but I have concerns already that I need to have better drainage on my section and I have been waiting to find out what the proposed changes are so I can work alongside the planners and developers to work out what type of fence / irrigation I can do on my side of the section. At the moment I have resulted to digging a trench since all the bad weather.

If the council is not responsible for the cost of the riparian planting – how do I as a house owner hold the developers accountable?

To manage the risk of the cycleways and pedestrian walkways from sinking – it would be a good idea to not have them attached to the riparian planting area.

Stormwater and potential flooding

Bryce and Powell in their amended report Oct 2022, page 8 mentions storm water is suitably managed by applying water sensitive principles “offline” of water courses and wetlands.

What does this actually mean?

I am very keen to work alongside the planners and ecologists to get a win win situation for all. I need to have a dry section and reduce the water flow under my house. With the changing weather in the last two years I have not seen the pond forming on the fence line get dry. This is why I want you all to be aware that this area certainly is a wetland area. I have tried to drain the water via a trench to the neighbours fence but you can see that this is not draining away and has

had no benefit. I really concerned with more housing will there be an increased risk of flooding for myself and my neighbours on Ronald ave? Is keeping my fenceline as wetlands the answer?

Building date start estimate

There is no discussion about proposed building start time or a potential time frame for building consent etc.

I know that the sewage plant is being considered for 2026 and whether this fits in with this timeframe? A rough estimate would be good to know for us residents.

Fast broadband

There has been no mention of whether these new properties will receive fast internet fibre like the Kaiwahi point did – if this is the case I would like to advocate on behalf of Ronald Ave neighbours that we should be offered the fast fibre internet as well – as it would not be that difficult to channel this through to us via our back yards. A lot of us still rely on a copper wire connection or via VDSL. Can I propose this is something that is discussed and put forward.

Type of housing and descriptions of type of housing

If there is to be an estimate of 100 houses in position and there are a lot of wetlands areas and streams: one can only assume that there will be housing that is more than 2 storey high in places? Can you confirm that the houses will not be more than two storey high please.

I am pleased to hear that there will not be social housing which is one of my concerns; but again it is not a nice feeling knowing that each side of my house now will have housing and that potentially at the side of the house I socialise on re: my east but in this document it is discussed as the MHS western side – there may be three level houses looking at me and my family.

It would have been really helpful to have a description between Mixed housing / Single housing and Special Housing – I really do not know what the definition is of all three of these terms and I could not see a definition in the documents.

Mixed housing does sound colourful and has raised some concerns amongst the neighbours what this means. But I feel rest assured that because of poor infrastructure at Glenbrook Beach with transport, shops etc; we can assume that the housing will be private residential and not social housing or half way houses etc.

Thanks for taking time to read this. Looking forward to hearing back from you.

Sarah Fisher
32 a Ronald ave, Glenbrook beach
0212976148

Get [Outlook for iOS](#)





Continuou







15 May 2023

Plans and Places
Auckland Council
Private Bag 92300
Auckland 1142

Attn: Planning Technician

Email: unitaryplan@aucklandcouncil.govt.nz

**SUBMISSION ON PROPOSED PRIVATE PLAN CHANGE 91: 80 MCLARIN ROAD,
GLENBROOK**

Please find attached Auckland Transport's submission on Proposed Private Plan Change 91 to the Auckland Unitary Plan (Operative in Part).

Should you have any queries in relation to this submission, please contact Jason Ashby (Senior Planner, Land Use Policy/Planning) Jason.Ashby@at.govt.nz.

Yours sincerely

Jason Ashby
Senior Planner, Land Use Policy and Planning



cc.
Bryce Powell (Harrison Grierson) B.Powell@harrisingrierson.com

Encl: Auckland Transport's submission on Proposed Plan Change 91: 80 McLarin Road, Glenbrook

**FORM 5 - SUBMISSION ON NOTIFIED PROPOSAL FOR PRIVATE PLAN CHANGE 91:
80 MCLARIN ROAD, GLENBROOK UNDER CLAUSE 6 OF SCHEDULE 1, RESOURCE
MANAGEMENT ACT 1991**

To: Auckland Council
Private Bag 92300
Auckland 1142

Submission on: This private plan change seeks to rezone approximately 7.897 hectares of land at 80 McLarin Road from Future Urban zone to Residential – Mixed Housing Suburban zone. The proposed Private Plan Change also seeks to introduce the Glenbrook 4 Precinct, aiming to guide future subdivision and development in the plan change area and to extend the Stormwater Management Area Flow 1 control over the entire plan change area.

From: Auckland Transport
Private Bag 92250
Auckland 1142

1. Introduction

- 1.1 HD Project 2 Limited (the 'applicant') has lodged a Private Plan Change 91 ('PPC 91' or 'the Plan Change') to the Auckland Unitary Plan: Operative in Part ('AUP(OP)'). The Plan Change seeks to rezone approximately 7.897 hectares of land in Glenbrook Beach at 80 McLarin Road from Future Urban zone to Residential – Mixed Housing Suburban zone. The proposed Plan Change also seeks to introduce the Glenbrook 4 Precinct applying to the rezoned land.
- 1.2 The Plan Change seeks to apply the Stormwater Management Area – Flow 1 (SMAF1) overlay to 80 McLarin Road and "apply new precinct provisions that modify the standard MHS zone provisions to reflect site characteristics and context and to achieve site development outcomes on this basis". The precinct includes provisions that relate to transport and refers to the provision of approximately 100 residential units.
- 1.3 Auckland Transport is a Council-Controlled Organisation (CCO) of Auckland Council and a Road Controlling Authority with 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:
- a. The planning and funding of public transport;
 - b. Promoting alternative modes of transport (i.e. alternatives to the private motor vehicle);
 - c. Operating the roading network; and
 - d. Developing and enhancing the local road, public transport, walking and cycling networks for the Auckland region

1.4 Auckland Transport could not gain an advantage in trade competition through this submission.

2. Strategic context

2.1 The key overarching considerations and matters of interest 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 will be in new greenfield developments, satellite towns, and rural and coastal towns.

2.3 The transport outcomes identified in the Auckland Plan to enable growth include 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.

Managing Auckland-wide growth and rezoning

2.4 The high-level spatial pattern of future regional development is represented in the Auckland Plan and by the Future Urban zone in the AUP(OP). The Auckland Plan and the AUP(OP) identify Glenbrook Beach as a rural settlement surrounded by rural production land. The AUP(OP) identifies the Plan Change site as zoned Future Urban, including additional land to its immediate southeast.

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

2.5 The Future Urban Land Supply Strategy 2017 ('FULSS') provides guidance on the sequencing and timing of future urban land identified in the Auckland Plan. 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, to support development capacity to ideally be provided in a coordinated and cost-efficient way via the release of 'development ready' land.

2.6 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. In this case, the Plan Change site is zoned Future Urban and is identified in the FULSS to be 'development ready' between 2023 and 2027. Land is considered development ready once the following four steps are complete:

- Future urban zoned land identified in the Unitary Plan;
- Structure planning completed;
- Land rezoned for urban uses; and
- Bulk infrastructure provided.

2.7 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 requires applicants to mitigate the transport effects associated with their development
- Whether the Plan Change provisions ensure the transport infrastructure needed to service their development is delivered in time to support the development enabled by the plan change.

2.8 Auckland Transport seeks to ensure that any change in land use is aligned with a robust consideration of transport network requirements with an implementation plan that will ensure such network demands will be met. Simply put, Auckland Transport is concerned that suitable precinct provisions are secured that are robustly drafted to ensure that applicants will be required to mitigate the transport effects associated with their development and to provide the transport infrastructure needed to service their development at the appropriate stage of the development.

2.9 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 (Updated May 2022) which are quoted below (with emphasis in bold):

'Objective 3: Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:

- (a) the area is in or near a centre zone or other area with many employment opportunities
- (b) **the area is well-serviced by existing or planned public transport**
- (c) there is high demand for housing or for business land in the area, relative to other areas within the urban environment.'

'Objective 6: Local authority decisions on urban development that affect urban environments are:

- (a) **integrated with infrastructure planning and funding decisions;** and
- (b) strategic over the medium term and long term; and
- (c) responsive, particularly in relation to proposals that would supply significant development capacity.'

2.10 The Regional Policy Statement ('RPS') objectives and policies in the AUP(OP) place similar emphasis on the efficient provision of infrastructure and on the integration of land use and development with infrastructure, including transport infrastructure. Refer, for instance, to Objectives B2.2.1(1)(c) and (5) and B3.3.1(1)(b), and Policies B3.3.2(5)(a) (e.g. Policy B3.3.2(5)(a) is to: *'Improve the integration of land use and transport by... ensuring transport infrastructure is planned, funded and staged to integrate with urban growth'*).

- 2.11 The RPS contains objectives and policies relating to rural and coastal towns¹ and villages. Objective B2.6.1(2) seeks that there is adequate infrastructure. Policy B2.6.2(1)(b) and (g) requires expansion of existing rural and coastal towns and villages to be undertaken in a manner that incorporates adequate provision for infrastructure and provides access to the town or village through a range of transport options including walking and cycling. Policy B2.6.2(3) enables significant expansions of existing rural and coastal towns and villages through the structure planning and Plan Change processes.

Assessment and identification of potential adverse transport effects and mitigation

- 2.12 The National Planning Policy Statement on Urban Development (NPS-UD) has a key focus in objective (1) which seeks to ensure that New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural well-being, and their health and safety, now and into the future.
- 2.13 Policies (1)(c), (1)(e), and (1)(f) of the NPS UD have relevance to the Plan Change area, given the need to ensure New Zealand has well-functioning urban environments. This policy provides direction that planning decisions contribute to well-functioning urban environments which are urban environments that, as a minimum:
- (c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport;
 - (e) support reductions in greenhouse gas emissions; and
 - (f) are resilient to the likely current and future effects of climate change.
- 2.14 Auckland Transport is of the view that the Plan Change does not fully demonstrate consistency with NPS-UD Objectives 1 and 3 or Policy 1 due the remoteness of Glenbrook Beach. No Public Transport services serve Glenbrook Beach (the nearest bus stop is over 8km away) and there are no plans or funding identified to provide services in the future (nor is there likely to be). This is compounded by the distance between Glenbrook Beach and key attractors such as employment locations which will result in a residential development that will be reliant on the private vehicle as the transport mode, as identified within the applicant's own ITA.
- 2.15 Auckland Transport notes that the Plan Change assessment has limited its assessment of effects to the immediate area and has not considered effects on the wider network nor the cumulative effects of development on the wider network save for identifying some minor safety improvements at the main intersections serving the development.
- 2.16 There is no assessment of future improvements that may be required to the network serving Glenbrook Beach. The Assessment of Environment Effects (AEE) summary (page 26) identifies:

¹ The rural settlements for the south which are included in the FULSS are Maraetai, Oruarangi, Karaka North, Kingseat, Glenbrook Beach, Patumahoe, Clarks Beach, Clevedon and Clevedon Waterways.

“Upgrades to the wider road network (i.e. beyond Glenbrook Beach) will be needed to address long-term safety and performance issues. However, as stated in the ITA, the estimated 1,000 daily trips from dwellings within the PPC area can be accommodated by McLarin Road and Glenbrook Road with less than minor effects”.

- 2.17 Notwithstanding the above Auckland Transport considers that the proposed Plan Change area is relatively small scale and is in a location that has been identified for development through its Future Urban Zoning. Auckland Transport is of the view that provided the identified local mitigation works are secured, the above macro policy considerations do not direct Auckland Transport to outright oppose PPC 91.
- 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 include ensuring there is adequate provision of transport infrastructure to support the development proposed through this Plan Change and deficiencies in the precinct plan provisions relating to transport matters.
- 4. The decisions sought by Auckland Transport are:**
- 4.1 Having regard to the above, Auckland Transport **would not oppose PPC 91** provided that the matters raised within this submission can be adequately addressed. The decisions which Auckland Transport seeks from the Council are set out in **Attachment 1**.
- 4.2 Auckland Transport's primary position at this time is that the Council should require necessary amendments to the precinct plan and provisions to address effects on the transport network and to enable the area to be developed as a well-functioning urban environment as directed by the NPS-UD.
- 4.3 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 further, other, or consequential relief required to respond to the reasons for this submission and/or give effect to the decisions requested.
- 4.4 Auckland Transport is available and willing to work through the matters raised in this submission with the applicant and anticipates that providing amendments are made to address its concerns Auckland Transport may not need to attend a hearing.
- 5. Appearance at the hearing:**
- 5.1 Auckland Transport wishes to be heard in support of this submission in the event its submission points are not addressed.
- 5.2 If others make a similar submission, Auckland Transport will consider presenting a joint case with them at the hearing.

Name: Auckland Transport

Signature:



Sarah Wilson,
Manager, Land Use Policy and Planning South

Date: 15 May 2023

Contact person: Jason Ashby
Senior Planner, Land Use Policy and Planning South; or

Email: Jason.Ashby@at.govt.nz

Address for service: Auckland Transport
Private Bag 92250
Auckland 1142

Attachment 1

The following table provides the reasons supporting Auckland Transport’s primary relief. It also identifies amendments sought to PPC 91 Glenbrook 4 Precinct Provisions.

Topic	Support / Oppose	Reason for submission	Decision / relief sought
Precinct Plan	Support in part	<p>The Precinct Plan submitted with this Plan Change does not reflect the indicative structure plan that is provided within the documents supporting the Plan Change.</p> <p>Auckland Transport requests that the Precinct Plan show a connected network of roads and routes within and connecting to adjoining sites and streets rather than indicative arrows as is currently shown.</p> <p>The Precinct Plan depiction of a network of roads and other routes would provide more certainty of the standards that each road is expected to be constructed to with respect of its function (see Road Standards and Functions table request below) to make it clear which precinct provisions apply to what roads.</p> <p>Furthermore, the precinct plan should also identify which roads are to be public roads and vested to Auckland Council. This is relevant as roads to be vested to Auckland Council need to comply with the Auckland Transport’s code of practice / design standards.</p>	<p>Amend PPC 91 to secure an updated Precinct Plan that provides details of a connected network of roads and walking and cycling routes (active modes) and identifies which roads are to be public roads and vested to Auckland Council.</p> <p>The Precinct Plan should also identify which roads are local and which are collector to enable the requested Road Functions and Standards table (requested to replace road cross sections) to be clearly identified as applicable to the correct road within the precinct plan.</p> <p>Such consequential amendments to precinct provisions to ensure objectives, policies and rules are applicable to the updated Precinct Plan to enable a safe, efficient and effective, interconnected transport network to be secured to serve the development.</p>
Road cross sections	Oppose	<p>Auckland Transport seeks a consistent approach across private plan change precinct provisions outlining the standards to be applied to roads. The desired approach balances the need for flexibility to respond to changing design standards over time and the need for certainty in terms of road width.</p> <p>The proposed precinct provisions include a number of detailed cross section options for collector and two options for local roads at IXXX12. It is not clear which roads will be subject to which cross section. Some of the proposed cross sections would not comply with current Auckland Code of Practice for Land Development and Subdivision (Chapter 3: Transport) and are not of sufficient overall width to accommodate the necessary functional design elements required.</p>	<p>Amend PPC 91 to remove the detailed cross sections provided within the proposed Glenbrook 3 Precinct provisions under IXXX12 and the related standard IXXX7 (2), (2).</p> <p>Amend PPC 91 to include: precinct provisions relating to the appropriate minimum road reserve widths, key design elements and functional requirements of new roads and existing roads which need to be upgraded to applicable urban standards including but not limited to:</p> <ul style="list-style-type: none"> • Carriageway • Role and Function of Road • Pedestrian provision

39.1

39.2

		<p>Auckland Transport seeks the removal of detailed cross sections and associated provisions and seeks the introduction of provisions within the Precinct provisions which indicate overall minimum road reserve widths as well as the functional requirements and key design elements. These should be supported by appropriate activity status, matters for discretion and assessment criteria to provide for instances where these provisions might not feasibly be met. This approach has been accepted in recent plan changes and acceptable provisions including a Road Functions and Design Elements table have been incorporated into Plan Change 76, similar drafting for Plan Change 91 would be acceptable to Auckland Transport.</p> <p>There is also a need to ensure the internal local roads are designed to accommodate traffic speeds of 30km/h or less which also supports cycle use.</p>	<ul style="list-style-type: none"> • Cycleways • Public Transport (geometry etc) • Berm • Frontage • Building Setback • Design Speed with 30km/h provided for on all new local roads. <p>These should be supported by appropriate activity status, matters for discretion and assessment criteria to provide for instances where these provisions might not feasibly be met.</p>
<p>McLarin Road Frontage upgrade requirements</p>	<p>Support in part</p>	<p>Auckland Transport considers that the upgrade of McLarin Road fronting the Plan Change site to urban standards should occur as part of the initial stage of any development enabled by this Plan Change.</p> <p>Required upgrades would include, without limitation, provision of footpath, kerbs and channels, earthworks to integrate with development levels, cycle facilities, streetlights, berm and street trees as well as carriageway widening/upgrading, any land vesting required to accommodate the above and stormwater treatment and conveyance.</p>	<p>Amendment of PPC 91 to include precinct provisions to require the upgrade of the McLarin Road frontage to urban standard at the initial stage of development.</p> <p>Required upgrades would include, without limitation: provision of footpath, kerbs and channels, earthworks to integrate with development levels, cycle facilities, streetlights, berm and street trees as well as carriageway widening/upgrading, any land vesting required to accommodate the above and stormwater treatment and conveyance.</p>
<p>Intersection serving both the Plan Change area and the land zoned for Business – Neighbourhood Centre Zone</p>	<p>Support in part</p>	<p>Auckland Transport supports the provision of a roundabout as identified at IXXX11 Figure 1, Precinct Plan it will perform an important speed reduction function and help manage the transition from a rural to urban environment.</p> <p>There is need to ensure the design is adequate. Auckland Transport seek amended provisions to ensure that the final intersection design is confirmed with Auckland Transport.</p>	<p>Amend PPC 91 to include special information requirements that require any proposed new road intersections or upgrading of existing road intersections, that are illustrated on the Precinct Plan to be supported by a Transport Design Report and Concept Plans (including forecast transport modelling and land use assumptions), prepared by a suitably qualified Transport Engineer. The information shall confirm that the</p>

39.3

39.4

			<p>location and design of any road and its intersection(s) supports the safe and efficient function of the existing and future (ultimate) transport network and can be accommodated within the proposed or available road reserves. This may be included within a transport assessment supporting land use consent or subdivision consents.</p> <p>Amend PPC 91 to include provisions that explicitly require that the intersection upgrade serving both the Plan Change area and the Business – Neighbourhood Centre zone is provided prior to occupation of the first dwelling within this Plan Change.</p>
<p>Pedestrian and active mode connections (Precinct Plan)</p>	<p>Support in part</p>	<p>Auckland Transport acknowledges the indicative pedestrian / cycle link identified in IXXX1 Figure 1 Precinct Plan. Safe crossing facilities should be provided to enable pedestrian and active mode users to cross McLarin Road to/from the land zoned for Business – Neighbourhood Centre Zone, from the Plan Change site.</p> <p>This active mode 'link' needs to enable a safe and efficient access between the Glenbrook Beach Recreation Reserve (open space), through the Plan Change site and across McLarin Road to the land zoned for Business –Neighbourhood Centre Zone. The Precinct Plan should be amended to clearly demonstrate a pedestrian/active mode route through the Plan Change site and across McLarin Road.</p> <p>As noted in the main body of this submission, and acknowledged within the applicants own Integrated transport Assessment (ITA), trips to and from the Plan Change area are anticipated to be made predominantly via private vehicle. Therefore, all endeavours should be made to secure infrastructure that will make local trips via active modes attractive, efficient and safe, to reduce the reliance on the</p>	<p>Amend PPC 91 to include precinct plan and provisions to ensure that subdivision and development is integrated with the delivery of the transport infrastructure and services required to provide for the transport needs of the precinct, connect with the surrounding network and avoid, remedy and/or mitigate adverse effects.</p> <p>Amend precinct plan and provisions to secure the following key pedestrian and cycle connections (infrastructure requirements) to include triggers requiring these to be provided at the earliest stage of development:</p> <ul style="list-style-type: none"> • Safe crossing facilities and connections for pedestrians and active modes across McLarin Road to/from the Plan Change site and the land zoned for Business - Neighbourhood Centre Zone;

39.5

		<p>private vehicle for short local trips. Providing good quality connections for active mode users and reducing the overall vehicle kilometres travelled resulting from the proposed development are integral to achieving a well-functioning urban environment as directed by the NPS-UD and referenced in paragraph 2.13 of the main body of this submission.</p> <p>Local roads and active mode routes need to be developed so that they provide a safe and convenient connection to and from key local destinations.</p> <p>The proposed precinct provisions are not robust enough to ensure all the infrastructure improvements needed to support the development will be delivered.</p> <p>Safe walking and cycling facilities including crossing facilities to key local destinations should also be identified on the Precinct Plan and their delivery secured from the occupation of the first dwelling.</p>	<ul style="list-style-type: none"> • Pedestrian and cycle connections between the Plan Change site and the Glenbrook Beach Recreation Reserve (to the west); • Pedestrian and cycle connections between the Plan Change site and the FUZ land to the south-east; • Pedestrian and cycle connections between the Plan Change site and McLarin Road to the north-west. <p>Provisions may include thresholds or triggers (prior to first occupation of any dwelling), or clear assessment and consenting processes, aligned to related objectives and policies. This should include non-complying activity status where staging triggers are not met.</p>
<p>Stormwater Management</p>	<p>Support in Part</p>	<p>A Stormwater Management Plan (SMP) has been provided to support the Plan Change. The SMP provides an assessment of Best Practicable Option (BPO) that includes use of wetlands and ponds but also includes suggested use of vegetated rain gardens and bio-retention swales to capture first flush road runoff and pre-treat before entering wetlands.</p> <p>Whilst the topography of the site suggests in the urban design and geotechnical assessment that development would be restricted above the ridgeline that runs through the middle of the site, and that this is where the road network would remain (indicated by the two vehicle access points shown on the precinct plan and structure plan diagram), Auckland Transport has concerns about the methodology used for the stormwater BPO assessment.</p> <p>Auckland Transport is not satisfied that the best practicable / most cost-effective stormwater management solution has been identified. Auckland Transport has concerns with respect of intentions to utilise raingardens within the public road reserve, particularly if coupled with currently indicated below-width road designs (depicted in cross sections). To maintain ongoing</p>	<p>Amend PPC 91 to include precinct provisions that include objectives, policies, and rules relating to stormwater including to address whole of life costs and effectiveness of treatment over time associated with publicly vested stormwater assets (as a matter for discretion and policy).</p>

39.6

		<p>effectiveness, raingardens must be suitably sized and regularly maintained or they no longer effectively serve their intended purpose.</p> <p>Auckland Transport seeks stormwater management provisions to be included as part of this Plan Change which require the following to be considered for publicly vested stormwater assets:</p> <ul style="list-style-type: none"> • whole of life costs; • long-term effectiveness; and • the use of communal devices to treat road runoff. 	
<p>Vesting of public assets subject to hazard assessment</p>		<p>Auckland Transport notes that the Plan Change site is subject to overland flow paths and 1% annual exceedance probability flooding plus 1m sea level rise.</p> <p>For any assets (roads or stormwater) intended to be vested with Auckland Transport, a hazard risk assessment (AUPOP: E.36.9) should be undertaken and assets clearly separated from any hazard areas.</p> <p>Whilst a subdivision consent will trigger the need for a hazard assessment given the increasing concerns with respect of maintenance of assets in hazard zones in the context of climate change and the need for infrastructure to be resilient to the changes in climate, it is requested that the precinct provisions be amended to include objectives and policies stipulating that infrastructure intended to be vested with Auckland Council be located outside of any hazard areas and that a hazard assessment inform the location of such infrastructure.</p>	<p>Amend PPC 91 to include precinct provisions (objectives and policies) to make clear that any internal road network or other infrastructure that is intended to be vested to Auckland Council must be located outside of any hazard areas so as to be resilient to the effects of climate change.</p>
<p>Consistency of precinct provisions across private plan changes</p>		<p>Auckland Transport seeks a consistency of approach and drafting across precinct policies and other provisions secured by recent private plan changes, including those in Drury and Pukekohe private, provided that this exercise does not adversely affect the outcomes it is seeking.</p>	<p>Make necessary drafting amendments to PPC 91 as required to achieve consistency and clarity, including in relation to objectives, policies, rules, methods and precinct plans, across private plan changes including those arising from recent decisions applying within Drury and Pukekohe East.</p>

39.7

39.8

RESOURCE MANAGEMENT ACT

PROPOSED PLAN CHANGE 91 (PRIVATE) TO THE AUCKLAND UNITARY PLAN (OPERATIVE IN PART)

80 MCLARIN ROAD, GLENBROOK

SUBMISSION BY KAHAWAI POINT DEVELOPMENTS LIMITED

To: Auckland Council

Plans & Places Department

Private Bag 92300

Auckland 1142

Attention: Planning Technician (by email: unitaryplan@aucklandcouncil.govt.nz)

To: HD Project 2 Ltd

c/- Harrison Grierson

Level 4, Quad 5

4 Leonard Isitt Drive

Auckland Airport

Auckland 2022

Attention: Bryce Powell (by email: b.powell@harrisingrierson.com)

Name of submitter: Kahawai Point Developments Limited (KPDL)

1. This is a submission on Proposed Plan Change request 91 (Private) (**PC91**) by HD Project 2 Ltd.
2. KPDL is a developer of Kahawai Point, a block of 66ha on the northern portion of Glenbrook Beach fronting both the Taihiki River and Waiuku River. KPDL land effectively comprises the Glenbrook Beach 3 Precinct under the Auckland Unitary Plan. KPDL land is zoned for 800 dwellings. Approximately 30ha of the original 66ha landholding is subdivided and titled, with a further 5ha currently in development.

3. The timing of the KPDL development is limited and related to the availability of potable water and wastewater infrastructure, and transport infrastructure. Watercare has committed to the upgrade of their infrastructure, however this is not yet in place.
4. KPDL is not a trade competitor for the purposes of section 308B of the RMA.

The Submission

5. KPDL supports PC91 in part and opposes it in part.
6. KPDL supports the eventual rezoning and long-term development of housing at Glenbrook Beach.
7. KPDL opposes any development within the PC91 plan change area until such time as the core infrastructure services of roading, wastewater and water are upgraded to service the entire existing and currently zoned Glenbrook Beach area, plus the PC91 area.
8. KPDL requests policies and criteria be added referencing the cultural dimensions of this land and embodying the Te Aranga principles.
9. KPDL **opposes** PC91 on the basis that it, as drafted, it:
 - (a) does not promote sustainable management of natural and physical resources and is not the most appropriate way to achieve the purpose of the Resource Management Act 1991;
 - (b) results in significant actual and potential adverse effects; and
 - (c) creates inconsistency issues within the Auckland Unitary Plan.

40.5

Reasons for submission

10. Without limiting the generality of the above, the specific reasons for KPDL's support and opposition to PC91 are as follows:
 - (a) It is contrary to sound town planning practise to zone land for housing if that land is not capable of being serviced by core infrastructure including water and wastewater. In KPDL's view, development of the PC91 area should occur after the infrastructure is put in place. In its proposed Plan Change 78, Auckland Council has introduced qualifying matters which limit development potential until it is supported by appropriate infrastructure. Whilst dealt with differently, the Glenbook 3 Precinct incorporates the same general limitations.

- (b) On the basis of the above, a deferred zoning is the appropriate method whereby development can proceed after the infrastructure is provided.
- (c) The development of Kahawai Point included a series of upgrades to the road linking Glenbrook Beach and Glenbrook Beach Road. Those upgrades were sufficient to address the existing zoned Glenbrook Beach area plus the Glenbrook Beach 3 Precinct. The Applicant should need to demonstrate, and the Council needs to satisfy itself, that additional roading upgrades are not required to give effect to the PC91. If upgrades are required, then, as for Glenbrook Beach 3, there should be a requirement as a pre-requisite to development for either these upgrades to be completed, or the funding to be placed with Auckland Transport to enable the upgrades to be completed.
- (d) KPDL supports the appropriate development of Glenbrook Beach 4 for a range of housing typologies and densities including offering a significant number of lots at approximately 400m². This enables a greater land efficiency and therefore a range of market affordable homes rather than be constrained on the current default lower densities. However, this support is only after sufficient infrastructure has been provided to remove infrastructure constraints that would otherwise be qualifying matters for development.
- (e) KPDL has a long working relationship with Ngati Te Ata. These lands are of cultural significance to the iwi. The plan change should embrace the Te Aranga principles.

Decision requested

11. KPDL would therefore support either:

- (a) a deferred zoning of the land pending the provision of water, wastewater and any necessary transport infrastructure; or 40.1
- (b) specific provisions within PC91 and the Glenbrook Beach 4 Precinct which make any subdivision or development of the Glenbrook Beach 4 proposed precinct a non-complying activity until the necessary water, wastewater and transport upgrades are complete and the notification provisions of the precinct making it clear that any application for a non-complying activity would be publicly notified. 40.2
- (c) In addition to (a) or (b) above, amend clause IXXX7.1.i Infrastructure by adding the text (in red):

- i. be connected to publicly available reticulated water and wastewater networks with sufficient capacity to service the **existing Glenbrook area, Glenbrook 3 Precinct and the Glenbrook 4** proposed development and/or subdivision; OR
- ii. be supported by written confirmation from the infrastructure services provider for the area that planned capital works required to provide connections for water and wastewater **to service the existing Glenbrook area , Glenbrook 3 Precinct and the Glenbrook 4 Precinct** are suitably advanced and capable of servicing proposed subdivision and development; and
- iii. be supported by written confirmation from the infrastructure services provider **for transport** for the area that planned capital works required to provide connections for transport **from Glenbrook Road to service the existing Glenbrook area, Glenbrook 3 Precinct and the Glenbrook 4 Precinct are funded and** suitably advanced and capable of servicing proposed subdivision and development.

(d) Include specific provisions to fund as a prerequisite any additional necessary infrastructure to manage road connections between Glenbrook Beach and Glenbrook Beach Road. | 40.3

(e) The plan change should include the Te Aranga principles in the objectives policies and assessment criteria. | 40.4

12. KPDL wishes to be heard in support of its submission.

13. KPDL will consider presenting a joint case with others making a similar submission.



John Duthie

Director | Tattico

for and on behalf of Kahawai Point Development Limited

Address for service:

Contact person: John Duthie

Electronic address for service: john.duthie@tattico.co.nz