



Campbell Brown

Planning & Resource Management Specialists

16 April 2026

Auckland Council
Private Bag 92300
AUCKLAND 1142

Attention: Aaron Grey
Consultant Planner, Resource Consents

by email

Dear Aaron,

RE: BUN60419132 – 3 Pigeon Mountain Road, Half Moon Bay

Thank you for your letter dated 10 July 2025 requesting further information relating to the above resource consent application.

As discussed, the applicant has revised the design of the scheme. Largely the design intention remains similar, being an access from Compass Point Way with a central looped JOAL and a total of 62 units. The revised scheme features an amended architecture and landscape design.

Accordingly, the following reports have been updated to reflect the revised scheme. To facilitate your review, we have provided responses to the s92 letter that was issued for the previous scheme. Some items are now no longer relevant and these are identified where this is the case.

Specific responses are provided in the table below, and / or as cross-referenced to the attached input from the applicant's team. Attachments include:

- **Architecture Plans**
- **Civil Engineering Package**
- **Landscape Plans**
- **Lighting Plan**

- **Geotechnical report and PC120 assessment**
- **Subdivision Scheme Plan**
- **Traffic Assessment**
- **Arboriculture Assessment**
- **Waste Management Plan**
- **Construction Noise and Vibration Assessment**

I trust that this information is sufficient to address the issues that have been raised.

Please contact me if you have any questions in regard to the revise scheme or responses contained in this letter.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Yujie'.

Yujie Gao
Principal Planner / B.Urb.Plan (Hons) / Int.NZPI
Campbell Brown Planning Limited

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Plan Consistency		
<p>a. The revised plan sets include a large number of inconsistencies. Please provide updated drawing sets that illustrate a consistent proposal. This includes, but is not limited to:</p> <ul style="list-style-type: none"> a. Providing consistent JOALs numbering. The engineering drawings consider the JOAL between Units 12 to 41 to be a single JOAL (“JOAL 2”), but the architectural drawings show this as two JOALs (“JOAL 2” and “JOAL 3”), resulting in the subsequent JOAL numbering being inaccurate. In addition, the Urban Design Assessment refers to JOAL 7, which is not referenced elsewhere. b. Providing consistent retaining wall locations and heights. This includes, but is not limited to: <ul style="list-style-type: none"> i. The architectural and landscape drawings show a proposed retaining wall to the western boundary, but the civils plans show this only as existing. ii. The architectural drawings show retaining walls in front of Units 13 and 19, which are not shown on the engineering drawings. On the other hand, the engineering drawings show retaining walls in front of Units 59 to 62, which are not shown on the architectural drawings. iii. The architectural drawings show retaining walls to the east of Units 12 and 41 (elevation 3, sheet RA1401) that is greater in height than the retaining walls shown in the engineering drawings. c. The extent of paving for end of the JOAL between Units 46 and 47 is shorter on the engineering plans than shown on the architectural and landscape plans and relied on by the vehicle tracking diagrams. In addition, the landscape drawings show plantings in front of the garages of Units 45 and 46. d. The architectural and engineering plans show the parking pads for Units 25 to 48 having lengths of 4 m, while the landscape plans show these having lengths of approximately 5 m. e. The landscape plans show a parking pad for Unit 50 and no parking pad for Unit 49, while the architectural plans show two parking pads between these units. In addition, the scheme plans and vehicle tracking diagrams does not show any parking pads for either of these units. f. The landscape plans show a more limited extent of paving between Units 9 and 10 than shown on the architectural, engineering and vehicle tracking drawings. g. The landscape plans specify the path to the north of Units 25 to 41 as having a width of 1.8 m, while the architectural and engineering plans show this as 1.5 m. h. The landscape plans show an undefined green area on the northern side of Unit 38, while the architectural plans show this as a deck. i. The landscape plans and the architectural plans related to coverages show the extent of decks for Units 1 to 7 differently to how they are shown on the other architectural plans, (including the 3D renders). j. Pedestrian access to Lots 47 to 50 is shown differently between the architectural plans and the landscape plans. In the former, a series of common access points are indicated (particularly in the 3D views). 	<p>Eighty6: Engineering plans have been updated to align with the architectural layout and are now consistent with their drawings.</p>	

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<p>k. The landscape plans show that paths from front doors extend to the adjacent vehicle access (where applicable) for all Units 4 to 9, 52 to 55 and 58 to 62. However, the architectural plans do not clearly show these and the typology floor plans often show these paths terminating a short distance from the front door, connecting with the adjacent parking space.</p> <p>l. The stairs and retaining walls associated with the entrances for Units 11 and 42 to 46 from Pigeon Mountain Road are shown in different locations on the engineering drawings from those shown on the architectural and landscape drawings.</p> <p>m. The stairs and retaining walls associated with the entrances for Units 25 to 41 from Walkway 1 are shown in different locations on the engineering drawings from those shown on the architectural and landscape drawings. The engineering plans assume much shorter stairs and do not return the retaining wall along each set of stairs.</p> <p>n. The extent of deck for Unit 51 is shown considerably different between the architectural and landscape drawings.</p>		
Temporary Activities		
<p>2. Please confirm if the construction of the proposal will be completed within 24 months. If not, please provide an assessment against the provisions in section E40 of the AUP.</p>	<p>The construction of the development will be completed within 24 months.</p>	
Construction Noise		
<p>3. The revised CNVA dated 2 April 2025 and revised draft CNVMP dated 1 April 2025 are inconsistent, for example, the CNVMP includes key works comprising stockpiling and concreting works (for internal roads) which are not mentioned in the CNVA and, information around predicted noise levels is different, as shown below:</p> <ul style="list-style-type: none"> <p>CNVA:</p> <div data-bbox="157 1220 955 1661" style="background-color: #f0f0f0; padding: 5px;"> <p>During Demolition Works</p> <p>Noise levels of up to 75 dB LAeq are anticipated to occur at the upper floor level at 84 Compass Point Way (R16). It is anticipated that this exceedance would last for an approximate period of three to four days.</p> <p>During Piling Works</p> <p>Noise levels of up to 75 dB LAeq are anticipated to occur at the upper floor levels at 84 Compass Point Way (R16), 80 Compass Point Way (R18), 78 Compass Point Way (R19) and 76 Compass Point Way (R20). It is anticipated that this exceedance would last for an approximate period of two to three days per receiver.</p> <p>During Compaction Works</p> <p>Noise levels of up to 75 dB LAeq are anticipated to occur at the upper floor level at 84 Compass Point Way (R16). It is anticipated that this exceedance would last for an approximate period of four to five days. This is on the basis of using a plate compactor for works required within 5-metre of the neighbouring receivers.</p> </div> <p>CNVMP:</p> 	<p>SLR - The CNVA and CNVMP have been updated to ensure consistency in plant assumptions, setback distances, and mitigation measures. Additionally, the revised piling methodology has reduced the scope of predicted noise exceedances, limiting them to demolition works only.</p>	

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<p>At 84 Compass Point Way:</p> <ul style="list-style-type: none"> 75 dB LAeq during demolition, piling and compaction works for an approximately duration of less than two weeks. 80 dB LAeq during concreting works for an approximately duration of up to two days. Noise limits in Table 4 during all other times. <p>At 80 Compass Point Way:</p> <ul style="list-style-type: none"> 75 dB LAeq during piling works for an approximately duration of up to three days. Noise limits in Table 4 during all other times. <p>At 76 Compass Point Way and 78 Compass Point Way:</p> <ul style="list-style-type: none"> 75 dB LAeq during piling and concreting works for an approximately duration of up to five days at any receiver. <p>Accordingly, please confirm (in a table) each affected property, the extent of noise exceedances (in dBA), the specific works responsible for the exceedances and the estimated duration of exceedances.</p>																		
<p>4. In regard to the advice from SLR (namely “As discussed, a 3-metre acoustic screening is no longer required under the revised proposal. The proposed equipment is quieter, and there is now the added benefit of being able to locate it further from the surrounding receivers. Further details on equipment positioning and sizing are provided in the mitigation measures outlined in Section 4.4 of Report R01 and Section 7 of Report R02.”), the only change appears to be a slightly smaller compacter resulting in a 5 dBA noise reduction, otherwise, information is the same. There are identical setback distances and works durations. Accordingly, please clarify the key changes to the prediction of construction noise levels (and vibration if relevant).</p>	<p>SLR – The changes reflect a revised methodology and the proposed use of quieter, activity-specific equipment. Additional mitigation measures have been introduced, including a 2m boundary and localised acoustic screening and maintaining minimum setbacks during the use of specific construction equipment. Collectively, these controls reduce predicted noise levels, removing earlier exceedances for other activities and leaving only a short-duration demolition exceedance at 84 Compass Point Way</p>																	
<p>5. Further to the above, please clarify if construction noise and vibration effects will be greater, less than or similar to effects assessed as part of the earlier proposed development prior to public notification</p>	<p>SLR - Construction noise effects under the revised proposal are lower than the publicly notified 87-unit assessment, with exceedances limited to a single receiver during demolition for approximately four days. Vibration effects are similar, as no exceedances were identified during any stage. Overall, the revised proposal results in reduced noise and comparable or lower vibration effects compared with the notified version</p>																	
Earthworks																		
<p>6. Please clarify whether the retaining wall between Walkway 1 and Unit 47 could be removed and replaced instead with a batter.</p>	<p>Eighty6: Please refer to the latest engineering plans. This query is not applicable under the new master plan.</p>																	
<p>7. The earthworks extent does not include the path to Unit 10. Please clarify or amend.</p>	<p>Eighty6: Please refer to the latest engineering plans. This query is not applicable under the new master plan.</p>																	
<p>8. Please provide an estimate of the volumes of topsoil to be stripped, and volumes to be respread and removed from the site.</p>	<p>Eighty 6</p> <p>Eighty6:</p> <p>Please refer to a summary table for the estimation of the volumes of topsoil to be stripped, respread and removed offsite.</p> <table border="1" data-bbox="1261 1602 2326 1862"> <thead> <tr> <th></th> <th>Topsoil stripping</th> <th>Topsoil respread</th> <th>Topsoil to be removed</th> </tr> </thead> <tbody> <tr> <td>Area (m²)</td> <td>14,385</td> <td>5,667</td> <td></td> </tr> <tr> <td>Topsoil thickness (m)</td> <td>0.3</td> <td>0.2</td> <td></td> </tr> <tr> <td>Volume (m³)</td> <td>4,315.5</td> <td>1,133.4</td> <td>3,182.1</td> </tr> </tbody> </table>		Topsoil stripping	Topsoil respread	Topsoil to be removed	Area (m ²)	14,385	5,667		Topsoil thickness (m)	0.3	0.2		Volume (m ³)	4,315.5	1,133.4	3,182.1	
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<p>9. please provide an Earthworks Management Plan (EMP) to support the ESCP, and that includes:</p> <ul style="list-style-type: none"> a. the sequence and methodology of works; b. proposed erosion and sediment control design details and any staging requirements for each phase of works (e.g. for bulk earthworks, retaining wall construction, installation of underground infrastructure and works within the adjacent reserve / road areas); c. further details on progressive stabilisation; d. monitoring and maintenance of erosion and sediment controls; and e. details on the timing of construction of the retaining walls in relation to the bulk earthworks, particularly along the north and eastern boundaries. <p>Please ensure the correct GD05 terminology is used (e.g. sediment retention pond).</p>	<p>Eighty6: Please refer to attached EMP.</p>	
<p>10. Please update the ESCP to demonstrate that the SRP spillway will be directed to a location that will avoid erosion of batters, and nuisance to traffic / roading / pedestrians as practicable as possible.</p>	<p>Eighty6: Please refer to the updated Sediment and Erosion Control Plan DWGFP326-220.</p> <p>The SRP location has been revised. The spillway outlet has been shifted away from the steep terrain along the eastern site boundary it is now oriented toward a flatter area.</p> <p>A dirty water diversion bund has also been added downslope of the SRP spillway (Catchment A1) to direct flows toward a controlled discharge point which ensures that spillway runoff is channelled away from any exposed batters, additionally, silt fences have been installed downstream of dirty water diversion channel to provide sediment control and to slow and filter flows before they reach the footpath, kerb and channel.</p>	
<p>11. Please provide a plan and long-section of the proposed SRP to identify the RL levels of the design features, including the RL of the inlets, forebays (where applicable), device base, outlets (decants and spillways) and any connections to existing infrastructure. Please include the RL of the stormwater manhole that the SRP will discharge to, and the batter that the spillway will be directed.</p>	<p>Eighty: Please refer to the drawing FP326-221 which indicates the RLs of inlets, forebay, device base and outlet.</p>	
<p>12. Please include details within the Earthworks Memo and on the ESCP for the management of runoff from construction of the footpath, individual pedestrian accessways and underground infrastructure that are located outside of the catchments directed to the primary sediment treatment devices.</p>	<p>Eighty6: Please refer to the updated Sediment and Erosion Control Plan, Drawing FP326-220.</p> <p>Runoff generated from the construction of the pedestrian footpath, berm, and associated pedestrian accessways located outside the primary sediment treatment device catchments is managed within Catchments B and B1, with contributing areas of approximately 260m² and 270m² respectively.</p> <p>Given the small catchment sizes, a silt fence is proposed for the small catchment as the primary sediment control measure. The silt fence will intercept and treat surface runoff generated during construction, with filtered flows discharging to the adjacent kerb and channel/catchpit in a controlled manner, as shown on the ESCP. Additionally, catchpit inlet protection such as sand socks will also be installed</p> <p>This approach is considered appropriate due to the limited extent of earthworks, short duration of disturbance, and small contributing catchment areas.</p>	
<p>13. Please clarify the purpose of the runoff diversion bunds (shown on the ESCP in red).</p>	<p>Eighty6: Please refer to the revised drawing FP326-220. The legend has been updated, the dirty-water diversion channels and bunds now represented by the blue arrows. Red line indicates the catchpit inlet protection (sand socks).</p> <p>Dirty water diversion channels and bunds have been incorporated into the erosion and sediment control design in accordance with GD05 Section E2.2. These structures are positioned upstream of the silt fences to</p>	

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	<p>intercept sediment-laden runoff, reduce flow velocity, and direct water to SRP a located at the northern corner.</p> <p>To enhance sediment capture, a drop-out pit may be installed prior to the SRP to allow heavier particles to settle. Downstream of the bund, a silt fence is proposed as a secondary safeguard, providing additional protection in the event of bund failure or overtopping.</p> <p>This approach aligns with GD05’s “treatment train” philosophy, ensuring multiple layers of sediment control and minimising environmental impact on the receiving stormwater system.</p>										
14. Please update the notes section to reflect the proposed sediment controls.	Eighty: Please refer to the updated Sediment and Erosion Control Plan DWG FP326-220.										
15. Please discuss whether a 3% SRP will be more suitable given the slope of the site.	<p>Eighty6: The size of SRP has been designed considering the contributing catchment area and slope length. Table below summarised the pre- and post- construction slope. The slope does not greater than 18% and the slope length of the contributing catchment is 130m (less than 200m). SPR size to 2% of the contributing catchment area is therefore proposed in line with GD05 SPR design criteria</p> <table border="1" data-bbox="1261 760 1958 1062"> <thead> <tr> <th></th> <th>Pre-construction</th> <th>Post-construction</th> </tr> </thead> <tbody> <tr> <td>Average slope over contributing catchment</td> <td>10%</td> <td>5%</td> </tr> <tr> <td>Slope immediately (within 20m) above the SRP</td> <td>10%</td> <td>6%</td> </tr> </tbody> </table>		Pre-construction	Post-construction	Average slope over contributing catchment	10%	5%	Slope immediately (within 20m) above the SRP	10%	6%	
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16. Please update the SRP size details to clarify the length and width of the pond when measured at the primary spillway (to demonstrate it will meet the 3:1 L:W ratio). Please update the SRP on the drawing to reflect any change in dimensions.	Eighty6: Please refer to the dimension table in the updated Sediment and Erosion Control Plan (DWG FP326-220), which confirms that the SRP meets the required 3:1 length-to-width ratio. These dimensions have also been added to the drawing.										
Tree works											
17. The path to and deck of Unit 10 are located within the Protected Root Zones of pohutukawa trees in the open space between the site and Ara Tai. Please provide an assessment against E16 of the AUP, which may require an arborist report to be prepared.	Works within the vicinity of the pohutukawa trees has been revised. Please also refer attached arboriculture report by Tree3, confirming the works are within the permitted thresholds.										
18. Please clarify whether any earthworks will be located within the protected root zone of trees that are to be retained.	As above, works within the vicinity of the trees has been revised including on the earthworks plans.										

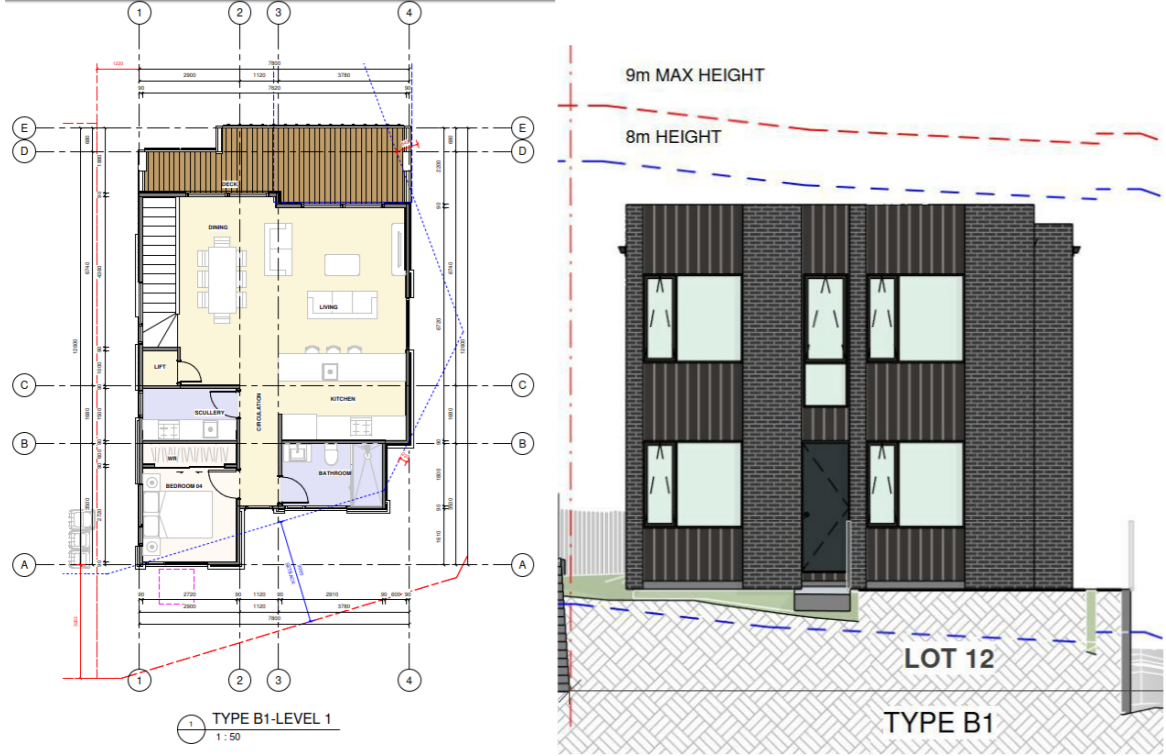
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<p>19. In the EMP, please clarify what works are proposed within the protected root zone of those trees, and provide a methodology of works to demonstrate works will not adversely affect those trees.</p>	<p>Regardless of the PA status, the arboriculture report sets out recommendations with respect to physical works. The applicant confirms these recommendations are adopted and form part of the application.</p> <p>With the implementation of the conditions, any potential adverse effects will be less than minor.</p>	
<p>Groundwater Diversion</p>		
<p>20. The date of the Total Ground Engineering report appears to be incorrect. Should this instead be 7 May 2025? Please correct or clarify</p>	<p>Please refer to the attachment document “geotech response” for specific responses to each item.</p>	
<p>21. Table 3 of the TGE report is titled “Western Boundary Existing Timber Retaining Wall Information” however the header on the table states “Proposed Retaining Wall Analysed Section Summary up-dated in May 2025.” Please provide clarification.</p>		
<p>22. There appears to be discrepancies between the levels shown in Table 3 of the TGE report and the levels shown on the drawing titled “Earthworks Cross-section Sheet 1 of 3” prepared by Eighty6 Civil Engineering, Drawing FP326-215, rev A, dated 28 February 2025. In addition, cut levels shown in close proximity to the western boundary on the drawing titled “Earthworks Cut and fill Plan,” prepared by Eighty6 Civil Engineering, Drawing FP326-210, rev A, dated 28 February 2025 do not appear to be the same as those given in Table 3. Please check all of the information given in Table 3 for consistency with these two drawings and annotate the platform levels on “zoomed in” snippets of Section 1 to 3 on the Drawing FP326-215, rev A to allow comparison of the information provided. For example, Table 3 indicates that the proposed maximum excavation depth at upper platform is 2.34m and the proposed maximum excavation depth at the lower platform is 3.9m. This does not appear to be the case on Earthworks Cross- section 3.</p>		
<p>23. The drawing titled “Retaining wall Layout Plan” prepared by Eighty6 Civil Engineering, Drawing FP326-260, rev A, dated 28 February 2025 indicates six proposed retaining walls RW1 to RW6 in close</p>		

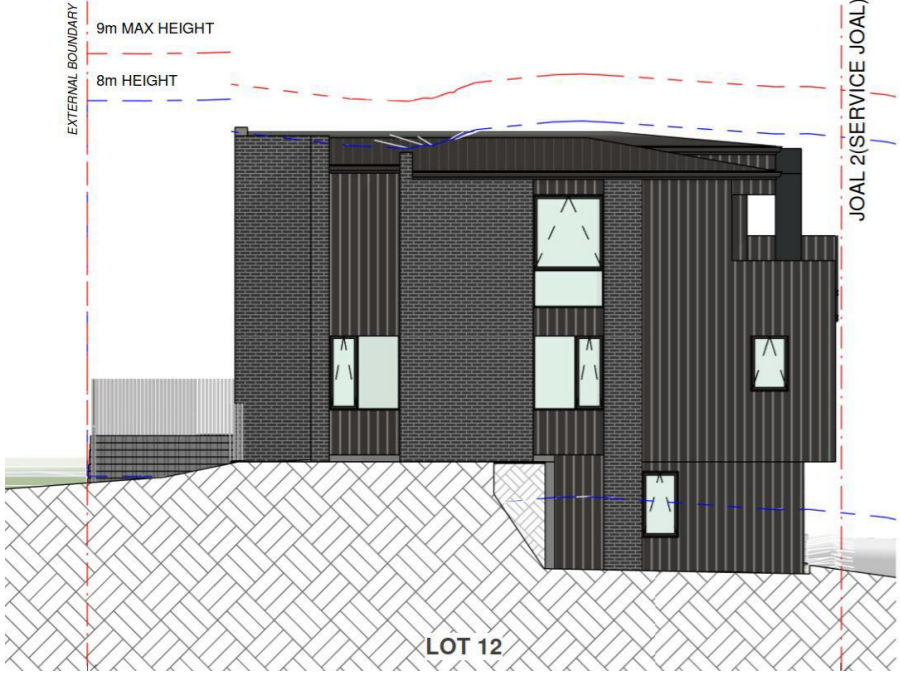
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<p>proximity to the western boundary of the site. However, the TGE report provides details of only two retaining walls as follows:</p> <ul style="list-style-type: none"> Sections 1 & 2: 250UC-89.5 1m c/c spacing an 9m long piles Section 3: 310UC-89.5 1m c/c spacing an 12m long piles <p>It is noted that the drawing titled “<i>New Retaining Wall Face Elevation 1 of 2</i>” prepared by TGE drawing No. 101, issue 4, dated 1 May 2025 and the drawing titled “<i>New Retaining Wall Face Elevation 2 of 2</i>” prepared by TGE drawing No. 102 issue 4, dated 1 May 2025,” indicates three retaining wall types – Type A, Type B and Type C.</p> <p>Please update the report with the correct number of proposed retaining walls / types and details and confirm that the analyses that have been undertaken to date are appropriate. In addition, please annotate the Retaining Wall Layout Plan with cross-sections 1 to 3 and the extent of each proposed retaining wall type. Justification is required for any proposed retaining walls shown on the plan or drawing Nos 101 and 102 which have not been analysed.</p>		
<p>24. It is noted that the proposed alert and alarm trigger levels given in Table 13 of the TGE report for the existing timber pole wall i.e. DM8 & DM9 are the same the trigger levels for the proposed steel post wall at Section 3. These trigger levels are not considered to be appropriate for the existing timber pole wall and should be revised and based on predicted deflections. Please address.</p>		
<p>25. It is noted that only two retaining wall deflection markers D8 & D9 are proposed on the existing retaining wall. Please provide additional retaining wall markers for the full length of the existing retaining wall at appropriate spacing or provide justification as to why no other additional retaining wall markers are proposed. Appropriate alert and alarm trigger levels should be provided for the additional markers and the monitoring plan and Table 13 and Figure 17 and TGE drawing No. 300, updated accordingly</p>		
<p>26. Settlement alert and alarm trigger levels given in Table 13 should be whole numbers – Please update Table 13 accordingly.</p>		
<p>27. Please provide justification for the proposed alert and alarm trigger levels given in Table 13 for DM1-3, DM4-5 and DM6-7. Please provide annotated Plaxis outputs by way of justification.</p>		
<p>28. The dwellings at 76 to 84 Compass Point Way for pre-and-post construction detailed condition surveys should be labelled on Figure 17 the “Updated Monitoring Plan” and on the drawing titled “Monitoring Plan” prepared by TGE, drawing No. 300, issue 3, together with the proposed extent of the 300mm diameter concrete stormwater pipe for pre-and-post construction CCTV survey. Please update or clarify.</p>		
<p>29. At least two ground settlement (GS) markers are required between the existing wall and the dwellings at 76 to 84 Compass Point Way. The markers are to be positioned in alignment with the retaining wall deflection markers and the building settlement pins. The alert and alarm trigger levels for these ground settlement markers must reflect the predicted ground settlements at these locations with justification and Table 13 and Figure 17 and TGE drawing No. 300. Please update accordingly.</p>		

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30. The building pins labelled BS01, BS04, BS05, BS08, BS09, BS12, BS13, BS16, BS18 & BS20 should all be positioned at locations to allow the measurement of the predicted maximum differential settlement of the dwelling and Figure 17 and TGE drawing No. 300. Please update accordingly.		
31. In Table 6 of the TGE report, “310UC-89.5 1m c/c spacing an 12m long piles” are proposed – this appears to be a typo and should read “310UC -158 1m c/c spacing an 12m long piles”. Please update or clarify.		
Residential zone provisions		
32. Please confirm the height of those buildings that infringe the 8 m height (using the rolling height method) when using the average height method.	<ol style="list-style-type: none"> 1. Approximate Height of buildings that infringe the 8m height using rolling is noted on A5.01, A5.03, A5.05, A5.07, A5.10, A5.13, A5.14. 2. 8m infringements using the rolling height method are noted on A5.01-A5.14. 3. For Units that are infringing 8m using the rolling height method (blue lines), the average height method (red lines) is also shown, along with any 8m infringements using the average height method. 	
33. Please confirm if any of the stairs within the front yard of Pigeon Mountain Road and the northern yard have heights exceeding 1.5 m and therefore will be buildings intruding the front yard.	Confirming that no stairs within the front yard along Pigeon Mountain Road and Aratai Road exceed 1.5 m in height.	
34. Please provide details of the retaining wall in Lot 24 in order to confirm if this is a front yard intrusion.	The retaining wall within the front yard of Lot 24 has a maximum exposed height of approximately 1145 mm (refer to Drawing A4.01). As the combined structure (retaining wall and fence) exceeds 1.5 m in total height above ground level, it results in a front yard building infringement at Lot 24.	
<p>35. Please ensure that the landscaped area show on Drawing RA0203 is accurate (as per the AUP definitions), noting that:</p> <ol style="list-style-type: none"> a. The decks associated with Units 11, 43 and 44 (and potentially others) will have heights of greater than 1 m and cannot be counted towards the 25% “hard landscaping”. b. Paths with a width of 1.5 m are only to be included as part of landscaped area where they are independent to other paved area. Therefore, the path adjacent to JOAL 4 (as labelled on the architectural plans) should be excluded. c. Stairs should not form part of landscaped area as they are not specified in the AUP definition. d. Service areas with decorative pebble mix (as identified on the landscape plans), including the areas where bins would be stored, should not form part of landscaped area as they are not specified in the AUP definition. e. If the path to the north of Units 25 to 41 has a width of 1.8 m as specified on the landscape plans (and would be expected by the PC79 standards), this must be excluded from landscaped area. f. All areas used for the parking, manoeuvring or loading of motor vehicles must not be landscaped area. This includes all areas required for the tracking of vehicles, even if this extends beyond the paved area (e.g. the ends of JOALs 2 and 4). This also includes all areas used for kerb overhang of parking spaces. 	<p>Refer to Drawing A2.03:</p> <ol style="list-style-type: none"> a. No decks with a height greater than 1.0 m are proposed b. Only footpaths with a width of 1.5 m or less have been included where they are separated from JOALs by a minimum 300 mm landscaped strip c. All stairs are excluded from landscaped area d. Decorative pebble mix is not proposed, and bin storage areas have been excluded (1.4m² x 62 units) in the landscaped area e. The 1.8 m wide footpath next to JOAL 1 is excluded from the landscaped area f. All areas used for parking, manoeuvring, loading, vehicle tracking and kerb overhang are excluded from landscaped area, including the ends of JOALs 2 and 4. 	
36. Please show an outlook space for the family rooms for the Type A1, A2, A3, A4, A5, B3, B4, D1, D2, D3, E1 and E2 unit typologies.	Family room outlooks have been added to Outlook plan (Drawing A2.11).	
37. Please correct the positioning of the outlook spaces for the principal living room and principal bedroom for the Type A2 unit typology so that they are centred on the applicable window.	Centred outlooks shown on Outlook Plan (Drawing A2.10 & A2.11).	

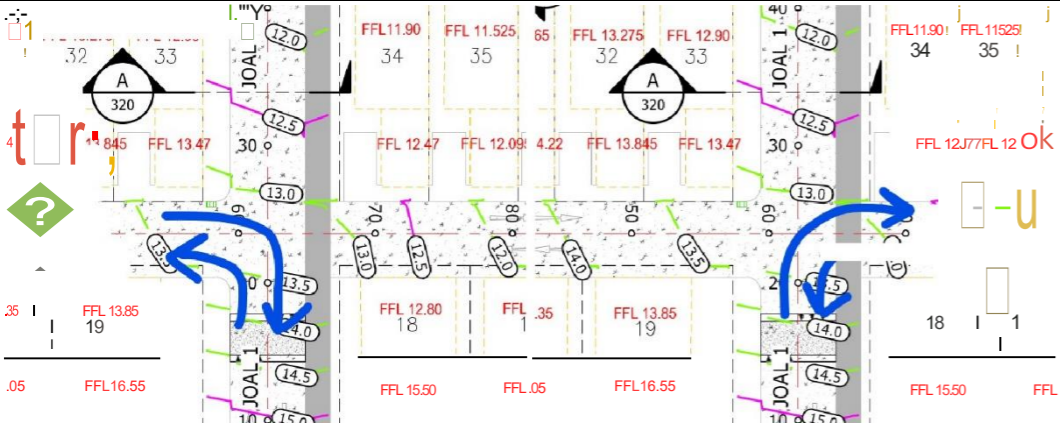
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38. Please correct the positioning of the outlook space for the principal living room for the Type B2 unit typology so that it is centred on the applicable window.	Centred outlooks shown on Outlook Plan (Drawing A2.10 & A2.11).	
39. Please recognise and provide comment on the reduced width of the outlook space from the principal living room for the Type C1 unit typology for over 1 m of its depth.	Not applicable under revised design	
40. Please correct the positioning of the outlook space for the principal living room for the Type D1 unit typology so that they are centred on the applicable window. Please then recognise and provide comment on the reduced width of the outlook space for its first 3 m of depth.	<p>Type D1 -> Type F1</p> <p>The outlook space width is reduced within the first 3m of depth due to the adjacent internal access arrangement. The overall outlook depth provided is 5m.</p> <p>The outlook space terminates at a 1.8m boundary fence rather than a building. As the adjoining Type E1 unit is proposed at a lower finished floor level than Type F1 unit, it appears lower in height when viewed from the principal living room. This reduces perceived dominance and enclosure effects.</p>	
41. Please show an outlook space for the ground floor bedroom for the Type E1 unit typology.	<p>Type E1-> Type A3</p> <p>Shown on the Outlook Plan (Drawing A2.10).</p>	
42. Please recognise and provide comment on the reduced width of the outlook space from the principal living room for the Type E2 unit typology for over 1 m of its depth.	<p>Type E2 -> Type F2</p> <p>Not applicable under revised design</p>	
43. The outlook spaces for the principal living spaces for Units 47 to 50 extend over the adjacent communal path and common access. Please demonstrate that for those areas of the outlook spaces that extend over this area, that sufficient clear area is provided between the floor level and ceiling of the living rooms. In particular, the finished floor level of Unit 47 is 9.97 m while the retaining wall adjacent to this (within 6 m of the living room) has a height of approximately 10.5 m.	Not applicable under revised design	
44. Please clarify what mechanisms could prevent the study in the Type D2 typology from being used as a bedroom, given that these rooms would not comply with Standard H4.6.12 (which applies only to living rooms and bedrooms).	Not applicable under revised design	
45. The outdoor living spaces shown on Drawing RA0205 for Units 9, 10 and 11 includes land shown on the engineering plans to have a grade that is unlikely to achieve a gradient of no more than 1 in 20 (5%). Please exclude from the shown 4 m x 5 m outdoor living space any ground that is steeper than 1 in 20.	All proposed 4m x 5m outdoor living spaces have no more than 1 to 20 in gradient.	
46. Please provide dimensions of the deck provided for Unit 10 (the Type A4 unit typology). Please then provide an assessment of whether this deck alone provides for an outdoor living space that is of a functional size and dimension (given that the adjacent ground area is not a suitable grade for outdoor living).	The deck size for Unit 10 (Type A4) exceeds the minimum outdoor living space requirement of 4m x 5m, as shown on Drawing A2.06.	
47. Please provide dimensions of the deck provided for Unit 11 (the Type E1 unit typology). Please then provide an assessment of whether this deck alone provides for an outdoor living space that is of a functional size and dimension (given that the adjacent ground area is not a suitable grade for outdoor living).	<p>Type E1 -> Type A3</p> <p>The deck for Unit 11 (Type A3) measures 2.9 m x 7.3 m (refer to Drawing A1.08), which is sufficient to accommodate outdoor seating and dining furniture and provides a functional outdoor living space.</p>	
48. Please provide dimensions of the deck provided for Unit 11 (the Type E1 unit typology). Please then provide an assessment of whether this deck alone provides for an outdoor living space that is of a	Same as Q47.	

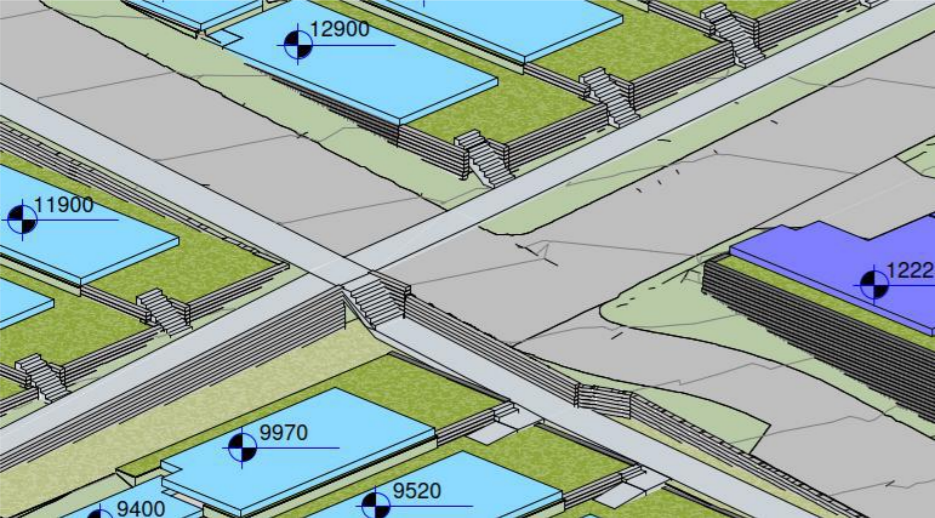

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functional size and dimension (given that the adjacent ground area is not a suitable grade for outdoor living).		
49. Please provide dimensions of the balcony provided for Unit 12 (the Type B1 unit typology), specifically the depth of the balcony adjacent to the dining area, noting that all of the balcony is below the 2.7 m depth referred to in the AEE. Please then provide an assessment of whether this deck alone provides for an outdoor living space that is of a functional size and dimension, noting that any potential outdoor living area at ground floor level is to the south of the dwelling and therefore will not have adequate access to sunlight and/or would not have a sufficient width to support outdoor living.	The usable balcony space for Unit 12 (Type B1) measures approximately 2.3 m × 4.7 m (10.8 m ²). Including the 1m width balcony corridor which can be directly accessible from the family room and primary master bedroom, the total area is 18.7 m ² , as shown on Drawing A2.08. This exceeds the minimum balcony area requirement of 8 m ² .	
50. Please provide dimensions of the balcony provided for Units 13 to 24 (the Type B2 unit typology), specifically the depth of the balcony adjacent to the living area as this is below the 2.7 m depth referred to in the AEE. Please then provide an assessment of whether this deck alone provides for an outdoor living space that is of a functional size and dimension, noting that any potential outdoor living areas at ground floor level are to the south of the dwellings and therefore will not have adequate access to sunlight.	The balcony space for Units 13–24 (Type B2, B3 & B4) measures 2.3 m × 6.8 m (15.5 m ²), as shown on Drawing A2.08. While the depth is less than 2.7 m, the generous width and overall area provide sufficient space for outdoor seating and dining furniture.	
51. The outdoor living spaces shown on Drawing RA0205 for Units 25 to 50 includes wingwalls, pillars, overhanging building floor area and (potentially for Units 41 to 46, noting that the engineering drawings show an inconsistent layout) ground with a grade that is steeper than 1 in 20. Please exclude from the shown 4 m x 5 m outdoor living space all of these areas.	Eighty6: Not applicable under New Master Plan	
52. Please provide dimensions of the deck provided for Units 25 to 50 that are clear of all wingwalls, pillars and overhanging building floor area. Please then provide an assessment of whether this deck plus any adjacent ground that has gradient of no more than 1 in 20 (which will differ for each unit) provides for an outdoor living space that is of a functional size and dimension.	Please refer to Deck Level Plan (Drawing A1.08.)	
53. The outdoor living spaces for Units 25 to 27 are partly to the south of Unit 58. Please demonstrate whether these spaces comply with Standard H4.6.13(3). If full compliance is not achieved, please demonstrate how the outdoor living spaces for Units 25 to 27 achieve the purpose of Standard H4.6.13, particularly whether the outdoor living spaces have adequate access to sunlight.	The H4.6.13(3) calculations are shown on Drawing A2.07. Lot 25 complies with the minimum setback. Lot 26 has a required setback of 8723 mm, with an actual setback of 7350 mm. However, sun studies for all seasons (9am-4pm) demonstrate that the Lot 26 deck receives full sunlight during Spring to Autumn Equinox, with partial shading in Winter Solstice (refer to Drawing A7.01-A7.16).	
54. The outdoor living space for Unit 49 is partly to the south of Unit 50. Please demonstrate whether this space complies with Standard H4.6.13(3).	Not applicable under New Master Plan	
55. Units 58 to 62 provide additional outdoor living spaces to the west of their living rooms that are not shown on Drawing RA0205, which appear to comply with all requirements in Standard H4.6.13(1). However, for Units 58 to 61, please demonstrate whether these spaces comply with Standard H4.6.13(3). If full compliance is not achieved, please demonstrate how the outdoor living spaces for Units 58 to 61 achieve the purpose of Standard H4.6.13, particularly whether the outdoor living spaces have adequate access to sunlight.	The H4.6.13(3) calculations showing full compliance for Units 58–61 is shown on Drawing A2.07.	
56. Acknowledging that there are currently discrepancies between the plans in relation to the proposed retaining wall locations, please confirm whether the fencing strategy will be consistent with the following recommendation in the provided urban design assessment: <i>"I recommend that:</i>	Refer to updated landscape design for fencing and retaining walls. i: Generally fencing is limited to 1.2 m in height where located above retaining walls along street frontages. As outdoor living spaces are required to be less than a 1:20 gradient, retaining walls are proposed, with visually permeable fencing on top. A 1.0 m high permeable fence is proposed where the	

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<p>i. Any fence on a wall greater than 1.5m in height (where the wall height faces users of any common footpath facility or JOAL) should be limited to 1m in height and be of a visually permeable pool-fence style.</p> <p>ii. All fences in front of dwellings along Compass Point Way should be no taller than 1.2m.”</p>	<p>combined height of the retaining wall and fence is likely to exceed 1.8 m, in accordance with the urban design recommendation.</p> <p>ii: Fencing exceeding 1.2 m in height is proposed in some units due to the revised building form and proposed stepped levels at the front doors, instead of high retaining wall along the street frontage.</p>	
<p>57. Unit 12 proposes a bathroom adjacent to its front door, on a corner of the building with frontage to both Pigeon Mountain Road and Compass Point Way. The elevations show two large windows from this bathroom, one of which is against the shower. Please clarify the type and extent of glazing proposed for this bathroom and provide comment on the appropriateness of this arrangement, given the expectations of an attractive streetscape throughout the Mixed Housing Suburban provisions.</p> 	<p>Not applicable under revised design</p>	

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Waste Management		
<p>58. Following receipt of the updated drawings, initial feedback on the proposed waste management arrangements was provided, and alternative arrangements were discussed. Please confirm the waste management arrangement that is now proposed.</p>	<p>Please refer attached updated Waste Management Plan.</p>	
<p>59. For this waste management arrangement, please demonstrate that:</p> <ol style="list-style-type: none"> All bin collection locations do not conflict with landscaping. All bin collection locations do not conflict with vehicle access, parking spaces, the loading space or footpaths. Bin storage locations and individual bin collection locations are sufficiently flat to avoid overtipping of bins and efficient operation (ideally not more than 10 degrees) All routes between bin storage locations and bin collection locations are an appropriate grade (ideally not more than 1 in 12), do not include any stairs and do not require bins to be taken down the edge of decks. This includes those dwellings that will use public kerbside collection. All routes between individual bin storage locations and individual bin collection locations are an appropriate length (ideally not more than 30 m) and pedestrian safety is appropriately provided for. All routes between dwellings and bin storage locations are an appropriate length (ideally not more than 30 m) and pedestrian safety is appropriately provided for. 	<ol style="list-style-type: none"> Confirming this has been co ordinated Confirm this has been co ordinated The maximum gradient at bin storage and collection locations is 1:9 (10.8%), at the collection points for Lots 12–18 and Lots 34–36. The maximum gradient of the route from bin storage to collection point is 1:8, for Lots 25–27. These gradients are short in length and are considered manageable for bin movement which occurs on an infrequent basis. Units within Blocks A&B have route lengths exceeding 30 m and require bins to be moved along JOAL 2&4. While no separate pedestrian path is provided, it functions as a service JOAL with low vehicle speeds. Confirm 	
<p>60. Please provide an updated Waste Management Plan for the proposed waste management arrangement. Please ensure that this WMP also addresses how bins are moved from their storage locations to collection points, including bins moved by residents.</p>	<p>Please refer drawing A1.10 prepared by Shape Architects.</p> <p>In summary: all units have individual bin enclosures located within their lots.</p> <p>Bin collection areas have also been identified.</p>	

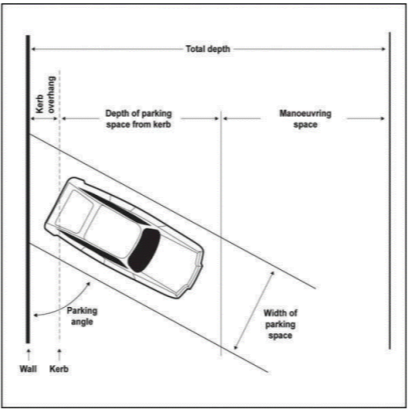
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Access		
<p>61. Please confirm if the design and treatment of the intersection of JOALs 4 and 5 (as per the architectural plan referencing) will be amended as recommended in the provided urban design assessment (assuming JOAL 7 is referring to JOAL 4):</p> <p><i>“I recommend that the JOAL 7 design be modified so that the publicly-usable part of the JOAL joining JOAL 5 be visually expressed as a continuous space, with the eastern side of JOAL 7 commencing at the through-site pedestrian link being accessed by way of a vehicle crossing akin to a more obvious private driveway.”</i></p>	<p>Refer to updated site plan for updated layout. Refer to landscape design and design statement for finishes and within the JOAL.</p>	
<p>62. Please confirm if the design and treatment of the intersection of JOALs 1, 2 and 3 (as per the architectural plan referencing) will be amended as recommended in the provided urban design assessment:</p> <p><i>“I recommend the addition of threshold treatments at the intersections of these JOALs and the north-south link from Compass Point Road to (JOAL 1) so as to better differentiate the north-south (public) accessway from the east west (private) ones. My preference would also be for JOALs 2 and 3 to be narrowed at the intersection as much as is possible also.”</i></p> <p>If JOALs 2 and 3 are to be narrowed as recommended, please provide the necessary tracking information and support from the traffic engineer in order to justify the infringement of the minimum 5.5 m formed width requirement.</p>	<p>The JOALs have been revised in the amended scheme and the design has been simplified with respect to wayfinding and legibility. The original recommendation of the urban design assessment is no longer applicable.</p> <p>TPC – This is addressed in the updated Traffic Assessment (TA). It would be inappropriate to narrow some of the junctions to manage speeds or differentiate between publicly accessible and private areas. Sufficient width is required to allow for manoeuvring from parking spaces close to the junction, two-way flow for turning vehicles and access for delivery and refuge trucks.</p> <p>Refer to updated landscape design for proposed surface treatment details.</p>	
<p>63. The JOAL in front of Units 52 to 62 and Units 3 to 7 – referred to as JOAL 3 on the engineering drawings, from chainage 0 to 130 – has a width of 5.5 m but is intended to only provide for one-way movements. Please clarify why this width is necessary where not required for manoeuvring from parking spaces and how two-way movements would be prevented – for example, what would prevent the residents of Units 52 and 53 from driving directly towards JOAL 1 rather than taking the roughly 150 m route around Units 51 to 57.</p> <p>The width of the JOAL enables it to function as a two-way access. If it is proposed that the circulation be changed to enable this, please provide tracking diagrams that demonstrate the access can efficiently function in this manner at corners and intersections with JOALs.</p>	<p>The JOAL has been revised to provide for two-way movements along the entire length.</p>	
<p>64. Please provide B85 vehicle tracking showing a vehicle undertaking a left hand turn from JOAL 1 into JOAL 3 at the same time as a vehicle travelling straight through from JOAL 4 to JOAL 1 (all JOAL references as per the engineering plans).</p>	<p>TPC – Updated vehicle tracking plans have been provided in the TA that demonstrate two-way flow throughout the entire site.</p>	
<p>65. Please provide B85 vehicle tracking showing two-way turning movements between JOALs 1 and 2, in both directions.</p>	<p>TPC – Updated vehicle tracking plans have been provided in the TA that demonstrate two-way flow throughout the entire site.</p>	

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<p>66. Please provide B85 vehicle tracking showing a vehicle undertaking a left hand turn from JOAL 3 into JOAL 4 (references as per the engineering plans).</p>	<p>TPC – Updated vehicle tracking plans have been provided in the TA that demonstrate two-way flow throughout the entire site.</p>	
<p>67. Please clarify the grades of JOALs at intersections. In particular (all JOAL references as per the engineering plans):</p> <ol style="list-style-type: none"> For the intersection of JOALs 1 and 2, the JOAL 1 longsection suggests a grade of 8%, while the JOAL 2 cross section suggests a cross fall of 3%. For the intersection of JOALs 1, 3 and 4, the JOAL 1 and 4 longsections suggests a grade of 8%, while the JOAL 3 cross section suggests a cross fall of 3%. For the intersection of JOALs 3 and 4, the JOAL 3 longsection suggests a grade of 4.5%, while the JOAL 3 cross section suggests a cross fall of 3%. 	<p>Eighty6: This query no longer applicable under new master plan. Please refer to Engineering Drawing FP 326-301 for the gradients, manoeuvring gradients to garage and at intersections are within 12.5%.</p>	
<p>68. Please specify the grade of JOALs at the inner radius of curves. In particular, the corner adjacent to Units 3, 4, 56 and 62 is specified to have a grade of 12.5%, shown along the centre of the access, suggesting that the inner radius is higher, and may exceed 20%. Please comment on the appropriateness of these grades and identify and assess any infringements to the E27 standards.</p>	<p>Eighty6: This query no longer applicable under new master plan. Please refer to Engineering Drawing FP 326-301 for the gradients, curve radius is within 10%.</p>	
<p>69. The engineering plans show JOAL 2 has a width of 4.7 m, with kerbs at either side of this width. This does not provide the anticipated 5.5 m width for two-way movements. It is understood that the additional 800 mm of width is intended to be provided to the south of the JOAL, within Lots 13 to 24 (including beneath building overhangs). However, due to the proposed kerb locations, this will not be clearly signalled to users. Please either amend the plans to provide for a clear 5.5 m vehicle access or provide further assessment to justify the current 4.7 m width.</p>	<p>Eighty6: This query no longer applicable under new master plan. Please refer to Engineering Drawing FP 326-300 for the JOALs dimension. Cross section details please refer to FP326-320&321.</p>	
<p>70. Please clarify why a mountable kerb is proposed for those lengths of vehicle access where there are no adjacent parking spaces requiring vehicles to drive over this footpath. This includes (with reference to the engineering plan’s JOAL numbering), all of JOALs 1 and 4 and those sides of JOAL 3 to the north of Units 28 to 33, to the east of Units 55 and 56 and to the north of Unit 50. Ideally, mountable kerbs should only be necessary where vehicle tracking shows that vehicles are required to drive over the kerbs.</p>	<p>Eighty6: Please refer to updated kerb layout FP326-360. Vertical kerb is proposed to the location where vehicle tracking is not required.</p>	

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<p>71. Please provide assessment of the safety of vehicles and pedestrians in the centre of the site, given the presence of a 1.2 m high retaining wall in this location. Please also clarify how any safety barriers can be constructed without compromising the necessary turning area given that the plans show the vehicle access and footpath hard up against each other.</p> 	<p>n/a due to revised layout</p>	
<p>72. Please clarify how pedestrians are able to safely access Units 51 to 57. This includes demonstrating how pedestrian access to the front doors of Units 51, 56 and 57 is achieved, as physical access does not appear to be possible without stairs, which have not been shown.</p> 	<p>n/a due to revised layout</p>	
<p>73. Please identify the reasons why a separate pedestrian path has not been provided between Units 1 to 3 and the adjacent JOAL. In particular, there is a clear desire line between the front door of Unit 3 and the JOAL's footpath that could be provided as a path.</p>	<p>n/a due to revised layout</p>	

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74. That part of Walkway 2 that is within the open space between the site and Ara Tai is shown to have a maximum grade of 8.8%. This exceeds the maximum grade of 1 in 12 that is expected to be enforced through the Landowner Approval process to enable the construction of this access. Please update the plans to demonstrate that this path can feasibly be constructed while maintaining a maximum grade of 1 in 12 (8.33%), while also recognising that any corners to this path would need to have a lower grade.	The walkway has been revised to confirm that a maximum grade of 1 in 12 is achievable.	
Parking		
75. Please provide annotated dimensions (length, width, and aisle depth) for all proposed car parking spaces, including both open and garage parking spaces.	Please refer to Drawing A1.12 and unit typology for garage dimensions.	
76. A number of the provided tracking diagrams (sheets 2, 3, 5, 18, 21, 22, 23) show the 300 mm clearance crossing over areas that the landscape plans shows will be landscaped with shrubs and trees.	TPC – Updated vehicle tracking plans have been provided in the TA. All tracking overhanging gardens will have low shrubs groundcovers (100-150mm high) trees will be offset from the garden edge so not to clash with tracking.	
77. The tracking diagrams for Unit 1 (sheets 2 and 3) show vehicle movements driving over and along the pedestrian path. A variety of vehicle movements are expected over this path for manoeuvring to and from the parking spaces for Units 1, 2, 3 and 62. While pedestrian and vehicle volumes are noted to be low, please assess the potential safety implications for pedestrians and outline any proposed mitigation measures.	TPC – Updated vehicle tracking plans have been provided in the TA.	
78. Please provide tracking diagrams for vehicles entering and exiting the parking pad for Unit 2. This parking pad, if located directly in front of the garage, would only have an available manoeuvring depth of 5.7 m, which is not compliant with Standard E27.6.3.1(1)(a).	TPC – Updated vehicle tracking plans have been provided in the TA.	
79. Please provide tracking diagrams for vehicles entering and exiting the two parking spaces for Unit 8, as the diagrams for Unit 9 are not directly transferrable.	TPC – Updated vehicle tracking plans have been provided in the TA.	
80. Sheet 5 of the tracking diagrams shows that the wheels of a vehicle exiting one of the parking spaces for Unit 9 crosses over landscaped area. Please either provide an alternative compliant tracking diagram or amend the extent of proposed pavement.	TPC – Updated vehicle tracking plans have been provided in the TA.	
81. Vehicle tracking for Unit 10 relies on an area of pavement immediately in front of Unit 11's garage, where it is possible that the residents of Unit 11 may attempt to use as additional parking spaces. Please demonstrate whether vehicles can enter and exit the Unit 10 garage without relying on the area immediately in front of Unit 11's garage – for example, by using the area in front of Unit 12's parking space. Alternatively, identify how the space in front of Unit 11's garage can be effectively prevented from use as additional parking.	TPC – Updated vehicle tracking plans have been provided in the TA	
82. Please provide tracking diagrams for vehicles entering and exiting the two parking spaces for Unit 12.	TPC – Updated vehicle tracking plans have been provided in the TA.	
83. Please provide tracking diagrams for vehicles entering and exiting the two parking spaces for Unit 18.	TPC – Updated vehicle tracking plans have been provided in the TA.	

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84. Please provide tracking diagrams for vehicles entering and exiting the two parking spaces for Unit 19.	TPC – Updated vehicle tracking plans have been provided in the TA.	
85. Please provide tracking diagrams for vehicles entering and exiting the two parking spaces for Unit 24.	TPC – Updated vehicle tracking plans have been provided in the TA.	
86. Please provide tracking diagrams for vehicles entering and exiting the parking pad for Unit 41.	TPC – Updated vehicle tracking plans have been provided in the TA.	
87. Please provide tracking diagrams for vehicles entering and exiting the two parking spaces for Unit 43.	TPC – Updated vehicle tracking plans have been provided in the TA.	
88. Please provide tracking diagrams for vehicles entering and exiting the parking pads for Units 44 to 50.	TPC – Updated vehicle tracking plans have been provided in the TA.	
89. Please provide tracking diagrams for vehicles entering and exiting the garage for Unit 50.	TPC – Updated vehicle tracking plans have been provided in the TA.	
90. Please provide tracking diagrams for vehicles entering and exiting the parking spaces for Units 51, 56 and 57.	TPC – Updated vehicle tracking plans have been provided in the TA.	
91. Where tracking diagrams (including those already provided) rely on vehicles reversing into parking spaces and driving out, please also provide tracking diagrams that show vehicles driving into the parking spaces and reversing out.	<p>TPC – Please refer to the snip below that sets out the special information requirements for E27.9(1). There is no specific requirement to provide forward in tracking manoeuvres, only to provide “vehicle tracking curves”.</p> <div data-bbox="1261 947 1941 1247" style="border: 1px solid black; padding: 5px;"> <p>E27.9. Special information requirements</p> <p>(1) Parking plans submitted to Council must show:</p> <p>(a) the locations and dimensions of any pillars and/or other structures that may restrict parking space, or inhibit access and manoeuvring, as well as clearances between parking spaces and vehicle tracking curves and those pillars and/or other structures; and</p> <p>(b) the proposed gradients of parking, manoeuvring and access areas</p> <p>New Zealand Standard for Off-Street Parking - Parking Facilities Part 1: Off-Street Car Parking (AS/NZS 2890.1 2004) may assist applicants in designing parking areas.</p> </div> <p>Furthermore, Figure E27.6.3.1.1 below is not considered reflective of the only tracking direction permitted, because if this was the case this wouldn’t permit users to even reverse out of the garage. In addition, if you took the diagram literally, cars could only turn right when tracking. Common sense would suggest that this is just an indicative diagram and alternative tracking would be permitted provided it works in a safe and efficient manner.</p>	

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	<p>Figure E27.6.3.1.1 Minimum parking space and manoeuvring dimensions</p>  <p>It is clear from the tracking the safest and most user friendly curves would be reverse in. In all instances the vehicle tracking retains at least a 300mm clearance from all structures and buildings. Any overhang of landscaping is considered low-lying which is acceptable. It is accepted that one-additional manoeuvre is required in some instances however, E27.8.2 (8) and NZS:2890 also states that one additional manoeuvre is permitted where users are regular users and familiar, consistent with these proposals.</p>	
<p>92. The tracking for vehicles entering the garages of Units 46 and 47 requires an additional manoeuvre, which could be avoided if the paved extent of the JOAL was extended as shown on the architectural drawings. Please clarify which JOAL extent is correct and if this is the length shown on the engineering drawings, please provide commentary as to which the length shown on the architectural drawings is not appropriate in the circumstances.</p>	<p>Garage sizes have all been revised.</p>	
<p>93. Please confirm that a maximum grade of 12.5% (1 in 8) can be achieved for the full width of the JOAL serving Units 12 to 41 (JOAL 1 on the engineering drawings). If the grade of any part of this JOAL is more than 12.5% (1 in 8), please provide an assessment of the infringement of E27.6.3.6(4), unless it can be proven that that part of the access exceeding that grade is not used for vehicle manoeuvring. This includes (but is not limited to) consideration of:</p> <p>a. The parking spaces for Units 13 to 24 (each double garages) has a flat grade for a length of 5.4 m. The garage doors are separated by a distance of 3.8 m. At 12.5%, the maximum difference in height achievable over this distance is 0.475 m. However, the proposed garage floor height differences include 0.5 m (Units 14 to 15, 19 to 20, 21 to 22 and 23 to 24), 0.55 m (Units 15 to 16, 20 to 21 and 22 to 23), 0.6 m (Units 13 to 14), 0.85 m (Units 17 to 18),</p>	<p>Eighty6: Please refer to gradients shown on drawing FP326-301 and TPC report. Manoeuvring gradient is not greater than 12.5%</p>	
<p>94. Please confirm the grades for all entrances to garages, based on vehicle tracking. If these are more than 12.5% (1 in 8), please provide an assessment of the infringement of E27.6.3.6(4). This includes (but is not limited to) consideration of:</p> <p>a. The parking spaces for Units 12 to 24 (each double garages) has a flat grade for a length of 5.4 m. The JOAL in front of these units has a grade of up to 12.5%, with this maximum grade occurring along Unit 18. Therefore, in a best-case scenario, the parking spaces for Unit 18 would need to be setback at least 2.7 m from the JOAL in order to not exceed a grade of 12.5% at either end of the garage. However, the parking spaces are only set back 0.82 m from the edge of the JOAL. The 0.82 m setback can only support a height change of 0.2 m while also achieving a maximum grade of</p>	<p>Eighty6: Please refer to gradients shown on drawing FP326-301 and TPC report. Manoeuvring gradient is not greater than 12.5%</p>	

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<p>12.5% – with a length of 5.4 m, this means that any JOAL grades exceeding 3.8% (a height reduction of 0.2 m over a length of 5.4 m) will require grades between the JOAL and the edge of the parking spaces to exceed 12.5%. The only length of the JOAL serving Units 12 to 24 that does not exceed 3.8% is the intersection with JOAL 1, meaning that all none of the parking spaces for these unit can comply.</p>		
<p>95. Please demonstrate that the grades of all parking pads do not exceed 5% (1 in 20). If these are more than 5%, please provide an assessment of the infringement of E27.6.3.6(3)(a). Similarly, please confirm the grades for all manoeuvring areas into parking pads, based on vehicle tracking. If these are more than 12.5% (1 in 8), please provide an assessment of the infringement of E27.6.3.6(4). This includes (but is not limited to) consideration of:</p> <p>a. The parking pads for Units 26 to 40 are 2.4 m in width, located between garage doors separated by 3.8 m. If the 2.4 m parking space width is limited to 5% (a 0.12 m height difference) and the remaining 1.4 m width is limited to 12.5% (a 0.175 m height difference), then the maximum difference in height achievable over this distance is 0.295 m. However, the proposed garage floor height differences between all of these units’ garages is 0.375 m.</p> <p>b. The 3D views in the architectural drawings appear to indicate that the parking pads for Units 26 to 40 will be at a grade that achieves a 0.57 m height difference along the 5.7 m length of the garage. The 4.0 m length of the parking pad (excluding the 1.0 m kerb overhang) can achieve a height difference of 0.2 m at 5%. This leaves the remaining 0.37 m of height needing to be achieved in a length of 1.7 m, necessitating a grade of 21.8% (1 in 4.6). This is outcome is not clearly indicated by the plans.</p>	<p>Eighty6: Please refer to gradients shown on drawing FP326-301 and TPC report. Parking pads is not greater than 5%. Manoeuvring gradient is not greater than 12.5%</p>	
<p>96. Where garages are set back 5 m or more from a JOAL, an additional parking space is assumed to be created within the driveway. Please demonstrate that the grades of these driveways do not exceed 5% (1 in 20). If these are more than 5%, please provide an assessment of the infringement of E27.6.3.6(3)(a). This includes (but is not limited to) consideration of:</p> <p>a. The driveways for Units 56 and 57 include a height difference from the JOAL to the garages of more than 1 m, along a length of approximately 10 m, resulting in an average grade of 10%.</p>	<p>Eighty6: Please refer to gradients shown on drawing FP326-301 and TPC report.</p>	
<p>97. Please identify how residents will be prevented from parking vehicles in front of garages where the setback from the legal JOAL is less than 5 m, but the setback from the formed JOAL is not less than 4.9 m (which would allow for the 85th percentile vehicle). In particular:</p> <p>a. The driveways for Units 58 to 61 have lengths exceeding 4.9 m between the garage and the JOAL accessway (excluding the footpath). Vehicles parking in these locations would block pedestrian access.</p> <p>b. The driveway for Unit 62 has a length exceeding 4.9 m between the garage and the JOAL footpath.</p> <p>A plan showing signage and markings to be installed such as yellow hatched lines with text “No Parking At All Times” would be an acceptable solution.</p>	<p>n/a - Units 58-61 have been revised in design</p>	
<p>98. Please identify how residents will be preventing from parking a second vehicles in front of garages where the setback from the legal JOAL is less than 10 m, but the setback from the formed JOAL is not less than 9.8 m (which would allow for two 85th percentile vehicles). In particular:</p>	<p>Units 56 and 57 have been revised in design and have a set back of 5m between the garage and the JOAL.</p>	

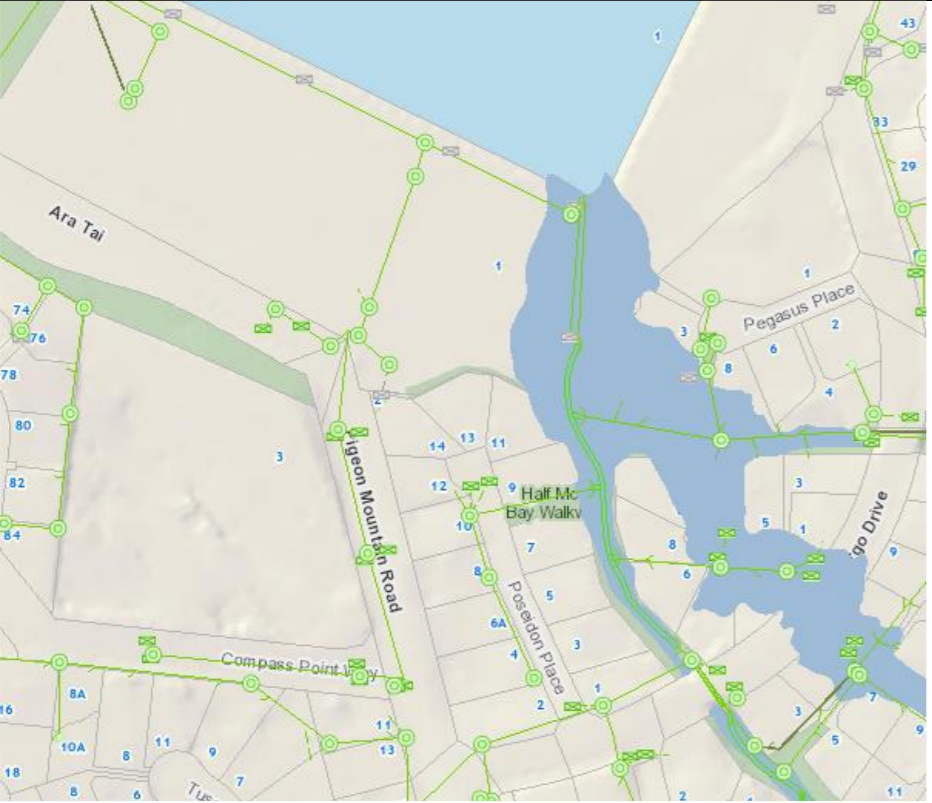
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<p>a. The driveways for Unit 56 and 57 have lengths exceeding 9.8 m between the garage and the JOAL access.</p> <p>A plan showing signage and markings to be installed such as yellow hatched lines with text “No Parking At All Times” would be an acceptable solution.</p>		
<p>99. The Type A1 and B4 dwellings’ garages including parking spaces will not be kept clear at all times due to a door swinging inwards to the space. Please identify the reason for consent and provide the necessary assessment or amend to avoid this infringement.</p>	n/a - revised design does not include any doors swinging into the parking space.	
<p>100. The Type C1’s parking pads are 4 m in length and therefore rely on 1 m of kerb overhang. Please confirm that a kerb will be installed at the end of the parking spaces (otherwise the additional 1 m is not a kerb overhang). Please also demonstrate that the deck located within this 1 m overhang are not at a height that would prevent this overhang from occurring.</p>	n/a - all parking pads are shown 5m in length.	
<p>101. Given the comments above and following any responses, please reconfirm the total number of parking spaces proposed.</p>	Refer plan prepared by SHAPE (Drawing A1.12)	
Loading		
<p>102. The vehicle tracking for the medium rigid truck shown on Sheet 22 shows that the vehicle will be required to drive hard up against the front fence of Unit 52 when turning around the adjacent corner. The shown additional clearance around this truck conflicts with this fence. Please comment on the appropriateness of this fence and consider amending the proposal to provide additional paved area for this clearance area.</p>	TPC – Updated vehicle tracking plans have been provided in the TA.	
<p>103. The tracking curves for the loading vehicle on sheet 21 show the loading vehicle needing to drive over and along the pedestrian footpath in front of Units 4 to 7. While pedestrian and vehicle volumes are noted to be low, please assess the potential safety implications for pedestrians and outline any proposed mitigation measures.</p>	TPC – Updated vehicle tracking plans have been provided in the TA.	
<p>104. It is noted that vehicles such as courier vans accessing the dead-end JOALS will need to reverse out. This is particularly likely to occur for Units 34 to 46, noting that there are NSAAT lines on Pigeon Mountain Road. Please provide an assessment of the safety impacts of this manoeuvre and any measures proposed to manage or mitigate potential conflicts with pedestrians or other vehicles.</p>	TPC – There is no requirement under E27 to provide turnaround areas within any JOAL unless the vehicles are at risk of reversing to the road reserve. In this case, there is no risk of vehicles reversing to the road reserve with internal junctions available for turning and switching to a forward movement. The frequency and timing of courier vans are also likely to be very low and outside of peak times reducing any risk of collision with other JOAL users.	
<p>105. Please confirm the grade of the loading space across the entire area of the proposed loading space. The long section for JOAL 4 suggests that a 3% grade is only achieved for a length of 6.23 m, and this includes the length from the edge to the centre of JOAL 3 (which is not used for parking). Please comment on the appropriateness of this grade, noting that PC79 expects a maximum grade of 2%.</p>	TPC – The updated design has changed the loading bay location and extent. The gradient of the new loading bay will be no steeper than 5% and complying with the E27 standards.	
Subdivision		
<p>106. Please demonstrate that all vehicle tracking for a parking space in a lot is provided for within that lot, a commonly owned access lot (which the lot will have shared of) or a right of way easement over another lot. This includes (but is not limited to) consideration of:</p>	The scheme plan has been updated to reflect the revised scheme.	


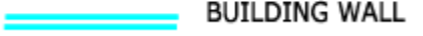
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<p>a. While not currently shown, it is likely that vehicle tracking for Unit 2 would demonstrate that Lot 2 requires a right of way over Lot 1.</p> <p>b. The vehicle tracking diagrams for Unit 25 (sheet 18) indicate that Lot 25 requires right of way over parts of Lot 24 and 26. Similar may also be necessary for Units 26 to 32.</p> <p>c. The vehicle tracking diagrams for Unit 26 (sheet 17) indicate that Lot 26 requires right of way over part of Lot 25. The same is expected to occur for Units 27 to 33, and may be necessary for Units 34 to 41.</p> <p>d. The vehicle tracking diagrams for Unit 47 (sheet 12) indicate that Lots 47 to 49 require right of way over part of Lots 44 to 46, unless the boundary of Lot 103 is amended.</p>		
<p>107. Lots 101 and 102 have legal widths of 4.7 m, with no adjacent right of ways. This width does not provide for the anticipated 5.5 m for two-way movements. Please identify the infringement to the AUP standards and provide the necessary assessment, or amend the scheme plan.</p>	<p>The scheme plan has been updated to reflect the revised scheme.</p>	
<p>108. The scheme plan does not include any maintenance easements where boundaries are proposed within 1 m of the face of a building. Please specific why these are not required or otherwise update the scheme plan to include these.</p>	<p>Easements have been added.</p>	
<p>109. If pedestrian access to Units 47 to 50 onto the adjacent footpath is shared, easements will be required or the COAL boundary would need to be amended. Please clarify.</p>	<p>Revised layout has footpath within COAL</p>	
<p>110. Please clarify why the boundary of Lot 103 is located at the face of the garages of Units 47 to 49 but set back from the garages of Units 44 to 46.</p>	<p>On new scheme the boundary is 0.1m from the garage face.</p>	
<p>111. The proposed subdivision plan includes four commonly owned access lots, being Lots 100 to 103.</p> <p>The previous iteration of the proposal had proposed a single COAL. Item 98 of the original section 92 queried the appropriateness of this arrangement given that the COAL included a number of areas that were not intended to be trafficable by vehicle, which would conflict with the rights provided for in section 298 of the Property Law Act 2007.</p> <p>Lots 101 to 103 of the current proposal contain almost exclusively areas that are intended to be trafficable by vehicles and therefore their provision as COALs can be accepted.</p> <p>However, Lot 100 contains footpaths, landscaped areas, cycle storage areas, rubbish bin storage areas and other areas that should not be trafficable by vehicles. Therefore, the rights provided to a COAL under section 298 of the Property Law Act 2007 are not appropriate across the full extent of this lot. Therefore, for that area currently within Lot 100, please either:</p> <p>a. Create additional commonly owned lots for non-trafficable areas, separate to a COAL for the trafficable areas. Section 298 of the Property Law Act 2007 would not apply to a commonly owned lot that does not contain vehicle access; or</p>	<p>Lot 100 is main thoroughfare – used by all Lots 101/102 are specific to Lots being served and thus differentiated</p> <p>Lot 100 has been provided an easement in favour of Lots 1 to 62.</p>	

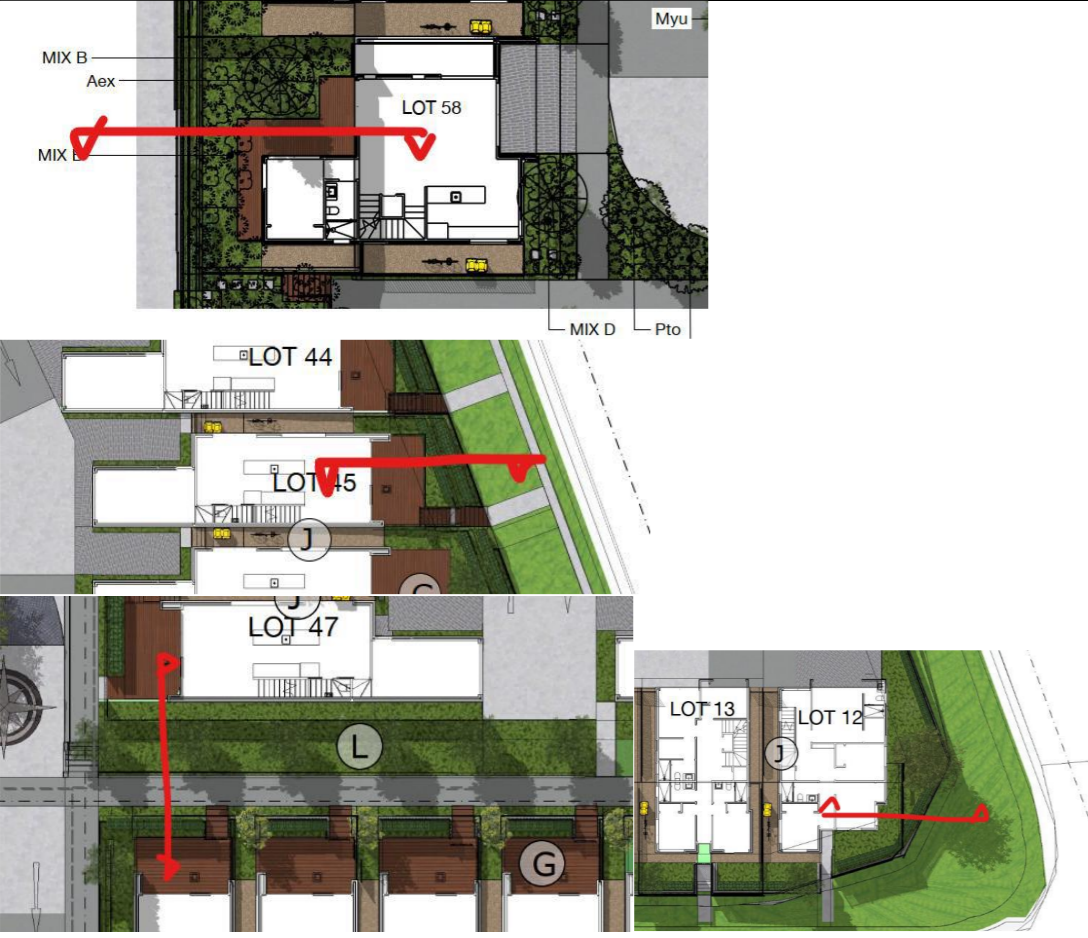
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<p>b. Require Lot 100 to be owned by an incorporated society (rather than a COAL) that all the owners of Lots 1 to 62 would be required to be members of, and apply the necessary easements over Lot 100 in favour of Lots 1 to 62. Lots 101 and 103 could also be owned by this incorporated society, to provide for consistency.</p>		
<p>112. If Lots 100 to 103 are not all to be owned by an incorporated society, please confirm that a common entity will be established that will be responsible for the ongoing operation, maintenance, repair of the access and other communal spaces and infrastructure</p>	<p>A resident's society will be established for the ongoing operation, maintenance, and repair of the access and other communal spaces and infrastructure</p>	
Plan Change 79		
<p><i>The Assessment of Environmental Effects dated 22 May 2025 considers the Plan Change 79 decisions but concludes that, due to the decisions being appealed, “it would be unfair and unjust to impose such requirements on consent holders through a resource consent” and “that minimal weight should be given to the PC79 rules and standards at this stage of the plan change process”. The AEE subsequently does not provide any specific assessment of the proposal against its provisions.</i></p> <p><i>Weighting is only a relevant consideration after it is determined that a proposal is consistent with an operative planning framework and inconsistent with a proposed planning framework (or vice versa). Therefore, it is necessary for the proposal to be assessed against the provisions of the PC79 decisions to first identify any inconsistencies, and then undertake a weighting exercise. The following information is required regardless of the outcomes of a weighting exercise.</i></p> <p><i>Consideration of the majority of provisions under PC79 is also within scope of matter of discretion H4.8.1(2)(a)(iii).</i></p> <p><i>In addition, while section 88A specifies that the activity status applying at the time that a resource consent application was made continues to apply (noting that the PC79 rules did not have legal effect at the time of lodgement), case law – Batten v Rodney DC EnvC A066/09 – advises that this is subject to the implicit requirement that if the applicant changes the application, the application is subject to the status of the plan at the time of that change. A number of changes were made after decisions on PC79 were made and so those changes are therefore subject to the rules in the decisions on PC79, potentially resulting in additional reasons for consent, which need to be advised.</i></p>	<p>TPC – The TA considers the PC79 provisions.</p>	
<p>113. Please provide a compliance table for all of the relevant standards proposed by the Plan Change 79 decisions, including (but not limited to) the matters covered in the subsequent requests. Where an infringement is identified, please specify whether this infringement results from a change to the application that was made after decisions on PC79 were released or whether the infringement relates to part of the proposal that has not changed.</p>	<p>TPC - The TA considers the PC79 provisions</p>	
<p>114. Please provide evidence from a suitably qualified lighting specialist that the proposed lighting complies with the requirements of Standard E24.6.2, consistent with the special information requirement in section E24.9(1) of PC79.</p>	<p>A lighting plan for the revised scheme has been prepared by Norwich Group.</p>	
<p>115. Please provide a lighting plan and assess if the lighting poles will compromise any of the proposed dimensions of vehicle access, pedestrian access and parking spaces.</p>	<p>Lighting has been located outside of vehicle access, pedestrian access, and parking areas.</p>	


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116. Please demonstrate whether all of the proposed secure long-stay bicycle parking complies with the requirements of Standard E27.6.2(6)(aa).	Apart from units 47-51, all units in the revised scheme are provided an internal garage. Cycle parking for the above units is provided in side or rear yards.	
117. Please demonstrate whether three of the proposed parking spaces can comply with all requirements for accessible parking spaces (including a minimum 3.5 m width, minimum 5 m length, minimum 2.5 m vertical clearance, maximum 1 in 25 gradient) and the accessible route requirements under NZS:4121-2001.	TPC – The TA addresses mobility parking requirements.	
118. Please confirm whether the tracking curves used for the rubbish truck comply with the requirements in RTS 18.	TPC – Updated vehicle tracking plans have been provided in the TA.	
119. Please confirm the spacing between the proposed speed management measures, identifying any spacing of more than 30 m and identifying if a speed management measure is provided within the first 10 m of Compass Point Way (for JOAL 1).	TPC – Speed management measures are provided by surface materiality changes throughout the JOALS and where there are turns and bends which will ensure that vehicles will maintain a low speed.	
120. Please identify the most direct pedestrian access between each dwelling and a public footpath. Using this information, please identify all routes that meet the definition of “primary pedestrian access” and specify which of these routes (if any) serve more than 20 dwellings.	Refer plan prepared by SHAPE (Drawing A1.11)	
121. Please identify any primary pedestrian access routes that do not meet the minimum width requirements specified in Table E27.6.6.1. Where this is not complied with, please provide assessment regarding the appropriateness of these reduced widths and any specific reasons why a compliant width is not achievable. In particular, it is unclear why a 1.5 m width should be accepted for Walkway 1.	TPC – Compliance with E27.6.6.1 is addressed in the TA.	
122. Please confirm whether the kerbs between JOALs and any adjacent footpath meets the expectation shown in Figure E27.6.4.3.1. Where this is not complied with, please provide assessment regarding the appropriateness of the kerb arrangements in light of the expectations of the PC79 objectives and policies to minimise potential conflicts between pedestrians and other users.	Eighty6: Please refer to Engineering Plan FP326-360 for the kerb layout. Kerb details in relation to the JOALs refer to cross sections on FP326-320&321.	
123. Please identify all locations where primary pedestrian access routes will not be vertically separated from trafficable areas as shown in Figure E27.6.4.3.1. This includes all locations where pedestrian access crosses vehicular access. Please provide assessment regarding the extent to which conflicts between pedestrians and other users are minimised in these locations.	TPC - Compliance with E27.6.6.1 is addressed in the TA.	
124. Please confirm the grade of all primary pedestrian access not adjacent to vehicle access. Where stairs are proposed, please identify what alternative stair-free route is available and comment on the appropriateness of this.	TPC – there is no requirement to provide stair free route within a residential development.	
125. Please confirm the clear width of all primary pedestrian access not adjacent to vehicle access.	TPC – Compliance with PC79 requirements is addressed in the TA.	
126. Please demonstrate whether the garages are of a sufficient size to provide for the capability to install Electric Vehicle Supply Equipment for each car parking space in accordance with Standard E27.6.7.	All garages are a sufficient size and a power point will be provided.	
127. Please provide an assessment of the infringements to the operative E27 standards (e.g. the width of the accessway, the gradient of parking spaces and the gradient of the accessway) against the	TPC – Compliance with PC79 requirements is addressed in the TA.	

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additional assessment criteria proposed to be inserted into E27.8.2(8) (i.e. the safety and practicability of pedestrian access and the safety and functionality of emergency responder access).		
128. Where the above responses confirm that the proposal would not comply with one or more of the PC79 standards, please provide an assessment against the relevant operative and proposed assessment criteria.	TPC – Compliance with PC79 requirements is addressed in the TA.	
129. Please provide an assessment of the proposal against all new and amended objectives and policies proposed by the Plan Change 79 decisions. This includes (but is not limited to) Policies E27.3(20A) and E27.3(20B).	TPC – Compliance with PC79 requirements is addressed in the TA.	
Traffic		
130. Please provide comment on the appropriateness of using December 2012 and June 2020 traffic figures as the basis for the existing transport environment in the Traffic Impact Assessment, noting that submitters have queried: <ul style="list-style-type: none"> a. The use of traffic data almost 12 years old. b. The time of the month that the December 2012 counts were recorded, given the changes to traffic counts generally expected at the end of December. c. The use of traffic data from the Covid-19 pandemic (June 2020). 	TPC – The updated transport assessment does not rely solely on December 2012 flows and provides more than one source of data to understand the potential vehicle flows in the surrounding streets. We anticipate the given the location of the site, traffic flows will vary from day to day and will be affected by seasonal fluctuations. These factors are all considered when undertaking a transport assessment.	
131. Please identify any recent traffic counts that are available for the surrounding area (where Covid-19 restrictions were not in place), and how these compare to data from or around December 2012.	TPC – This is addressed in the updated TA.	
132. Please provide tracking for a vehicle turning left from Laneway 1 onto Compass Point Way at the same time as a vehicle is turning right from Compass Point Way onto Laneway 1, with vehicles parked on the southern side of Compass Point Way.	TPC – This is addressed in the updated TA.	
133. Please clarify if drop down kerbs have been proposed for the vehicle crossing.	TPC – The proposed vehicle crossing is intended to conform with the Auckland Transport standards and provide a continuous footpath level and priority for pedestrians.	
Stormwater		
134. Please assess the impact that stormwater runoff and discharge from the proposed development may have on upstream flooding of the stormwater network within the Half Moon Bay Walkways reserve (between Poseidon Place, Adonis Place and Pegasus Place), including the potential for increased flooding upon private properties.	<p>Eighty6: The proposed development is designed to remain within the zoning’s allowable impervious coverage of 60%, ensuring that overall site runoff is controlled during 10% AEP. Stormwater from the site will be directed primarily to the existing stormwater discharge point at the north-eastern corner (EX SWMH SAP ID 2000234285), while a small portion of the catchment will discharge into the stormwater manhole (EX SWMH SAP ID 2000323535) at Pigeon Mountain Road due to level constraints.</p> <p>Each dwelling will be provided with on-lot stormwater detention tank to limit peak flows into the public network. This ensures that post-development flows are effectively restrained or reduced compared to pre-development conditions, preventing any adverse impact on the upstream or downstream network.</p> <p>As the development does not introduce any upstream connections to the public network, remains within the allowable impervious coverage, and include on-lot detention tank for peak flow mitigation, the potential for increased flooding within the Half Moon Bay Walkway Reserve is negligible.</p>	

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Wastewater		
<p>135. Please identify any condition(s) that will be offered in order to address potential capacity constraints within the wastewater network and the applicant’s acceptance of fully funding any upgrades required to the wastewater network (including any pump station) in order to service the development.</p>	<p>A capacity assessment has been undertaken and it is considered that the pump station has capacity to serve the proposed development, refer section 9 of the infrastructure report.</p> <p>However, per previous correspondence, the applicant accepts that additional investigation will be undertaken at the EPA stage. If future assessments confirm that the pump station is constrained and increases the public health and/or ecological risk above the NDC consent limits then network upgrades or mitigation measures may be required and these upgrades will be delivered by the applicant.</p>	
Electricity Servicing		
<p>136. Please advise if Vector has confirmed that there is sufficient development in their electricity network to service the proposed development.</p>	<p>Vector has confirmed sufficient capacity to serve the development.</p>	
<p>137. Please confirm if a transformer and/or RMU would need to be required in order to service the proposed development. If this is required or may be required, please demonstrate how this can be incorporated into the development without resulting in additional adverse effects or additional reasons for resource consent.</p>	<p>The developer has confirmed that a transformer is not required to serve the development.</p>	
Signage		
<p>138. The provided renders show an “Entry 2” sign at the eastern end of Walkway 1 (by Pigeon Mountain Road) and the landscape plans also refer to a sign in this location. Please confirm if the resource</p>	<p>Confirming consent is sought for “comprehensive development signage” for two wall mounted signs at the entry to Compass Point Way and the pedestrian entry from Pigeon Mountain Road.</p>	

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consent application includes “comprehensive development signage” and if so please provide an assessment against E23 of the AUP, including identifying any further reasons for consent.	The signage has been designed comprehensively with the landscape and architectural design, and is comprised of simple lettering mounted directly to the ‘walls’/fences. The signage is discrete and is not considered to result in any adverse amenity effects.	
139. Please confirm location and type of any signage / way-finding throughout the development.	No additional signage is proposed at this stage.	
Landscaping		
140. A submitter has suggested that <i>Prunus serrulata</i> (Japanese Cherry) should not be incorporated into the landscape design as the DoC considers these to be a weed species. They have suggested that these be replaced with native kowhai. Please confirm if this change would be adopted or otherwise provide comment on the appropriateness of <i>Prunus serrulata</i> in this development.	The revised landscape plans do not include cherry.	
141. Please confirm that the proposed landscaping will not extend over the trafficable areas in a manner that would restrict the traffic movements required for the development and shown on the provided tracking diagrams, including whether sufficient vertical clearance will be achieved for any canopies extending over any vehicle access.	Landscaping does not extend over trafficable areas in a manner that restrict traffic movements.	
Urban Design		
142. Please clarify the landscape design of the front gate and paths to Units 47 to 50.	Due to the revised design the numbering may have changed but the landscape design of gates and fences is shown on the legend of the revised landscape plan.	
143. The landscape plan also refers to ‘landscape walls’ that are noted different to retaining walls. Are these the ‘block walls <0.5’ shown on the architectural retaining wall plan (in a different location)? Please clarify and coordinate.	<p>Retaining walls have been updated on the civil and landscape plans with the following legend.</p> <p>Building walls are those that will be constructed as part of the construction of the building.</p> <p>Retaining walls are external walls. Note that the revised landscape strategy incorporates retaining as part of the external fence, in parts, so that it is a visually cohesive structure. Where required, permeable fencing is proposed on top of the retaining wall or the combined retaining/fence wall.</p> <p> RETAINING WALL</p> <p> BUILDING WALL</p>	
144. The landscape key plans (noting features with letters) are difficult to read, and inconsistent with other information e.g. the area behind Block H shows letters H and B to the boundary, indicated a 1.2m semi-transparent fence, and a keystone retaining wall. Other items expected for every unit are shown intermittently e.g. letter boxes. Please check this drawing for accuracy and legibility. Please show location of all letter boxes – but not by obscuring the drawing with ‘R’s.	The landscape plans have been revised.	
145. Please decrease the opacity of the base drawing of the planting plan – it is difficult to see in places the location of the black outlined species shown.		
146. Please decrease the opacity of the base drawing of the planting plan – it is difficult to see in places the location of the black outlined species shown.		

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<p>147. Please provide architectural model views (not necessarily rendered views) including retaining walls, indicative landscape, and fences from the following locations. Please provide a standard camera lens perspective, not an extreme wide angle, from the perspective of an adult eye level.</p>	<p>Refer plan prepared by SHAPE</p>	

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<p>148. Please revise shading diagrams to include shading effects from all retaining walls (proposed and existing) and changes in topography. Please demonstrate the accuracy and extent of the shading shown for Block H from the existing and proposed retaining wall via a 3d diagram. Please include the hour of 4pm in all selected times of year.</p>	<p>Updated shading diagrams are shown on Drawing A7.01-A7.16.</p>	
<p>149. The urban design report states that “both my own feedback and that of the Council’s urban design officer (pre-application), comments provided have been extensively tested and worked through” and “The internal structure of the proposal is also notable for suggestions made by the Council’s officers at the pre-application stage”. Extensive preliminary design review was provided at the original s92 process following lodgement that was constructively received by the design team. Please clarify if this feedback has also been considered in the development of this revised proposal?</p>	<p>The revised design incorporates aspects of feedback such as a central pedestrian access, communal pocket park area, and simplified JOAL access.</p>	
<p>150. With regards to the north-south pedestrian walkway through the site, the urban design report states “I consider deleting the link would have allowed a better-resolved internal layout”. Please clarify why this link through the middle of the site was reinstated when through the original s92 process this was removed as recommended by Council. Given this link is not required, and the applicant’s urban designer does not recommend it, please clarify why a preferred site layout without it was not progressed.</p>	<p>This comment was related to the previous scheme.</p>	