

Attachment 1 - Additional information requested under Clause 23(2), First Schedule of the Resource Management Act 1991

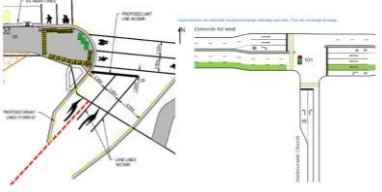
Private Plan Change Request

48 Esmonde Road, Takapuna

Number	Category of Information	Specific Request	Reasons for Request	Applicants Response	1 st Clause 23 Request Satisfied	1 st clause 23 Request Not Satisfied – outstanding information and / or Additional Clause 23(2) Request	
Planning, statutory and general matters							
NPS-UD and MDRS 1	NPS-US and MDRS				Not satisfied	It would appear that not all proposed precinct provisions have been updated to address the NPS-IUD and/or MDRS as required by the RMA Enabling Housing and Other Matters Act 2021. A clause 25 decision cannot be made on a plan change that does not include the NPS-UD and MDRS. Therefore, please amend the proposed precinct provisions to address these matters i.e. minimum building height of six stories and front yard setback. This may also require a review of objectives, policies, matters of discretion and assessment criteria to ensure that these are consistent and still give effect to the outcomes sought by the precinct. Attachment 2 highlights where MDRS etc does not appear to be incorporated.	Please refer to the updated precinct plan provisions and the additional assessment in the Planning Report.
P1	General	<p>Please update the Explanation, Assessment of Environmental Effects and Section 32 Evaluation Report at the following pages:</p> <ul style="list-style-type: none"> Page 7 – listing current Auckland Unitary Plan Overlays states that the SEA does not extend into the subject land. This statement is incorrect. A review of the Council's GIS mapping indicates small portions of the SEA do extend on to the subject site. Page 9 – the last sentence in paragraph 5 states the nearest private property is about 140 metres away to the south-east. It is considered this statement is not correct and should be updated as the private residential properties to the north and east i.e. 44 and 45 Esmonde Road are no more than 50-60m from the subject site. Page 14 – the last paragraph again states the nearest neighbours are a considerable distance away (140 to 150 metres). As above this is incorrect and should be updated to reflect the closer distance (i.e. 50-60m) of activities to the north and east. Page 16 – the last paragraph describing bus services states “:Error! Reference source not found”. It is assumed this was supposed to be a reference to Figure 3. Please update and provide the intended reference. Page 22 – Figure 8 regarding the location of overland flow paths should be updated to reflect recent updates to mapping by Auckland Council 	To provide the correct information in plan change documents.	Please refer to the updated Plan Change report.	Satisfied		

		<p>which now identify additional flow paths to the south of the site.</p> <ul style="list-style-type: none"> The pedestrian path / cycle path are identified in different locations on precinct plan versus the Jasmx plans. Please update and make these consistent. 					
		<p>Please update the Jasmx Masterplan and Design Report as follows:</p> <ul style="list-style-type: none"> Page 24 – Cross sections 6 and 7 appear to be incorrectly labelled when compared to the plan key on the same page. Please correct and amend. Page 28, Section 4.2 Proximity to Neighbours states that the nearest residential neighbours are 135m away to the south /east. As outlined above, this is incorrect. Please correct and amend. The northern pathway across harbour bridge identified in the Jasmx Master Plan and Design statement has now been now been postponed. Please remove reference to this from Jasmx documents 		Please refer to the updated Jasmx Masterplan and Design Report.	Satisfied		
		<p>Please update Appendix D – Section 32 Option Evaluation Table as follows:</p> <p>The third line currently reads <i>"The objectives of the proposal are the proposed objectives of the Albany 10 Precinct and the existing objectives of the THAB zone..."</i> The reference to the Albany 10 Precinct appears to be incorrect. Please update and amend.</p>		Please refer to the updated Section 32 Report.	Satisfied		
P2	Title information	Please provide copies of all instruments and encumbrances listed on the Record of Title.	To enable an understanding of any title restrictions for the plan change area.	Please refer to the updated titles and interests.	Satisfied		
P3	Minor errors	Please review and amend the precinct numbering and referencing of tables and correct errors i.e. some standards have a '1' instead of an 'l'. In addition, 'Coastal planting' has a totally different number.	To correct precinct numbering and referencing required.	Please refer to the updated Precinct Plan provisions.	Satisfied		
P4	Location of RL's referred to	The location of the RL's referred to in the Precinct provisions should be identified as a datum point on the Precinct Plans and in the precinct provisions, so as to avoid argument about where these are derived from.	To clarify datum point location and better enable an understanding of building height.	Please refer to the updated Precinct Plan provisions.	Not Satisfied	The amended precinct plan appears to list the building coverage standard under the part of the table headed "building height". It is noted that building heights are to be determined using RL5 as a datum. This datum and its location should be identified on the precinct plan so that building height can be understood and measured in the future.	We have added a note to the provisions that all RL's must be confirmed by a registered surveyor.
P5	Additional viewpoint(s)	Please provide an additional viewpoint(s) and associated analysis and comments of the proposal from the Northern motorway travelling in a southerly direction, between the Northcote Road and Esmonde Road on/off-ramps - in the vicinity of the Marae / land zoned Special Purpose – Māori Purpose Zone, where the proposal site is identifiable; and in particular an assessment of the impacts on views to Rangitoto from such a viewpoint and a result of current zoning and the proposed precinct.	To enable an understanding of the impacts of the proposal from additional viewpoint(s).	Please refer to the additional assessment provided by Stephen Brown.	Satisfied		
P6	Esplanade Reserve	Please clarify if the esplanade reserve has been vested in Council, or what progress is being made on this aspect? Please also clarify what discussions have occurred with other Council departments regarding the width of the Esplanade Reserve? Please detail the surveyed line of the proposed esplanade reserve and the proposed widths of the Esplanade Reserve on the proposed Precinct plans.	To clarify progress and width of esplanade reserve / open space zone.	The esplanade reserve has not been vested. Please refer to the attached draft Scheme plan at Appendix V .	Satisfied		

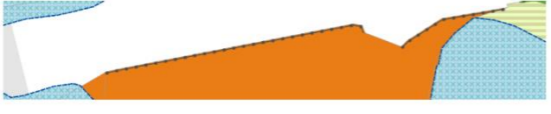
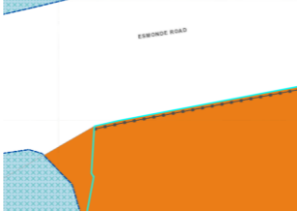
P7	Subdivision applications	Please advise if any subdivision applications to subdivide stage 1 and 2 have or are shortly to be lodged with Council. Noting that some precinct provisions i.e. some of the transport provisions, are triggered by a subdivision or resource consent application.	To clarify subdivision plans for the precinct and when precinct triggers may apply.	The applicant advises that the Stage 1 and 2 subdivision will progress later this year - no timing has been confirmed.	Satisfied		
P8	Landscaping	The THAB Zone landscape standard is specifically excluded from the Precinct provisions. It is not clear how landscaping will be required for any development, as the only consideration occurs as it relates to new buildings. It is considered a separate, landscape standard, requiring landscaping in the precinct to achieve a mix of hard and soft landscaping is required.	To clarify how, and ensure that, landscaping is provided in the precinct.	In terms of landscape permeability for the site (2.1566 hectares) as a whole, the provision of the proposed esplanade reserve (approximately 7,302m ²) means that overall, approximately 34% of the original site will comprise landscaped area, in accordance with the definition of the AUP, which is greater than H6.6.12. Landscaped area of the THAB zone of 30%. It is also noted that the proposed Precinct plan provisions require the provision of landscape plans for the development areas. It is anticipated that the development areas will comprise basement parking, and given the nature of the site, it is considered that the proposed esplanade reserve, and a qualitative assessment of the amenity landscaping is the most effective means to given effect to the objectives of the proposed Plan Change.	Satisfied	This response is noted; however, it may become the subject of recommended changes in reporting.	Noted
P9	Infrastructure	The Infrastructure Report refers to "precent" throughout. This appears to be a reference to the proposed "Precinct". Please update the report to correct the term.	To correct errors.	Please refer to the updated report provided by Maven.	Satisfied		
P10	Infrastructure	The infrastructure report is silent on what impacts the proposed plan change development would have on the existing power pylon on the site. Please confirm what the intent is for this pylon i.e. retain or underground?	To clarify whether the power pylon on the site is retained or underground.	The powerline is to be undergrounded.	Satisfied		
P11	Infrastructure	Section 10.6.2 of the AEE discusses the effects of flooding and coastal inundation and in paragraph 2 of this section (page 95) references E16. This reference appears to be incorrect and should be a reference to E36 Natural Hazards and Flooding. Please amend and correct the reference.	To correct an AUP reference number.	Please refer to the updated AEE report.	Satisfied		
P12	SMP	Sections 1.10-1.12 of the SMP state that there are few trees, no cultural or heritage features and that contaminated land assessment have been prepared for the site. These sections do not appear to be reflective of the other documents lodged with the plan change request i.e. there are trees within the plan change area that have been subject to review, there are identified heritage features within the site and no contaminated land assessment has been provided with the plan change. Please update these sections to be reflective of the proposed plan change area feature identified within other lodged plan change document information; or to be specific to stages 1 and 2 of the approved resource consent versus the remainder of the proposed plan change area.	To ensure consistent information across plan change documents.	Please refer to the updated SMP report provided by Maven.	Satisfied		
P13	Historic heritage assessment	Please provide an assessment of the historical heritage associated with Patuone's house which was located within the plan change area, as it relates to B5 in the RPS.	An assessment against B5 is not currently provided, although the archaeological assessment notes Patuone's house has important associations.	Please refer to the updated Plan Change report.	Satisfied		
P14	Precinct provisions	Comments and suggested changes to the proposed precinct provisions are provided in Attachment 2.		Please refer to the updated Precinct Plan provisions.	Not satisfied	Refer to Attachment 2 for further comments and suggested amendments.	Please refer to the update Precinct Plan provisions.
Traffic							
T1	Traffic Modelling	Please provide details of the signal phasing assumed in the SIDRA Modelling of the proposed site access. To understand the potential effects of the Plan Change we need to understand the operation of the shared pedestrian / cycle crossing of Esmonde Road: <ul style="list-style-type: none"> whether this is a separate phase or is expected to operate during the phase for traffic exiting the development if so what degree of protection (by way of start lag on the left turn out) is provided, given the long 	To clarify potential traffic effects.	Section 5 of the updated ITA has been updated to address these queries and includes existing and proposed signal phasing plans. The shared pedestrian/cycle crossing on Esmonde Road will operate in the same phase as traffic exiting the development (Phase D) however with full protection for cyclists and partial protection for pedestrians as per Auckland Transport Standards. Left turn traffic from the development will also be permitted in Phase E. Full protection for cyclists and partial protection for pedestrians will be provided as per Auckland Transport Standards. The signal design EPA has this arrangement which has been reviewed by AT/ATOC as part of the EPA process.	Satisfied		

		crossing (approx. 20m) crossing length and a statement on compliance with the AT standards for pedestrian walk times and protection requirements.					
T2	Traffic modelling	<p>Please review the SIDRA Modelling of the proposed site access, in particular the length of the left turn lane exiting the site.</p> <p>SIDRA modelling shows substantial delay and queues (up to 80m) for both left and right turns out of the development. Left turn is a short lane that appears to have been modelled as 15m long in SIDRA, sufficient for 2 vehicles. The Maven Associates Proposed Line Marking Plan indicates that the effective length of the left turn lane is about 9m (only long enough for one vehicle per cycle). A comparison between the infrastructure plans and the SIDRA model is provided in Figure 1 below. Please confirm whether the SIDRA model is consistent with the proposed infrastructure works.</p> <p>Figure 1: Comparison of infrastructure plans and SIDRA model</p> 	To ensure consistency of information.	Section 5 of the ITA has been updated to address these queries. The latest design has updated the left turn pocket to provide a left turn lane of approximately 12m. This will accommodate 2 cars. A check of the SIDRA modelling has confirmed that this 3m change in the modelled lane length has no impact on the modelling results.	Not satisfied	<p>This response is noted. However, the latest design has not been provided and the SIDRA outputs still indicate that a 15m left lane length has been used.</p> <p>Please confirm that the SIDRA modelling in Appendix D of the ITA uses the phasing shown in Section 5.2 of the ITA. Also, please confirm whether "Phase E" has been included, and whether the model indicates if queues for the right turn obstruct left turn movements for the "Harbourside Church" leg.</p>	Updated drawings provided in revised ITA. This reflects a 12.5 lane with 3m taper providing sufficient stacking for two vehicles.
T3	Traffic Modelling	<p>Please provide the movement summary (including delays) for buses, pedestrians and cyclists at the signalised intersection of the main access with Esmonde Road.</p> <p>Furthermore, to understand the effects of the Plan Change on pedestrians, cyclists and public transport, please comment on the delays on through movements along the Esmonde Road corridor, as a result of the increased trips using the signalised main access.</p>	To understand the effects of the Plan Change on pedestrians, cyclists and public transport.	<p>Section 5 of the ITA has been updated to address these queries.</p> <p>A copy of the movement summary (including delays) for buses, pedestrians and cyclists at the signalised intersection of the main access with Esmonde Road is included now in the ITA. This demonstrates that with the development traffic and improved layout, delays to pedestrians and buses are no worse than the base situation. Cyclists were not specified as a movement class in this model, so it is not possible to comment on this – other than it is anticipated that since pedestrian delays are no worse for pedestrians then this would also apply to cyclists..</p>	Satisfied		
T4	Traffic distribution	<p>Please clarify the distribution of the predicted traffic generated by the development.</p> <p>Section 4.3 in the TA states that "Existing intersection traffic volume counts, which were conducted in May 2019, were then used to determine the turn movement splits." The forecast directional split (West: East on Esmonde Road) are the same in the am and pm peaks, and the same in the interpeak and on Saturdays but differ between inbound and outbound movements.</p> <p>Please explain whether the site was operating as a park and ride at the time that surveys were conducted, or just as a Church, as I would expect this would affect traffic distribution. It is also considered unlikely that the west: east split would be the same in the am and pm peaks, it is more likely that the pm split will be a mirror image of the am split. Finally, the interpeak and Saturday distributions would be likely to be different as they would not be dominated by commuting trips.</p> <p>Please provide the following additional information:</p> <ul style="list-style-type: none"> Detail of the survey used to inform the directional split, survey results for the am and pm peaks, details of the land use at the time of surveys (i.e. was the park and ride operational) Explanation of why the use of the distribution recorded for the previous land use (church / park and ride) is considered the same as for the forecast development trip distribution given the different land uses Explanation of why the trip distributions are expected to be the same in the am and pm peaks, interpeak and on Saturdays. 	To understand potential effects.	<p>Section 4.2 of the ITA has been updated to address these queries From site inspections carried out close to the survey time in 2019, the site was observed being used as a Park and Ride, in addition to the Church. The trip distribution used in all time periods was derived from the traffic survey data (including the left out only access) now attached in the ITA and the following was used:</p> <ul style="list-style-type: none"> Inbound trips – 54% from the west/46% from the east. Outbound trips – 69% to the west/31% to the east. <p>Any uncertainty in these assumptions was further tested as part of the sensitivity modelling scenario assessments detailed in section 5 below.</p>	Satisfied		

T5	Traffic distribution	Please clarify if the SIDRA modelling assumes that the Site will generate 378 veh/hr during the interpeak, and 419 veh/hr during the weekend peak, as indicated in Table 4.4 of the TA. Table 4.4 and Figure 4.4 of the TA identify the assumed traffic distribution during the interpeak and weekend peak periods. Table 4.4 identifies that 378 trips are predicted during the interpeak period, and 419 trips are predicted during the weekend peak. However, Figure 4.4 only includes 226 trips and 256 trips respectively. Please clarify if the SIDRA modelling has incorporated the anticipated interpeak and weekend peak vehicle trips.	Clarification of information provided required.	Figure 4.4 was incorrect and has been updated in the ITA.	Not satisfied	The revisions to the proposed precinct provisions are noted. However, please refer to Attachment 2 which outlines the need for further / additional amendments to the provisions to address traffic concerns and matters.	Refer to the updated Precinct provisions.
T6	Precinct Provisions	Please review and revise the proposed precinct's transport provisions as suggested by Auckland Transport and Flow in Attachment 4 . Revisions should be the subject of further discussion with Council and Auckland Transport.	To ensure precinct provisions achieve anticipated outcomes.	See response to Attachment 3A 8	Not satisfied	Further amendments to precinct provisions are required to better address traffic matters. Refer comments below.	Refer to the updated Precinct provisions.
Attachment 3A – Auckland Transport Comments							
1		Issue: Section 2.4.2 of the ITA refers to traffic surveys being undertaken from 7am to 10am and 3pm to 6pm. The AM peak hour was identified as 9.15 to 10.15am. This is outside of the survey time period. It is not clear how the peak hour has been derived as this is outside of the survey peak period. It is also unclear whether the peak period is based on the peak trips for the site or for the network. Information Request: Please confirm how the AM peak hour has been identified as this is outside of the time of the survey. Please confirm whether the times of the peak hour stated are for the network or for the traffic associated with the site.		Section 2.4.2 of the ITA has been updated to address these queries The AM/IP/Saturday peak periods were determined from the total volumes through the intersection on Esmonde Road (the network) from the survey now attached in Appendix A of the ITA. Trip rates for the peak periods of the site development traffic (which may occur at different time to the highway network peak period) was then added to the peak of the highway network to ensure a robust worst case assessment.			
2		Issue: Section 2.4.2 states that the trips generated from the site were 62 and 79 trips for the AM and PM peaks respectively. In contrast Section 4.2 states that the site generated 189 vehicle trips in the AM peak and 178 trips in the PM peak (across both existing accesses). Information Request: Please clarify which of the two figures stated are correct.		See response to 3B/4 - 1553.6.11 (pg. 13)			
3		The trip generation for the ancillary activities is based on the turnover of the proposed 20 car parks associated with these activities and a token number of drop-off and pick-up trips for staff. Whilst the quantum of parking may act to moderate the trip generation associated with the ancillary activities, trip generation is likely to be dependent on the actual activities. The ITA describes various activities up to 1,257m ² , however, up to 2,000m ² of ancillary activities are permitted. To understand how much suppression of trips is needed, a comparison of the trips derived from first principles in the ITA associated with the ancillary uses should be made to trips normally associated with up to 2,000m ² of development. There is concern that the amount of suppression of trips required for the proposed ancillary activities is unrealistic. Information Request: Please provide a comparison of the number of ancillary trips determined from typical trip rates with the trips calculated from first principles		See response to 3B/4 - 1553.6.11 (pg. 13)	Not satisfied	The applicant's ITA has not assessed the 2,000m ² of non-residential GFA enabled by the precinct on the assumption that the 20 parking spaces will limit further vehicle trip generation. The full 2,000m ² non-residential GFA is required to be assessed to determine whether 2,000m ² is appropriate for the site or whether additional mitigation would be required. Please amend accordingly.	Application has been revised to reflect a maximum of 1,257m ² of ancillary activities as detailed in the ITA.
4		Issue: Responses to queries raised on earlier versions of the ITA were appended to the application. A request was raised to assess the development based on trip generation based on the full 2,000m ² of ancillary uses permitted in the precinct rather than the 1,257m ² currently proposed. The response states that the assessment has		See response to 3B/4 - 1553.6.11 (pg 13)	Not satisfied	The applicant's ITA has not assessed the 2,000m ² of non-residential GFA enabled by the precinct on the assumption that the 20 parking spaces will limit further vehicle trip generation.	Application has been revised to reflect a maximum of 1,257m ² of ancillary activities as detailed in the ITA. Refer to the updated Precinct provisions.

		<p>been updated to include 2,000m2 of commercial and healthcare facilities. However, the assessment of trips in the ITA is determined only from the number of car parks provided, and assumptions on parking turnover and staff drop-off and pick-up. The assessment does not take into account the actual activities or quantum of development. If car parks are limited, some users of the activities may choose to travel to the site by ride share, taxi or be dropped off and picked up. This could double the number of vehicle movements associated with those choosing to travel by these means.</p> <p>Information Request:</p> <p>Please provide an assessment of the trip generation and associated traffic effects for the full 2,000m2 of ancillary activities on the operation of the site access. In determining the number of vehicle movements, consideration should be given to trips by ride share, taxi or drop-off and pick-up.</p>					<p>The full 2,000m2 non-residential GFA is required to be assessed to determine whether 2,000m2 is appropriate for the site or whether additional mitigation would be required. Please amend accordingly.</p>
5		<p>Issue: Section 5 of the ITA presents traffic modelling of the site access intersection. Whilst base models have been presented, there are no details of the calibration of the model against actual traffic conditions to provide confidence that the model represents actual operation of the intersection.</p> <p>The model needs to take into account capacity constraints such as downstream queuing towards the motorway in the morning peak period.</p> <p>Information Request:</p> <p>Please provide details of existing conditions (such as queue lengths) to demonstrate that the base SIDRA model has been appropriately calibrated</p>		<p>Section 5 of the ITA has been updated to address these queries. Initially the average phase times from SCATS was used and then the timings were adjusted between the minimum and maximum times to calibrate the 2019 AM and PM peak models based on the survey queue length data. The Interpeak model used the average phase times from SCATS. It should also be noted that whilst the SCATS data indicates 7 phase sequencing, the SCATS History Statistic indicates that during all peak times, only 3 phases (A, D and E) are present. Hence the 2019 base model only has these 3 phases modelled.</p>			
6		<p>Issue: There are discrepancies of the number of rooms associated with the hotel/managed apartments. The ITA states in the introduction that there will be 187 short-term rooms, but the ITA regularly refers to 192 rooms in the assessment.</p> <p>Information Request:</p> <p>Please confirm if there will be 187 or 192 rooms for the hotel / managed accommodation. Please update the ITA and associated assessment for the correct number of short-term stay rooms.</p>		<p>ITA corrected to 192 rooms.</p>			
7		<p>Issue: Section 8.2 states that the limit on capacity of the site access intersection is based on peak hour traffic generation of 256 trips. However, 420 trips are forecast in the weekday peaks (refer Table 4.1). It is unclear where the 256 trips have been derived.</p> <p>Information Request:</p> <p>Please provide details of where the 256 trips that would limit capacity have been derived. Please provide details as to why 420 vehicle trips have been used in the trigger table in the precinct provisions if the limit on capacity is 256 trips.</p>		<p>420 is correct quantum. ITA has been updated.</p>			
8		<p>Issue: Section 8.3 provides a calculation of the Dwelling Unit Equivalent (DUE). The calculation uses 192 rooms for the managed apartments. However, there are 187 proposed rooms. The calculation of the DUE for Rest Homes is stated as 0.4 whereas it should be 0.5. The values from the ITA have been carried through into the Precinct Provisions.</p> <p>Information Request:</p> <p>Please confirm that the Dwelling Unit Equivalent calculations are correct. If there is an error in the calculation, please update the DUE and associated equivalents for different types of residential development</p>		<p>Given the comments and concerns raised by Council and AT about the proposed DUE approach, an alternative sliding scale of development approach is proposed in the ITA for the Precinct Provisions. This is based on the agreed ITA peak hour vehicle trip generation of 420 (of which 334 are residential trips and 86 are ancillary uses trips) and is based on the following assumptions:</p> <ul style="list-style-type: none"> Residential apartments (356 units) = 0.29 vehicle trips per peak hour per unit and a car parking provision of 0.55 space per unit. Short term visitor accommodation (195 units) = 1.2 vehicle trips per peak hour per room with a car parking provision of 0.55 space per unit. Ancillary uses serving the site (< 2000m2 GFA total and individual units <200m2 each and total of 20 car park spaces i.e. 2 car park spaces per 			

		presented in Table 8.1 and also within the Precinct Provisions.		<p>100m2). All users/visitors are internal to the site and peak hour external vehicle trip generation for staff and delivery trips = 86.</p> <p>Based on the agreed total peak hour trip generation of 420 vehicles/hour, sliding scale variations of the residential apartments (with a 0.55 maximum car park space provision per unit), short term visitor accommodation (with a maximum 0.55 car park space provision per unit) and ancillary uses (up to a total maximum GFA of 2000m2 with no individual unit to exceed 200m2 GFA and maximum provision of 2 car park spaces per 100m2 GFA) would be permitted as shown in the examples in the attached spreadsheet calculation.</p> <p>The sliding scale of development would be used to permit:</p> <ol style="list-style-type: none"> 1. A change in the ITA assumed number of residential apartments or short-term visitor accommodation units or the ancillary uses. This would be permitted as long the change does not result in an increase over the agreed 420 peak hour trip generation. 2. If different residential land uses to those assumed in the ITA were introduced (with a resultant reduction in the number residential apartments or short-term visitor accommodation units or the ancillary uses) appropriate trip generation and parking provisions would need to be agreed with AC/AT and assessed against agreed trip generation cap. <p>Any change in development proposals which would result in the 420 peak hour trip generation being exceeded would be a Restricted Discretionary Activity and would require re-assessment within an updated integrated Transport Assessment to the satisfaction of Auckland Transport.</p>			
9		<p>Issue: Standard I553.6.11 sets out Transport Infrastructure Development thresholds. It is understood that the intention of the dwelling threshold is to ensure transport assessments are undertaken if the number of dwellings is exceeded, and that these should demonstrate that the trips generated from the site do not exceed 420 vehicles per hour. The general principle is considered appropriate.</p> <p>The trigger in the Table I553.6.11.1 for the assessment is a threshold of 553 dwelling unit equivalents (DUE). The DUE threshold is based on the sum of residential apartments (356) and short-term visitor accommodation (192); this specific mix of development forms the basis of the 420 vehicles per hour traffic generation threshold.</p> <p>The approach assumes that a different mix of resident types can be determined from the DUE which will equate to no more than 420 vehicles per hour.</p> <p>However, as the 553 DUE value is based on a combination of two resident types with different assumed trip rates, it does not appear possible to apply the DUE values in Table I553.6.9.2 to determine if the threshold is triggered for a mix of resident types other than that used to calculate the 553 threshold.</p> <p>The Standard as presented is not practical and it would be very difficult for planners and users of the Standard to apply it.</p> <p>If the approach to have a dwelling threshold is adopted, the threshold needs to relate to one specific type of dwelling which would have a DUE value of 1. Even this is likely to be difficult to apply as the precinct is proposed to have more than one resident type (apartments and shortterm accommodation).</p> <p>Information Request:</p> <p>Please review the proposed mechanism for the dwelling threshold in Table I553.6.11.1 to ensure that this is practical and can be readily understood by users of the precinct standard.</p>		See response to 3A 8			
10		<p>Issue: To fully assess the traffic modelling presented in Appendix D, traffic signal phasing for the existing and proposed intersection is required.</p> <p>Information Request:</p>		Included in updated ITA.			

		Please provide the existing and proposed phasing for the site access intersection.					
Attachment 3B /4 – Auckland Transport and Flow Comments on Precinct Provisions							
Extent of Precinct – Vehicle Access Restriction Control		The extent of the precinct appears to include a piece of land west of the existing western access which is not subject to the Vehicle Access Restriction Control. If this area is included in the precinct we would prefer this restriction is extended to the western boundary of the precinct (see screen shot from current AUP below). 		It is noted that the Vehicle Access Restriction Control covers the entire frontage of the site owned by the applicant. The residual wedge of land is proposed to be rezoned as Open Space and it appears to be part of the Coast Marine area. There would be no ability for the application to access Esmonde Road from this end of the site. On that basis, it is considered that extending the Vehicle Access Restriction Control is unnecessary. 	Satisfied.		
1153.2 Objective (1)(b)		As outlined in further comments below, we have concerns on the practicality and certainty of the DUE threshold that has been proposed and how to apply it to other residential activities such as Integrated Residential Development		See response to 3A 8	Satisfied in part	In principle, the amendment from the DUE threshold to a peak hour vehicles per hour thresholds is satisfactory. However, some of the provisions require further amendment to ensure the rules and standards operate as intended and address traffic concerns. Refer to Attachment 2 for comments and suggested amendments.	Refer to the updated Precinct provisions.
1153.2 Objective 2(c)		Clause (c) of the objective refers to the local transport network. As per comments on the draft plan change deletion of the term local is preferred as it is unclear what the term means and given Esmonde Road is in part included in the Strategic Transport Corridor Zone and is an arterial road. A further change to clause (c) of a separate clause is recommended to ensure that the intensity of development is appropriate for the adjacent transport network (i.e. it may not be possible to properly mitigate adverse effects if the site is over-developed in regard to the capacity of the intersection and Esmonde Road).		Amend to remove "local". Subject to support for proposed trip generation cap, the peak hour vehicle trip generation is set at 420 in the proposed sliding scale of development calculation - above this trip generation would then be a RDA and an approved by AT updated ITA is required	Satisfied.		
1153.2 Objective 3(a)		Recommend following change for consistency with terminology in E27: <i>(a) Safe and efficient Safe, efficient and effective operation of the surrounding transport network;</i>		Amended to read "Safe, efficient and effective"	Satisfied		
1153.3 Policy 8		AT understands that this policy is intended to signal that the quantum of DUEs and non-residential GFA will result in an acceptable quantum of vehicle movements through the intersection if it is upgraded as proposed. This would need also need to be considered in combination with TDM measures such as limits on parking, parking management and other measures such as the proposed shuttle bus.		Policy 10 and the supporting ITA address this.	Satisfied		
1153.3 Policy 10		Recommend changing word "Encourage" to "Require". Measures such as the shuttle bus are proposed in the plan change supporting information and rules framework. Amended		Please refer to the amended provisions.	Satisfied		
1553.4.1 Activity Table General		It is unclear if all development control infringements are clearly included in the activity table and allocated an activity status. Recommend there is a clear rule statement for each and every development control infringement in the activity table, or a catch all rule to wash up any that are not specifically stated.		Please refer to the amended provisions.	Satisfied in part	Refer to Attachment 2 for comments and suggested amendments.	Refer to the updated Precinct provisions.
1553.4.1 Activity Table A12		The term DUE is not a standard AUP term so needs a proper definition in the rules package. AT has concerns (outlined in its comments on the ITA) on how to apply the DUE formula to a variable mix of residential activities with		See response to 3A 8	Satisfied in part	The rules and standards as currently written are confusing. It is understood that compliance with the 1 dwelling and any non-	Refer to the updated Precinct provisions.

		differing trip dates. AT's provisional view is that a DUE however defined should have a base value of 1, with other residential activities allocated a higher or lower DUE value based on the associated trip rate. The DUE mechanism requires further consideration to provide more certainty. Also, as drafted it is unclear what the difference is between rules A12 and A13. Further consideration to the rule drafting to make this distinction clearer is recommended.		Subject to support for proposed trip generation cap, if trip generation is greater than 420 then DA is correct approach.		residential development is intended to be RDA. Furthermore, if the upgrades required at the first dwelling or any non-residential activity stage are not provided then the activity status is DA. It is also understood that exceedance of the 273 units/VAU or 1257m2 is RDA. While exceedance of the 420 vehicle movements cap is intended to be DA. Suggested amendments are provided in Attachment 2 to clarify how the rules and standards are intended to work; plus, to correct referencing and threshold number errors; and suggested amendments to the matters of discretion and assessment criteria are also provided.	
1553.4.1 Activity Table		There are no development controls for community activities such as gymnasiums. A standard needs to be added to set parameters on what is a permitted activity, and a rule is required to confirm the activity status where the permitted standard is exceeded		Please refer to the amended provisions.	Satisfied		
1553.4.1 Activity Table A18		Standard E27.6.1 trip generation does not apply to commercial activities or healthcare facilities that do not exceed 2000m2 GFA within the precinct. It is unclear if the potential full build out to 2000m2 GFA has been assessed in the ITA or the lower GFA approved in the Stage 1 and 2 resource consent. Unclear if trip rate is intended to apply to recreation and leisure activities (A18). As previously outlined, there are concerns with the certainty and validity of the DUE threshold as currently proposed. Also, there appears to be some discrepancy between the 553 DUEs in the plan change and 548 assessed in the ITA.		See response to 3A 8. Please refer to the amended provisions.	Not satisfied	The amended provisions still exclude E27.6.1 from commercial activities or healthcare facilities that do not exceed 2000m2 GFA. However, Table 4.1 of the ITA identifies that only 1,257m2 GFA of commercial and healthcare has been assessed. Please confirm why the provisions propose a threshold of 2000m2 GFA, whereas the ITA has only assessed the effects of 1,257m2 GFA.	Application has been revised to reflect a maximum of 1,257m2 of ancillary activities as detailed in the ITA. Refer to the updated Precinct provisions.
1553.6.10 Maximum onsite parking		Use of a parking maximum to suppress traffic movement is supported. Under purpose, preference is to use terminology "safe, efficient and effective" for consistency with E27 and changes sought to other provisions		Amended to read "Safe, efficient and effective"	Not satisfied	The requested amendment is not reflected in the updated precinct provisions. Please amend to address.	Refer to the updated Precinct provisions.
1553.6.11 Transport infrastructure development thresholds – 1 dwelling		There is no definition of diagram confirming what "provision of an intersection upgrade to this site" means. It is assumed to be the approved intersection upgrade plans from the Stage 1 and 2 resource consent. The upgrade scope needs to be defined, preferably with reference to specific plans. We also note that the plans with the approved resource consent are shown as Revision C whereas the plans with the supporting information for the plan change are labelled Revision D. Any differences need to be confirmed and understood.		Please refer to the amended provisions.	Not satisfied	It is suggested that a defined scope of upgrade works required should be identified. Please refer to Attachment 2 for suggested wording. Please amend accordingly.	Refer to the updated Precinct provisions.
1553.6.11 Transport infrastructure development thresholds – 553 DUE or 2000m2 non residential or 1200m2 retail		Where does the community activity fit into this (A18)? AT does not understand the DUE method proposed. Needs further consideration to ensure a workable and certain effects threshold. The mechanism needs to be practical and readily understood by plan users It is unclear what the reference to 256 vehicles per hour is. We understand there is reliance on the maximum parking cap of 20 for non-residential land uses rather than requiring an ITA for exceeding the 2000m2 GFA maximum in the same manner as exceeding the 553 DUEs. However, parking rates can be amended as a		See response to 3A 8 which includes the ancillary uses peak hour vehicle trip generation. As detailed in the ITA the clientele of the ancillary uses are intended to be the residents and staying visitors on the site. Therefore, the majority of the external trips will be related to staff and deliveries/servicing rather than external visitors using these facilities. Therefore, it is anticipated that the number of drop offs/taxis etc that don't park will be extremely small (and has been accounted for in the ITA first principal calculation). No changes are therefore required to A18.	Not satisfied	In principle, the amendment from the DUE threshold to a peak hour vehicles per hour thresholds is satisfactory. However, the applicant's ITA has not assessed the 2,000m2 of non-residential GFA enabled by the precinct on the assumption that the 20 parking spaces will limit further vehicle trip generation. Please assess the full 2,000m2 non-residential GFA to determine whether 2,000m2 is appropriate	Refer to the updated Precinct provisions.

		restricted discretionary activity and it is unclear how this takes into account drop offs, taxis etc. that don't park.				for the site or whether additional mitigation would be required. In addition, some of the provisions require further amendment to ensure traffic concerns and matters are sufficiently addressed. Refer to Attachment 2 for comments and suggested amendments.	
Table 1553.6.9.2 Dwelling Unit Equivalents		AT does not understand how this DUE table can be used in the rules framework. Needs to be clear for plan users how this mechanism works. The separate review of the ITA outlines concerns with the practicality of this rule with the possible different mix of residential activities with different trip rates		See response to 3A 8		In principle, the amendment from the DUE threshold to a peak hour vehicles per hour thresholds is satisfactory. However, some of the provisions require further amendment to ensure traffic concerns and matters are sufficiently addressed. Refer to Attachment 2 for comments and suggested amendments.	
1553.8.1 Matters of Discretion		Flow Comment: Recommend expanding this: (a) anticipated vehicle trip generation of the subdivision/development and the effects this may have on the safe, efficient, and effective operation of the transport network. (b) contribution of alternatives to mitigating overall traffic effects, and the effectiveness of those alternatives		Please refer to the amended provisions.	Not satisfied	The requested amendment is not reflected in the updated precinct provisions. Please amend to address.	Refer to the updated Precinct provisions.
1553.8.2 Assessment Criteria (4)		Flow comment: If it doesn't comply with 1553.6.11, then isn't it DA based on A13? Happy to consider RDA for non compliance with 1553.6.11, but would need to discuss the scope of assessment criteria		RDA would be appropriate with scope of transport assessment and findings agreed with AT.	Satisfied in part	Refer to comments above and suggested amendments in Attachment 2 .	Refer to the updated Precinct provisions.
1553.8.2 Assessment Criteria 4(a)(i)		Change terminology to "safe, efficient and effective" for consistency with E27 and other changes sought above.		Amended to read "Safe, efficient and effective"	Not satisfied	The requested amendment is not reflected in the updated precinct provisions. Please amend to address.	Refer to the updated Precinct provisions.
1553.9 Special Information Requirements		Integrated Transport Assessment. AT questions if exceeding the non-residential GFA triggers should also be a trigger for an ITA.		Please refer to the amended provisions.	Not satisfied	Further amendments are required to better reflect the special information required and ensure its adequate provision. Refer to Attachment 2 for suggested wording.	Refer to the updated Precinct provisions.
1553.10 Precinct Plans		AT sought a separate precinct plan for transport infrastructure in previous comments on the draft plan change. This has not been provided. At a minimum, plans defining the extent of the intersection upgrade should be provided to make it clear what scope of works satisfies the requirements of the transport infrastructure rule.		Please refer to the amended provisions.	Satisfied		
1553.9 Special Information Requirements		Integrated Transport Assessment. AT questions if exceeding the non-residential GFA triggers should also be a trigger for an ITA.		Please refer to the amended provisions.	Not satisfied	Please amend to suggested wording for 1553.9 Special information requirements outlined in Attachment 2 .	Refer to the updated Precinct provisions.
Urban Design							
UD1	Visual corridors / visual permeability	Precinct Plan 1 refers to 'visual permeability' while the Precinct text refers to 'visual corridors'. These terms should, be consistent so it is clear the same matter is being referred to. Please amend. The preference is to use the term 'visual corridor'.	To ensure consistency between precinct plans and provisions.	Please refer to the amended provisions.	Satisfied		
UD2	Visual corridors / visual permeability	As outlined in L3 below, it is considered that the 'visual corridors' should be supported by a standard and include a minimum width of at least 5m. Furthermore, there purpose should be described in a standard and this should include reference to allowing views into the open spaces within the development and past the first line edge of the buildings, as well as to the coastal area from within the precinct.	To ensure view corridors of a suitable width can be achieved.	Please refer to the amended provisions.	Satisfied.		

UD3	Built form and precinct provisions	<p>Building form edge to Esmonde Road is identified in the AEE, on Figure 2 on page 29 and in the Design Statement at page 18. Furthermore, the Design Statement at page 18 states at point 3 that <i>"Buildings along Esmonde Road in particular will be designed to provide a high degree of activation and visual interest, avoiding overly blank or solid elements, recognising the high number of people using this major arterial corridor. However, given the traffic speeds and volumes, it is not considered appropriate to create active frontage in the form of retail that would require and encourage vehicles stopping on the carriageway"</i>. The building edge form should be indicated on Precinct Plan 1.</p> <p>Also, please clarify how this aspect is translated into the precinct provisions? It is also noted that the 'non-residential' area referred to above extends to approximately the 4m front yard, so it would appear that 'active frontage' would be possible in the Esmonde Road building facades. Please clarify design and drafting intents.</p>	To clarify building design and precinct provisions intent.	In line with the approved resource consent, the front yard setback standard seeks to set buildings back 4 metres from the front boundary. This will provide space for a shared path pedestrian/cycles area running along the frontage of the site. All new buildings will be subject to restricted discretionary activity consent to ensure that the buildings provide appropriate activation along the streetscape both at the ground level and for the upper levels of the proposed buildings.	Satisfied.		
UD4	Built form and precinct provisions	<p>Does 'building form edge to Esmonde Road' relate to standard 1553.6.1. Building Height and Building Length, (d) The maximum extent of any part of the building at the maximum heights set out above shall not exceed 35m measured along the building frontage? If not, then how is this standard to be measured, or rather, how is 'building frontage' to be established for any particular building?</p> <p>Furthermore, Standard 1553.6.1(d) is not clear. If it is assumed it relates to building frontages to Esmonde Road, where buildings will be located within Area 1 (outer) which are to comply with the RL30m maximum height, but the 7 storeys start at RL5 being the established podium level within the site. The 35m length relates to the <u>building façade fronting</u> Esmond Road which would be potentially established at a lower level than RL5 where the land falls away to the Esmonde Road frontage. So could this result in a building being 35m above Natural Ground Level at the Road frontage?</p> <p>Please clarify if the intention is for the building length standard 1553.6.1(d) is only to commence at a point where a building exceeds the height specified? This appears to be how the standard would currently operate.</p>	To clarify building design and precinct provisions intent and wording.	Please refer to the updated Precinct Plan provisions. We confirm that the intention is for the building length standard 1553.6.1(d) is only to commence at a point where a building exceeds the height specified	Satisfied		
Landscape and Visual							
L1	Open Space – Conservation Zone	Please confirm whether the precinct needs to include the esplanade reserve / proposed open space zoned land, or whether this can just be rezoned outside of the precinct.	To ensure the zoning and precinct areas identified are correct.	It is considered appropriate as part of the plan change. This will ensure the protection of the area and it will also enable the establishment of the boardwalk which is a feature of the proposal.	Satisfied		
L2	Visual permeability / view corridors	Please provide dimensions or widths of the view corridors shown on the precinct plans. Note - This is also addressed as an urban design matter above.	To ensure view corridors of a suitable width can be achieved.	Please refer to the updated Precinct Plan provisions	Satisfied		
L3	Visual permeability / view corridors	Please include the view corridors as a standard, rather than only as an assessment criteria and include what their purpose is.	As above.	Please refer to the updated Precinct Plan provisions	Satisfied		
L4	Visual permeability / view corridors	Assessment criteria notes that the view corridors provide views through the site from the coastal margin. Please confirm whether these views are meant to be from within a future boardwalk or from within the coastal marine area or beyond?	Clarification required.	Please refer to the updated Precinct Plan provisions. The main point of the Visual corridors is to provide views out towards the coast and the Open Space Zone to avoid a wall of building at the coastal edge.	Satisfied		
L5	Maximum building dimension and separation standard	Please include the full standard wording and diagram in the precinct provisions, rather than referring to another part of the AUP.	To enable ease of use by future plan users.	Please refer to the updated Precinct Plan provisions	Satisfied		

L6	Coastal planting	The precinct provisions note a coastal planting plan is to be implemented prior to subdivision consent. Should this be prior to <u>land use or</u> subdivision consent whichever occurs first? Or should this be done at the same time as any boardwalk application? It is also recommended this standard includes in the purpose the wording 'the enhancement of the landscape values of the coastal margin'.	To ensure coastal planting is provided.	It is considered that the subdivision stage is the appropriate phase to require coastal planting, noting the resource consent has already been granted for Stage 1 of this development.	Satisfied		
L7	Landscaped area (assessment criteria)	Amend 1(d)(iii) so that in addition to providing for pedestrian and cycle movements landscaping along Esmonde Road also includes a high quality of soft landscape elements to assist in stitching both sides of the Esmonde Road corridor together.	To ensure the necessary landscaping is provided.	Please refer to the updated Precinct Plan provisions	Satisfied		
L8	Building coverage / landscaped area	Please confirm why it is not possible to, or the risks of providing, an overall percentage of building coverage or, a percentage of how much of the open space shall be planted. Furthermore, it is considered that the purpose of the landscaped area in the THAB Zone still has value in terms of <i>providing quality living environments consistent with the planned urban built character of buildings surrounded by open space and to create a landscaped urban streetscape character</i> . Consider amending the purpose further to address this aspect.	To ensure appropriate levels of landscaping are provided.	In terms of global building coverage for the site (2.1566 hectares) as a whole, the provision of the proposed esplanade reserve (approximately 7,302m ²) means that overall, approximately 34% of the original site will comprise landscaped area. There are a suite of controls that will manage the amount of building coverage for the remainder of the site and it is not considered that an overall percentage of building coverage is required in this instance given the way the precinct plan has been designed. This is a similar approach to the Hobsonville Point Precinct.	Satisfied		
L9	Impervious area	Please confirm whether the 100% impervious cover will have any adverse effects on the coastal margin / esplanade reserve in terms of stormwater runoff. The THAB zone has a policy to <i>restrict impervious area in order to manage the amount of stormwater runoff generated by development and ensuring adverse effects on water quality, quantity and amenity values are avoided or mitigated</i> . How will the precinct manage this? Impervious areas are important in supporting the functioning of coastal yards, water quality and ecology.	To ensure adverse effects from stormwater runoff can be appropriately addressed.	In terms of landscape permeability for the site (2.1566 hectares) as a whole, the provision of the proposed esplanade reserve (approximately 7,302m ²) means that overall, approximately 34% of the original site will comprise landscaped area, in accordance with the definition of the AUP, which is greater than H6.6.12. Landscaped area of the THAB zone of 30%. It is also noted that the proposed Precinct plan provisions require the provision of landscape plans for the development areas. It is anticipated that the development areas will comprise basement parking, and given the nature of the site, it is considered that the proposed esplanade reserve, and a qualitative assessment of the amenity landscaping is the most effective means to give effect to the objectives of the proposed Plan Change.	Not Satisfied	This response is noted however, concerns about the lack of a landscape standard within the developable area of the Precinct remain. This may become the subject of recommended changes in reporting.	Noted
L10	Yards	Please confirm whether the side and rear yard standards of the THAB zone will apply i.e. will built form need to setback 1m from the esplanade reserve or can building occur up to the edge.	Clarification required as to applicable THAB Zone standards.	The side and rear yard standards of the THAB zone will apply. The present plan has been amended to clarify this point.	Satisfied		
L11	Building colour	In order to ensure the dominance of the existing coastal vegetation, it is recommended that restrictions on building colours be included in the precinct provisions, such as the use of dark, neutral colours with an LRV level of less than 30%.	To ensure adverse effects can be mitigated.	Please refer to the additional assessment provided by Stephen Brown	Satisfied		
L12	LVA – effects rating scale	NZILA have recently updated their landscape assessment guidelines (Te tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines). Please confirm whether the 'severe' rating within the landscape and visual assessment is in line with the 'very high' recommended within the guidelines.	Clarification required.	Please refer to the additional assessment provided by Stephen Brown	Satisfied		
Arboricultural							
A1	Identification of trees on Precinct plans	The Plan Change Request only makes a brief reference to protecting trees under chapter E15 of the AUP, and states that overall, the PPC not only maintains but enhances indigenous biodiversity through restoration and enhancement of existing coastal planting within the site.... and at page 62 states <i>"In addition, the proposal seeks to maintain significant existing trees within the site as identified on Precinct Plan 1 which contribute to biodiversity and native habitats."</i> However, while trees 23, 49, 50 and 51 are identified in the Arborist report as worthy of retention, there are no trees identified on Precinct Plan 1 to be retained or maintained. Please amend Precinct Plan 1 to identify trees within the site, but outside the open space zone / esplanade reserve area, to be retained/maintained.	To ensure trees to be retained/maintained are identified in Precinct plans.	It is considered that the protection of the trees via the proposed open space zone is sufficient. These trees are not proposed to be scheduled. The assessment criteria have been updated to ensure protection of trees relating to works located near all trees located within the Open Space zoned part of the site.	Satisfied in part	To avoid confusion, it is recommended that the AEE is revised to remove reference to trees being retained as identified on Precinct Plan 1 (i.e. bullet point 3 on page 66; paragraph 3 on page 75).	The AEE report has been updated

A2	Tree removal references in reports	The Ecological report states that “no indigenous vegetation will be cleared from the site during construction and the proposed esplanade reserve will protect the Pōhutukawa forest around the coastal fringe in perpetuity.” However, it is noted that the proposal will include the removal of indigenous trees from within the site and the construction of a proposed stage 3 building is likely to impact upon the Pohutukawa trees 23 and 69 sited within the esplanade reserve. Therefore, please update the Ecological Report (and any similar comments in the AEE) to correct and clarify tree removal comments.	To ensure correct information is provided in reports.	<p>The tree located within the development area site are not protected. The previously granted resource consent means that those trees located within the development area would be removed. Resource consent has also been granted for earthworks to occur in that area.</p>	Satisfied		
A3	Special information requirements	The special information requirements relating to the arboricultural assessment at I553.9 should be amended to read as follows: “any resource consent involving pruning or works within the protected root zone of retained trees identified in the Precinct plans or within the esplanade reserve, must be accompanied with an arboricultural assessment and tree works / protection methodology to minimise any adverse effects on the trees.”	To clarify tree locations and when information requirements apply.	The precinct provisions have been updated in part to address this point.	Not satisfied	Further amendments to the precinct provisions are required to ensure pruning and alteration works to trees are considered. Refer to Attachment 2 for suggested wording.	Refer to the updated Precinct provisions..
A4	Special information requirements	Any resource consent application for development should be accompanied by a comprehensive replanting and mitigation landscape plan for the precinct, beyond the ‘coastal planting’ requirements of precinct provisions. This requirement should be included in the special information requirements.	To ensure replanting and mitigation of effects.	Please refer to the updated Precinct Plan provisions	Not satisfied	It is not clear in the revised precinct provisions provided where the suggested updates have been included. Please clarify and if not included please include.	Refer to the updated Precinct provisions.
A5	Precinct provisions	I552.6.9 Coastal planting subclause (2) should refer to ‘development’ as well as subdivision.	To ensure the trigger for provisions of plans is accurate.	Please refer to the updated Precinct Plan provisions	Satisfied		
A6	Effects on trees	The large Pohutukawa trees numbered 23 and 69 appear to be under threat from stage 3 of the development – pruning and root zone effects. Please provide a comment on this aspect, in particular on the apparent threat to their continued existence.	To enable an understanding of effects on existing trees identified as being worthy of retention.	<p>It is proposed the tree 23 will be removed. This tree is not presently protected.</p> <p>Tree 69 will be retained as it is located within the future Esplanade reserve. The precinct plan provisions includes tree protection measures that will ensure that the future design of the development takes this tree into account.</p>	Not satisfied	This request was in reference to potential adverse effects upon trees 23 and 69 from a future development of stage 3. The response is that tree 69 will be retained and the precinct requirement for the provision of a	The AEE report has been updated

						tree protection / tree works methodology will apply. The response in regard to tree 23 is that this tree will be removed as it is not currently protected. This comment is not agreed with as it is understood, as stated in the Arboricultural (tree) reports provided with the plan change, that the trees around the coastal edges of this site are protected under E15.4.1 (A21) and (A22) of the AUP. As tree 23 is within 20m of MHWS, its removal would require consent under the provisions in E15.4.1(A21) and (A22). It is recommended that the AEE be revised to reference the need for consent.	
Ecology							
E1	Precinct provisions	<p>It is suggested that additional provisions (policies, standards, matters of discretion and/or assessment criteria) addressing the issue of building design as it relates to ecological effects, specifically bird strike should be included in the Precinct provisions. Some suggested wording prepared by Council's ecologist is as follows. However, it is noted that this may be better separated into a policy and either standards or assessment criteria.</p> <p>I553.3 Policies</p> <p>(4) Require new buildings:</p> <p>...</p> <p>(e) <i>to employ mitigation measures to avoid bird strike through the use of nano UV-reflective coatings or patterns on windows or other visual cues for birds to identify hazards and reduce bird-strike incidents. (Refer: Bird-Friendly Best Practise: Glass 2016: Bird-Friendly Development Guidelines. Toronto. 54 pp.).</i></p> <p>(f) <i>to employ measures to minimise the risk of bird strike resulting from increased night lighting, including consideration of the following:</i></p> <p>(i) <i>All internal lights should be downward facing with minimal horizontal spill, and external lights should be shielded with no horizontal spill (National Light Pollution Guidelines for Wildlife Including Marine Turtles, Seabirds and Migratory Shorebirds, Commonwealth of Australia 2020. 111 pp.).</i></p> <p>(ii) <i>Window screens and tinted windows can reduce light being seen at night by birds. Vegetation should be planted to screen roosting and breeding areas from the building (National Light Pollution Guidelines for Wildlife Including Marine Turtles, Seabirds and Migratory Shorebirds, Commonwealth of Australia 2020. 111 pp.).</i></p> <p>(iii) <i>Lighting should only be used as necessary and at a low intensity.</i></p>	So that precinct provisions for new buildings better address potential ecological effects.	Please refer to the updated Precinct Plan provisions	Satisfied		

		(iv) The spectral range should avoid lights rich in blue light (400 – 500 nm).					
Noise							
N1	Noise effects	The AEE references that “noise controls for sensitive spaces” would be enabled by the precinct however, there is no description of the proposed controls. However, the proposed precinct provisions appear to introduce the noise sensitive areas standard E25.6.10. This standard currently applies to Business zones only. To avoid confusion in interpretation it is considered that this standard should be worded to require building design measures be undertaken and to be specific to the protection of residential amenity from business activities within the proposed precinct and by elevated road noise from Esmonde Road and the nearby motorway. It is also suggested that the precinct provisions should also include a special information requirement requiring an acoustic assessment be prepared by a suitably qualified and experienced acoustic professional to calculate both noise levels arising from business/commercial activities within the precinct and from traffic on Esmond Road to inform the minimum façade noise reductions required to achieve the internal noise levels specified in E25.6.10 for noise sensitive spaces.	To ensure noise effects are considered, managed and mitigated.	Please refer to the updated Precinct Plan provisions	Not satisfied	The revised AEE and information provided does not include an assessment of noise; and the precinct provisions proposed do not satisfactorily address this request. Please provide an assessment of noise; and revise the proposed precinct provisions to address the request as suggested below. Policy I553.3(4) should be updated to include reference of acoustic design of new buildings containing noise sensitive space. Standard I553.6.15 Noise should be amended to require compliance with reasonable internal noise levels (e.g. Table E25.6.10.1) and not the entire Standard because the acoustic design must be based on both traffic noise (i.e. from the road network) and noise from non-residential activities within the precinct. Furthermore, as noise sensitive spaces may require windows to be closed to enable compliance, reference to the building design requiring a mechanical ventilation system should be included. It is noted that I553.9 Special information requirements include the need for an acoustic assessment with wording as follows: <u>“Acoustic Assessment</u> (5) <i>An acoustic assessment shall be prepared by a suitably qualified and experienced acoustic professional to calculate both noise levels arising from business/commercial activities within the precinct and from traffic on Esmonde Road to inform the minimum façade noise reductions required to achieve the internal noise levels specified in E25.6.10 for noise sensitive spaces.”</i> It is considered that this will need to be amended to reflect the requirements in Standard I553.6.15 Noise.	Please refer to the updated AEE report and precinct provisions.
Infrastructure - Wastewater							
WW1	Wastewater	Please confirm that the wastewater calculations include Stages 1 and 2 as well as any future stages of development of the precinct. If the calculations are only for stages 1 and 2, please provide wastewater	Confirmation calculations are required and to	Please refer to the updated report provided by Maven.	Satisfied		

		calculations for development of the future stages / the whole precinct.	understand the position reached.				
WW2	Wastewater	Please provide more details regarding how the design and levels for the proposed wastewater connections have been arrived at.	To enable better understanding of design and levels.	Please refer to the updated report provided by Maven.	Satisfied		
Infrastructure - Water							
W1	Design calculations for precinct	Please provide the detailed calculations used to establish water supply network capacity. Please also confirm that these calculations include the additional apartments anticipated by the precinct provisions, noting that the number of apartments would be increased compared to the approved resource consent.	Calculations are required to understand the position reached.	Please refer to the updated report provided by Maven.	Satisfied		
W2	Fire flows and capacity	Please provide details on expected fire flow requirements for the buildings, e.g. sprinklers or onsite storage.	To enable a better understanding of design, because this impacts on the proposed watermain upgrades that will be required.	Please refer to the updated report provided by Maven.	Satisfied		
Infrastructure - Stormwater							
SW1	Stormwater management devices	Section 6.1. - Raingardens as proposed in the earlier adopted version of SMP have been replaced by proprietary devices in plan change version of the SMP. Please confirm this is the only major change to the SMP other than minor wording elsewhere in the document. Note: The amended SMP will need to be certified by the Regulatory Manager to be adopted in to the Regionwide NDC.	To clarify changes made to resource consent version of SMP.	Please refer to the updated SMP report provided by Maven.	Satisfied		
SW2	SMP wording	The SMP references that design is in accordance with TP10. However, TP10 has been superseded by GD01. Therefore, please update the SMP to be in line with current best practice and relevant documents.	To ensure correct document references and ensure best practice design.	Please refer to the updated SMP report provided by Maven.	Satisfied		
SW3	SMP Appendix C	Appendix C of the SMP contains a copy of the North Shore NDC. This is not relevant to this SMP which is being adopted under Healthy Waters' Regionwide NDC. Please remove the North Shore NDC from Appendix 3 to avoid confusion.	To avoid confusion with relevant NDC.	Please refer to the updated SMP report provided by Maven.	Satisfied		
SW4	SMP Appendix D	Drawing C440 in Appendix D identifies the use of raingardens however, Section 6.1.4 discusses the use of proprietary devices. Please update or clarify what devices are proposed to be used?	To clarify the stormwater management devices to be used.	Please refer to the updated report provided by Maven.	Satisfied		
SW5	SMP	The executive summary of the SMP states " <i>As desired by Healthy Waters, it is not proposed to provide any specific stormwater rules into a precinct, with emphasis instead placed on specific design and consideration within future SMP's which will support resource consent application(s) to Council.</i> " This statement is incorrect and should be amended or removed, as the predict provisions do include precinct specific stormwater rules.	Update to ensure consistency with precinct provisions proposed.	Please refer to the updated report provided by Maven.	Satisfied		
Other Matters and Notes:							
Economic Assessment	The Urban Economic Assessment provided with the plan change documents has been reviewed for Council by Ting Huang of RIMU. Ms Huang's comments are provided as Attachment 5 for your reference. We note that while there are no clause 23 requests with regard to economic matters, RIMU does not necessarily agree with the various analysis and comments in the Urban Economics' Assessment. You may wish to review the RIMU comments and provide a further response.			Noted			