

11th November 2025

Auckland Council
Development Engineer

Dear Sir/Madam,

RE: APPLICATION FOR RESOURCE CONSENT AT 22 & 22A SUMMIT DRIVE

Please find below our response to the to the Civil Engineering items raised by the Council in their Section 92 request dated 16 October 2025.

Soakage

Item 6 – *The area used in the soakage calculations for 22 Summit Drive doesn't consider the total area as reflected on the Record of Title. Please revise calculations with the correct site parameters.*

The proposed accessway appears to bypass the detention tank and soakage system. Please confirm how the impervious area from the accessway will be collected and managed.

The existing shared driveway that was constructed as part of the underlying subdivision is serviced by the newly installed deep bore soakage manhole. Please refer to the attached private drainage as built attached in Appendix A of this Letter. The Proposal therefore only includes calculations for all additional impervious area.

Earthworks and Geotechnical

Item 9 – *I note the inclusion of E12.4.2 (A32) as a reason for consent. Please confirm why that is necessary.*

The proposed earthworks volume exceeds 5m³ at the subject site, which is covered by the Special Character Areas Overlay Residential and Business - Mt Albert, Residential Isthmus C. The proposed earthworks volume exceeds 200m³ at the subject site, which is covered by the Special Character Areas Overlay Residential and Business - Mt Albert, Residential Isthmus C. We acknowledge that the Council may deem that consent is only required pursuant to E12.4.2(A33), this does not change the assessment and explanation which supported the application for consent.

Item 10 – Please provide appropriate long sections to verify compliance with the following Auckland Unitary Plan (OP) standards:

- E27.6.3.6 – Formation and Gradient;
- E27.6.4.4(2) – Vehicle Access Transition Gradient; and
- E27.6.4.4(3) – Vehicle Access Platform

Refer to drawing RC 104 Rev B attached in Appendix B of this Letter showing the relevant driveway gradients. CKL has provided relevant transport engineering commentary with respect to compliance.

Item 11 – Please demonstrate on the plans the proposed surface gradient for the manoeuvring spaces to demonstrate compliance with standard E27.6.3.6 Formation and Gradient.

Refer to drawing RC 104 Rev attached in Appendix B of this Letter showing the relevant driveway gradients. CKL has provided relevant transport engineering commentary with respect to compliance.

Plan Change 79-Transport Provisions

Item 16 – Please identify the driveway length, and subsequent compliance with Standard E27.6.4.3 Width of vehicle access, queuing and speed management requirements of Plan Change 79. In particular, given the driveway length, please identify proposed speed management devices, e.g. speed hump.

Refer to RC 210 Rev A attached in Appendix C of this Letter showing the driveway length. CKL has provided relevant transport engineering commentary with respect to compliance.

Suggested recommendations – not pursuant to section 92 of the RMA - Overland Flowpath

Item 3 – The identified Overland Flow Path (OLFP) has a catchment area of less than 4000m². Therefore, this doesn't fall under the definition of an OLFP under Chapter J of the AUP(OP).

However, the applicant has provided calculations for this OLFP. Based on the flood risk management guideline of the Australian Disaster Resilience Handbook Collection (see below for chart), it is considered that the maximum flood depth and velocities to be H5, which is identified as unsafe for vehicles and people.

The assessed peak velocity within the OLFP is 2.60 m/s on slopes steeper than 1:3. Informal rock placement and planting are unlikely to provide adequate erosion

resistance at this velocity. The applicant's geotechnical engineer is encouraged to check that concentrated surface flows and any excavation/structures do not reduce slope stability (global and local), including for potential undercutting and loss of support near boundaries/driveways/retaining walls for neighbouring properties.

While the velocity of the OLFP along the formed channel is 2.6 m/s, the feature is situated to the east of the building in a location not intended as a trafficable area by pedestrians or vehicles, being that the driveways are located to the west at the other side of the houses and the main outdoor areas for functional use are situated at the main decks of each proposed house. Consequently, neither pedestrians nor vehicles are expected to be affected during a 100-year storm event. GeoStudio will provide commentary on any slope stability.

Suggested recommendations – not pursuant to section 92 of the RMA - General

Item 4 - Additionally, please be advised that the Draft Plan Change 120: Housing Intensification and Resilience, suggests changes to how we manage natural hazards, including OLFPs, among other things. Depending on timeframes, there may be a requirement to include further assessment in respect of the PC120 provisions.

On November the 3rd 2025, Council notified Plan Change 120, which includes new provisions in Chapter E36 which have immediate legal effect. We have reviewed these provisions and no new reasons for consent or assessment is required relevant to the subject proposal.

If you have any questions regarding the above please do not hesitate to contact me on 021 381858.

Sincerely

Anchor Consulting Ltd

Michael Dennis Epis

Civil Engineer

Appendices

Appendix A - Private Drainage Asbuilt

Appendix B - RC104 Rev B

Appendix C - RC 210 Rev A

Appendix A - Private Drainage Asbuilt

As-built underslab plumbing / drainage plan

This as-built plan must be made available at time of inspection.

Underslab Drainage

Consent number: BCO 10360890

Street address: 22 Summit Drive, Mt Albert, AKL

Legacy number: Owner:

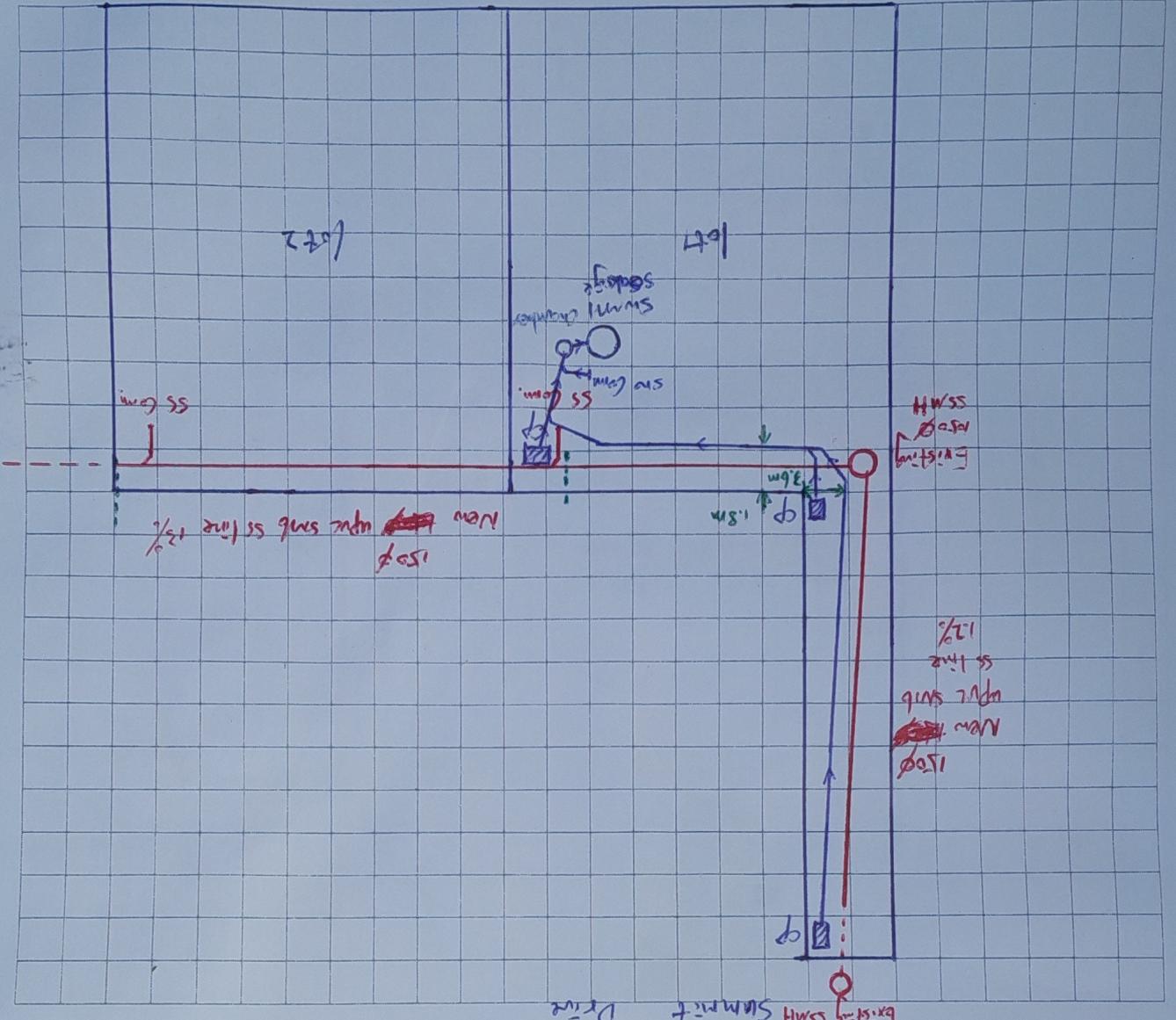
Lot number: Drainlayer / plumber: Junyu (Jesse) Su

Registration number: 23012

Note: Please provide figures/measurements from a defined point of reference.

Date submitted: 5/5/2023

Note: Use black ink for building outline. Denote stormwater as Blue S/W and sanitary sewer as Red S/S.



Appendix B - RC104 Rev B



REVISION				
ISSUE	DATE	DETAILS	CHKD	DWN
A	09/05/25	RC APPLICATION	CK	SA
B	31/10/25	EX DRIVEWAY GRADIENT ADDED	CK	ME

LEGEND

- 80.00 — EXIST. MAJOR CONTOUR
- - - - - EXIST. MINOR CONTOUR (0.20m INTERVAL)
- 80.00 — FINISHED MAJOR CONTOUR
- 80.25 — FINISHED MINOR CONTOUR
- PROP. RETAINING WALL

NOTE:
CONTRACTOR TO LOCATE AND IDENTIFY THE EXISTING SERVICES PRIOR TO EXCAVATION.

- FS-PROP FINISH SURFACE (PAVED)
- FG-PROP FINISH GROUND LEVEL
- EX FS- EXISTING FINISH SURFACE (PAVED)
- EG- EXISTING GROUND LEVEL
- GFL- GARAGE FLOOR LEVEL
- FFL - FINISH FLOOR LEVEL
- TW - TOP OF WALL
- BW - BOTTOM OF WALL
- FL-FLOW LINE

DRAWING TITLE

OVERALL EARTHWORKS PLAN

CLIENT

A & Y CONTRACTOR LIMITED

PROJECT

**22&22A SUMMIT DRIVE,
MOUNT ALBERT, AUCKLAND**



ANCHOR CONSULTING LTD
Tel: 021 66 99 46
PO Box 34810, Birkenhead 0746, Auckland

SCALE:	1 : 100 @ A1	1 : 200 @ A3
DATE:	APRIL 2025	
SURVEYED BY:	CL&AV	DESIGNED BY: N/A
DRAWN BY:	SA	CHECKED BY: CK
PROJECT No.	DWG No.	REV.
A15-0082	RC-104	B

LOT 20 DEEDS REG 376

LOT 21 DEEDS REG 376

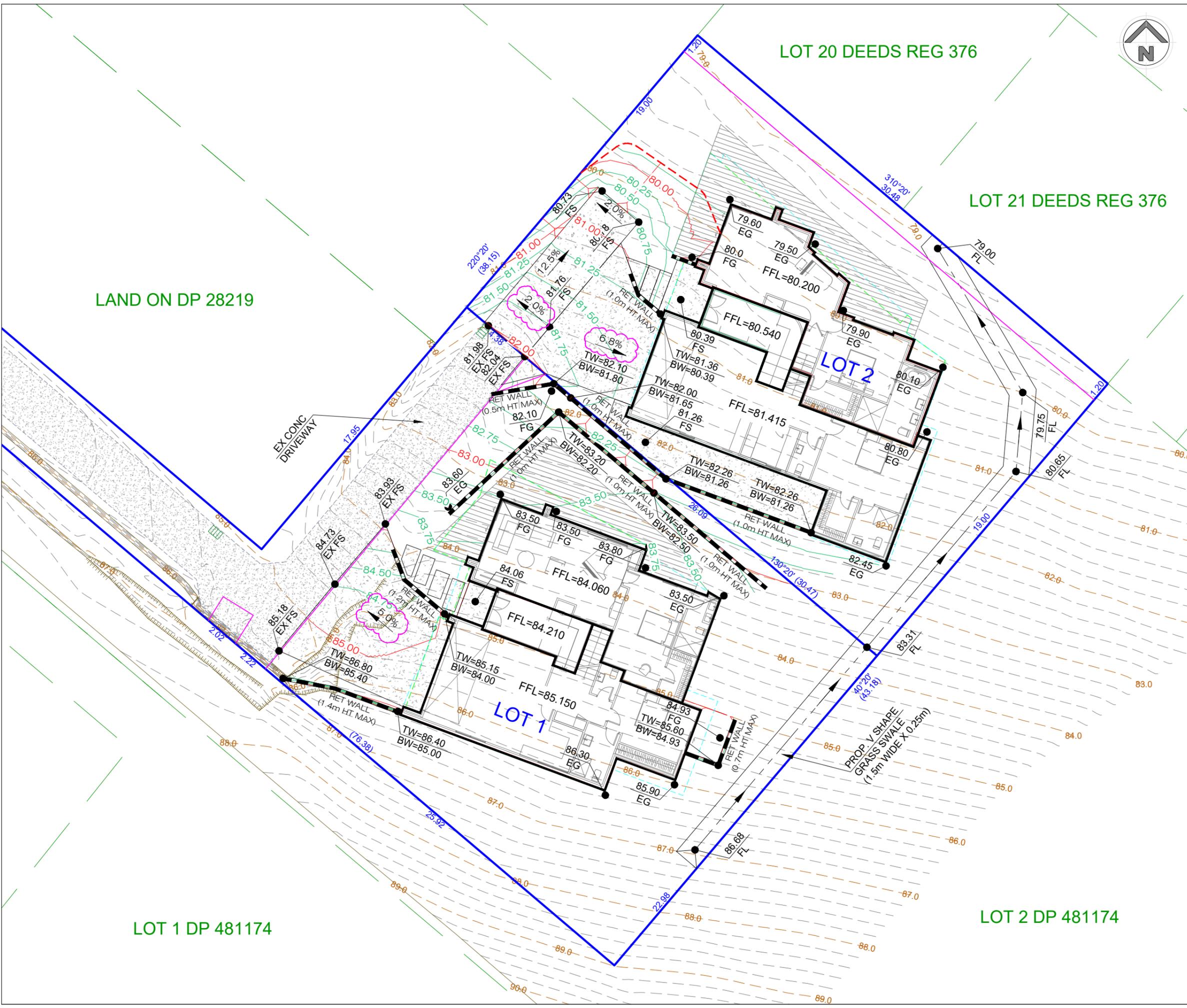
LAND ON DP 28219

LOT 2

LOT 1

LOT 1 DP 481174

LOT 2 DP 481174



Appendix C - RC 210 Rev A



REVISION				
ISSUE	DATE	DETAILS	CHKD	DWN
A	31/10/25	RC APPLICATION	CK	ME

DRAWING TITLE
EXISTING & PROPOSED DRIVEWAY DIMENSION

CLIENT
A & Y CONTRACTOR LIMITED

PROJECT
**22&22A SUMMIT DRIVE,
MOUNT ALBERT, AUCKLAND**



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PROJECT No.	DWG No.	REV.
A15-0082	RC-210	A