

# Decision following the hearing of a Plan Change to the Auckland Unitary Plan under the Resource Management Act 1991



## Proposed Private Plan Change 100 to the Auckland Unitary Plan

### Proposal

To rezone approximately 6 ha of land in Riverhead from Future Urban zone to Rural - Mixed Rural zone and to rezone approximately 75.8 ha of land to a mix of Residential – Mixed Housing Suburban, Residential – Terrace Housing and Apartment Buildings, Business – Local Centre and Business – Neighbourhood Centre zones with associated precinct provisions. The request also sought to shift the Rural Urban Boundary to align with the boundary between the proposed Rural - Mixed Rural zoning and the urban zones.

This plan change is **APPROVED** with modifications to that publicly notified. The reasons are set out below.

<b>Private Plan Change:</b>	Private Plan Change 100 - Riverhead
<b>Applicants:</b>	Riverhead Landowner Group (referred to as “ <b>the Applicant</b> ” in this Decision)
<b>Hearing commenced:</b>	Monday 19 <sup>th</sup> May 2025
<b>Hearing panel:</b>	Karyn Kurzeja (Chairperson) Nigel Mark-Brown Vanessa Wilkinson
<b>Appearances:</b>	<p><u>For the Applicants:</u></p> <ul style="list-style-type: none"> <li>- Sue Simons and Olivia Gunn, Legal</li> <li>- Steve Evans, Corporate</li> <li>- Karl Cook, Planning / Overview</li> <li>- Lauren White, Urban Design</li> <li>- Tim Heath, Economics</li> <li>- Bronwyn Rhynd, Stormwater / Flooding</li> <li>- Pranil Wadan, Stormwater / Flooding</li> <li>- Robert White, Water / Wastewater</li> <li>- Terry Church, Transport</li> <li>- Oliver May, Landscape / Visual Effects</li> <li>- Graham Ussher, Ecology (MS Teams)</li> <li>- Allan Holmes, Arboriculture</li> </ul> <p>On-call</p> <ul style="list-style-type: none"> <li>- Blair Matheson, Geotechnical</li> <li>- Lauren Windross, Contaminated Land</li> <li>- Ellen Cameron, Archaeology</li> </ul>

For the Rodney Local Board:

- Louise Johnston, Deputy Chairperson

For the Submitters:

Matvin Group Limited represented by:

- Burnette O'Conner, Planning

The Botanic Limited Partnership represented by:

- Burnette O'Conner, Planning

Auckland Council (as Submitter) represented by:

- Dali Suljic, Stormwater / Flooding
- Rachel Dimery, Planning

Watercare Services Limited represented by:

- Simon Pilkinton, Legal
- Helen Shaw, Corporate
- Tim Scheirlinck, Corporate
- Andrew Deutschle, Corporate
- Louise Allwood, Planning

Aberdeen Adventures Limited represented by:

- Peter Fuller, Legal
- Des Reid, Corporate
- Tim King, Urban Design
- Dr Sean Finnigan, Stormwater Engineering
- Owen Burn, Planning

- Jane Sparnon

- Mark and Joanne Robinson

Auckland Transport represented by:

- Matthew Allan and Michelle Hooper, Legal
- Katherine Dorofaeff, Corporate
- Claire Drewery, Acoustics
- Michael Nixon, Transport
- Catherine Heppelthwaite, Planning

Good Planet Landholders – Luxembourg Development Company Limited; Riverhead Treelife Trustee Limited; Omidullah Zakeri, Rafiullah Mohmmad Tahir, Boman Zakeri represented by:

- Vanessa Evitt and Natalie Summerfield, Legal
- Boman Zakeri, Corporate
- Don McKenzie, Transport
- Ryan Pitkethley, Civil Engineering / Stormwater
- Mark Tollemache, Planning

	<ul style="list-style-type: none"> <li>- Linda Barton-Redgrave</li> <li>- Graham and Sunita Ramsey (MS Teams)</li> </ul> <p>F Boric and Sons on behalf of Boric Food Market, Blossoms Café and tenants / residents on the site represented by:</p> <ul style="list-style-type: none"> <li>- Todd Langwell, Transport</li> <li>- Franco Boric, Corporate</li> </ul> <p>Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association) represented by:</p> <ul style="list-style-type: none"> <li>- Mike Brooke</li> <li>- James Hendra</li> </ul> <p><u>For Council:</u></p> <ul style="list-style-type: none"> <li>- Peter Vari, Team Leader</li> <li>- David Wren, Planner</li> <li>- Martin Peake, Traffic Engineer</li> <li>- Lavannya Iliger, Development Engineer</li> <li>- Alicia Wong, Ecologist</li> <li>- Kedan Li and Amber Tsang, Stormwater</li> <li>- Douglas Sadlier, Parks Planning</li> <li>- Ian Kloppers, Funding and Finance</li> <li>- Regine Leung, Arborist (MS Teams)</li> </ul> <p><u>On-Call:</u></p> <ul style="list-style-type: none"> <li>- Megan Walker, Built Heritage</li> <li>- Mica Plowman, Archaeological</li> <li>- Nicole Li, Geotechnical</li> <li>- Sarah Pinkerton, Contamination</li> </ul> <p><u>Hearings Advisor:</u></p> <ul style="list-style-type: none"> <li>- Sam Otter, Senior Hearings Advisor (Mon and Tues)</li> <li>- Bevan Donovan, Hearings Advisor (Wed and Thurs)</li> </ul>
<b>Hearing adjourned</b>	22 May 2025
<b>Hearing reconvened and readjourned</b>	6 November 2025
<b>Commissioners' site visit</b>	2 May 2025 and 12 June 2025
<b>Hearing closed</b>	20 November 2025
<b>Hearing reopened</b>	14 January 2026

## Introduction

1. The private plan change request by (“**the Applicant**”) was made under Clause 21 of Schedule 1 to the Resource Management Act 1991 (“**RMA**”) and, following receipt of all further information, Private Plan Change 100 (“**PC 100**”) was accepted for processing by the Environment Court on 20 March 2024 (2024 NZEnvC049).
2. A report in accordance with section 32 and 32AA (in relation to the changes sought) of the RMA was prepared in support of the proposed plan change for the purpose of considering the appropriateness of the proposed provisions.
3. This decision is made on behalf of the Council by Independent Hearing Commissioners Karyn Kurzeja (Chairperson), Nigel Mark-Brown and Vanessa Wilkinson, appointed and acting under delegated authority under sections 34 and 34A of the RMA.
4. The Commissioners have been given delegated authority by Auckland Council (“**the Council**”) to make a decision on PC 100 to the Auckland Council Unitary Plan Operative in Part (“**AUP(OP)**”) after considering all the submissions, the section 32 evaluation, the reports prepared by the officers for the hearing and evidence presented during and after the hearing of submissions.
5. PC 100 is a private plan change that has been prepared following the standard RMA Schedule 1 process (that is, the plan change is not the result of an alternative, 'streamlined' or 'collaborative' process as enabled under the RMA).
6. The plan change was publicly notified on 18 April 2024 following a feedback process involving Iwi, as required by Clause 4A of Schedule 1. Notification involved a public notice as well as letters to directly affected landowners and occupiers alerting them to the plan change. The latter step was aimed at ensuring that landowners and occupiers of properties affected by potentially significant changes were made aware of the proposed changes.
7. The submission period closed on 17 May 2024. A summary of submissions was notified for further submissions on 12 July 2024. A total of 254 submitters made 124 primary submission points, and 9 further submitters made 74 further submission points on the plan change.
8. No late submissions were received on PC 100.

## SUMMARY OF THE PLAN CHANGE

9. The proposed plan change is described in detail in the s42A Hearing Report. A summary of key components of the plan change is set out below.
10. PC 100 as notified, sought to rezone approximately 6 hectares of Future Urban zone land within the north to Rural – Mixed Rural zone. The Rural Urban Boundary was also proposed to be shifted accordingly. The stormwater assessment that has been undertaken by CKL to support the plan change application has identified that this land is subject to a significant natural hazard – flooding and is not suitable for

urbanisation. The Rural – Mixed Rural zone was therefore proposed to be applied for consistency with the adjoining rural zoned sites.

11. PC 100 also sought to rezone approximately 75.8 hectares of Future Urban zoned land for urban development, which would comprise approximately:
  - 1.8ha Business – Local Centre zone;
  - 0.7ha Business – Neighbourhood Centre zone;
  - 4.3ha Residential – Terrace Housing and Apartment Buildings zone; and
  - 69ha Residential – Mixed Housing Suburban zone.
12. The private plan change proposed to introduce and apply the ‘Riverhead Precinct’ to the portion of the plan change area proposed to be urbanised to manage the effects of urbanisation on the local environment and to ensure that a quality built environment is achieved.
13. The proposed precinct provisions detailed refined residential standards for the Residential - Terrace Housing and Apartment Buildings zone and the Residential – Mixed Housing Suburban zone and in response to the locational attributes of the plan change area. The precinct also detailed the indicative road and open space network, stormwater management, provisions to recognise Mana Whenua values including the provision of a cultural landscape map, and to ensure that development progresses with the availability of infrastructure.
14. The ‘Riverhead Precinct’ as notified comprised two sub-precincts:
  - Sub-Precinct A applied to land zoned Residential - Terrace Housing and Apartment Buildings zone and provides for the greatest height and residential densities at a key intersection adjacent to the Business - Local Centre Zone and public transport facilities. A wider range of non-residential activities is provided for at ground floor; and
  - Sub-Precinct B applied to land zoned Residential – Mixed Housing Suburban zone and provides for a transition in building height between Sub-Precinct A and the surrounding Residential - Mixed Housing Suburban zone area where height has been limited to two storeys to respond to the existing built character of the Riverhead settlement.
15. The proposal also includes the introduction of the Stormwater Management Area Flow 1 (SMAF1) Control over most of the land.
16. The reasons given by the Applicant for the Plan Change request as notified was:

*“... to enable the provision of additional housing in Riverhead along with a Local Centre, a Neighbourhood Centre and a network of open spaces. The Applicant is the majority owner of the Plan Change area and intends to develop their landholdings in a manner consistent with the proposed zoning framework, which this Plan Change request will enable.*

*The Plan Change is consistent with the objectives of the Council’s planning documents and, in this regard, the reasons for the Plan Change are justified and consistent with sound resource management practice.”*

17. A package of provisions, including policies, activity standards, development standards, and associated matters of discretion and assessment criteria were proposed to achieve the objectives of the Riverhead Precinct and the wider Unitary Plan. These included:
- More permissive activity statuses for restaurants, cafes, retail, and healthcare facilities within the Residential – Terrace Housing and Apartment Buildings zone;
  - A transport infrastructure staging rule to coordinate the occupation of buildings with the delivery of required infrastructure;
  - A road widening setback rule along Riverhead Road to provide for future widening;
  - A riparian planting rule requiring a 10m native vegetation riparian buffer each side of a permanent or intermittent stream to mitigate the effects of urbanisation on water;
  - A stormwater quality rule to ensure impervious areas are treated and that development incorporates inert building materials to increase the quality of stormwater runoff;
  - A rural interface setback rule to provide a buffer between residential activities within the precinct and the neighbouring Rural - Mixed Rural zone;
  - A fencing rule to require lower height/greater permeability fences where adjoining publicly accessible open space, to ensure development positively contributes to the visual quality and interest of those spaces;
  - A height rule that increases height within Sub-Precinct B to 11m (three-storeys) to enable a transition in height from the Terrace Housing and Apartment Buildings zone and the Local Centre zone;
  - Height in relation to boundary, yard, maximum impervious area, building coverage, landscaped area, outlook space and outdoor living space rules to replace those of the underlying zone with those set out in the Medium Density Residential Standards;
  - Additional assessment criteria to ensure there is adequate wastewater/water supply infrastructure to service the precinct and development;
  - Additional assessment criteria for open space to ensure that the open space network integrates with natural features and delivers the multi-purpose green corridor: a key structuring element for the precinct and required for stormwater conveyance purposes;
  - Additional assessment criteria for the layout and design of roads to ensure a highly connected street layout that integrates with the wider Riverhead area and provides for all modes of transport; and

- Additional assessment criteria to recognise the spiritual connections and key views of cultural significance of Te Kawerau a Maki and Ngāti Whātua o Kaipara and other interested iwi to ensure hononga to ancestors, the connection and leadership, and whakapapa are all preserved to honour the special significance of this cultural history.
18. A final version of the proposed Riverhead Precinct provisions was provided along with the legal submissions of counsel for the Applicant in reply and closing on 5 November 2025.

## THE SITE AND SURROUNDING ENVIRONMENT

19. The Requestor's 32 Analysis Report discussed the plan change area and sets out the property details of the land included within PC 100. The s42 Hearing Report included a description of the site and the surrounding area<sup>1</sup>.
20. The plan change area consists of 80.5ha of land within the rural coastal settlement of Riverhead. All the land within the plan change area is currently zoned Future Urban Zone ("FUZ"). The plan change area is a physically well-defined area bound by Coatesville-Riverhead Highway and Cambridge Road to the east, an unnamed tributary of the Rangitoopuni Stream to the north, and rural-zoned land to the west and south. The plan change area is regular in shape, with individual land parcels creating a geometric pattern of shelterbelts and other farm boundary definitions.
21. The current land use within the plan change area is predominantly horticulture with some agriculture (grazing). Various residential and commercial (horticulture-related) buildings are present across the plan change area. The topography is largely flat with the land in the northern portion of the plan change area sloping gently towards the north.
22. In terms of land use and built form in the immediate locality, the surrounding area is characterised by a mix of activities and building types. To the west and the south of the plan change area are large rural landholdings. To the north is the Riverhead State Forest. The existing Riverhead township is located to the east.
23. The land within the plan change area is currently not serviced for water, wastewater and reticulated stormwater infrastructure.
24. There are a number of overland flow paths that traverse the plan change area. In addition, the northern portion of the plan change area is subject to flooding.
25. SH16 is located approximately 2km south of the plan change area and can be accessed via Coatesville-Riverhead Highway, Old North Road or Riverhead Road. SH16 provides connections to Kumeū to the west, and Westgate to the south. It also provides a connection to SH18 (via Brigham Creek Road or Trig Road) which provides a connection to Albany and the North Shore.
26. A locality plan of the plan change area is included as **Figure 1** below.

---

<sup>1</sup> S42A Hearing Report, paragraphs 20 - 26

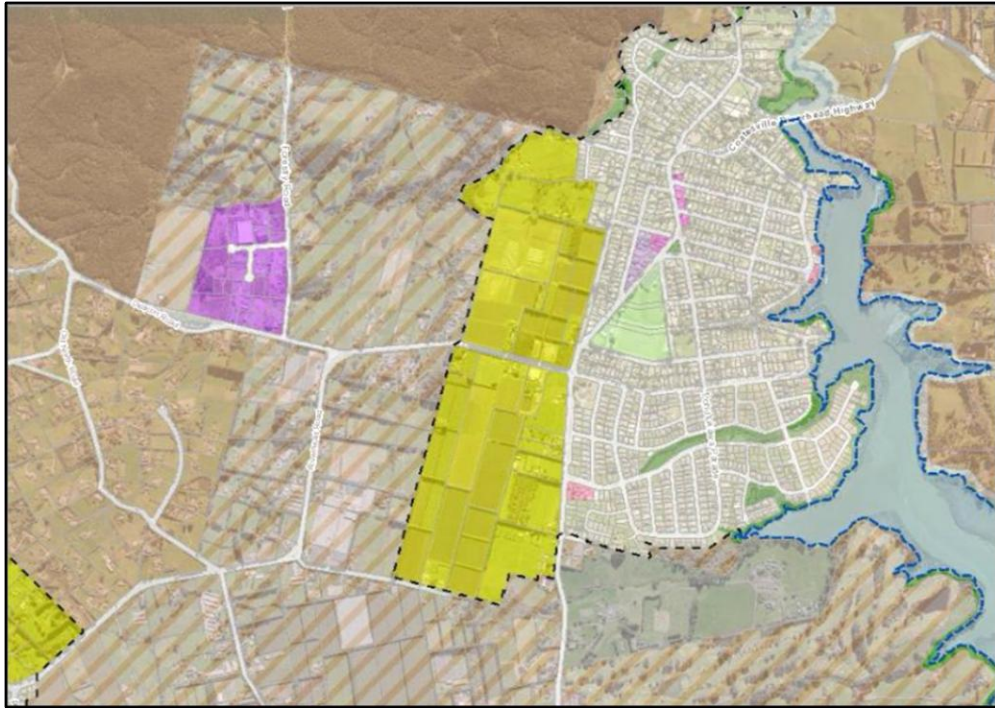


Figure 1 – Zoning Map of the Plan Change area.

## HEARING PROCESS

27. We directed the pre-circulation of expert evidence to provide all parties involved the opportunity to have read and considered any legal submissions, evidence or statements in advance of the hearing, and to assist the Hearing Panel in understanding the case being presented.

28. The s42A Hearing Report, released on 10 March 2025, provided an interim recommendation that the Hearing Panel decline PC 100. The Reporting Officer for the Council, Mr David Wren stated<sup>2</sup>:

*“The interim recommendation is that PC100 be declined due to uncertainty about some of the outcomes of PC100 including effects of flooding and the ability of the land to be serviced for infrastructure (transport, wastewater and water) in the near future.”<sup>3</sup>*

29. Mr Wren also provided an Addendum s42A Hearing Report (“**Addendum Report**”) on 14 April 2025 which was prepared in response to our Direction 2. The Addendum Report sought to update the assessment, conclusions and recommendation as necessary to assist the Hearing Panel following changes proposed by the Applicant. In the Addendum Report Mr Wren elaborated on the outstanding matters which resulted in his interim recommendation that PC 100 should not be approved<sup>4</sup>:

*“The extent to which PPC100 is integrated with the provision of infrastructure and in particular the provision of water supply and wastewater disposal and*

<sup>2</sup> Section 42A Report at paragraphs 417 - 418

<sup>3</sup> Section 42A Report at paragraph 14

<sup>4</sup> Section 42A Addendum Report at paragraph 3

*treatment and the required upgrading of transport infrastructure. There is in my view too much uncertainty about whether much of the required infrastructure will be available in the near term. To this end PPC100 may be premature.*

*The effects of urbanisation of the plan change area on flooding downstream and within the plan change area have not been adequately assessed and the Council / Healthy Waters specialists have advised that they consider the effects are likely to be more than minor.*

*The extent to which PPC100 gives effect to the NPS-UD and the RPS in respect of the provision of public transport.*

*The inconsistency with the Auckland Future Development Strategy and the lack of an assessment against that document.*

*The report identified a number of areas where additional assessment is required. These assessments are required in order to make a fully informed decision on PPC100.*

*A number of matters have been raised by Council specialists.”*

30. Mr Wren further advised that, on the basis of the information available at the time of preparing the Addendum Report, acknowledging that several matters in contention have been resolved, his recommendation had not changed<sup>5</sup>. Specifically, he stated<sup>6</sup>:

*“In respect of flooding and stormwater matters in my view the concerns expressed in the s42 A report remain outstanding at this time.*

*In respect of infrastructure it is my considered opinion that the additional information and changes proposed to be made to PPC100 do not yet give sufficient effect to the NPS:UD and the RPS.*

*In respect of the details of the Precinct provisions many of the changes made are supported as noted in the discussion above. However, I consider that the infrastructure staging and trigger provisions do not give sufficient certainty, nor do they adequately integrate development and infrastructure.”*

31. Prior to the hearing, the Commissioners undertook a joint site visit on 2 May 2025 to the subject site and the local surroundings. An additional joint site visit was undertaken on 12 June 2025, to follow up on matters raised in the first part of the hearing, while it was adjourned for expert conferencing on 22 May 2025.
32. The expert conferencing occurred between 19 June 2025 and 9 September 2025 on key topics in dispute including: water supply and wastewater, transport, stormwater and flooding, as well as planning.
33. The hearing reconvened on 6 November 2025 for one day to hear the Council’s response and the Applicant’s reply to matters raised.

---

<sup>5</sup> Section 42A Addendum Report at paragraph 7

<sup>6</sup> Section 42A Addendum Report at paragraphs 74 to 76

34. Following discussions at the reconvened hearing, the Applicant was directed<sup>7</sup> to provide an amended Riverhead Precinct Plan 2 Structural Elements plan to show the location of all permanent and intermittent streams within the proposed Riverhead Precinct area. This request was promptly received, and the hearing was closed on 20 November 2025.
35. On 14 January 2025, the hearing was re-opened due to the new and amended NPSs that came into force from 15 January 2026 which the Hearing Panel must consider. We directed<sup>8</sup> the Council's reporting planner to provide a memorandum to the Panel to inform the Panel if any of the new or amended NPSs have any effect on PC 100, and if so, what the effects are. This memorandum was due on 20 January 2026. As the Council memorandum identified effects relevant to PC 100, the Applicant and Submitters then had the opportunity to respond to the memorandum by 28 January 2026.
36. The Applicant was then directed<sup>9</sup> to respond to the matters raised by the Council and Submitters, as well as to questions posed by the Panel by 13 February 2026. The Panel determined we had sufficient information to make a decision on 20 February 2026.

#### **TABLED HEARING STATEMENT**

37. The Hearing Panel received a tabled letter<sup>10</sup> from the New Zealand Defence Force ("NZDF") on 5 May 2025 regarding its submission points 204.1 and 204.2 on PC 100. The NZDF requests that if PC 100 is approved, reference is made in the Riverhead Precinct chapter to Designation 4311 to avoid risks to flight safety and operations and increase visibility and awareness of development constraints associated with the Obstacle Limitation Surfaces. The NZDF consider this is consistent with other precincts located in proximity to RNZAF Base Auckland and, as noted above, is necessary to give effect to the objectives and policies of the RPS.

#### **LOCAL BOARD COMMENTS**

38. Comments on PC 100 have been received from the Rodney Local Board. Ms Louise Johnston, the Deputy Chair of the Rodney Local Board presented a summary of the Local Board's feedback to the Hearing Panel which expanded on the resolution passed at its meeting held on 18 September 2024 when the Rodney Local Board resolved as follows:

*That the Rodney Local Board:*

- a) *whakarite / provide the following local board views on Private Plan Change 100 lodged by the Riverhead Landowner Group*
  - i) *note there is already insufficient council and Central Government funding for the infrastructure required for live-zoned greenfield areas in Auckland, and out-of-sequence development will only worsen this*

---

<sup>7</sup> Direction #6 of the Hearing Panel dated 17 November 2025

<sup>8</sup> Direction #7 of the Hearing Panel dated 14 January 2025

<sup>9</sup> Direction #8 of the Hearing Panel dated 4 February 2025

<sup>10</sup> Letter from the New Zealand Defence Force dated 5 May 2025

*funding gap and ultimately result in overcrowded schools, parks with no facilities, traffic congestion, and temporary waste and water solutions therefore council needs to ensure that there is a planned approach to delivering infrastructure as detailed in the Future Development strategy, not ad hoc developments that ultimately lead to urban sprawl and poor outcomes, therefore if the private plan change is granted the conditions of consent include limiting the development, so that the following is delivered;*

- a) *State Highway 16 between Taupaki Road / Old North Road roundabout and Brigham Creek Road / Fred Taylor Drive roundabout is upgraded to a four lane highway, along with the Northwest Rapid Transit network.*
  - b) *the storm water systems are upgraded to ensure no increased risk of flooding for the surrounding area.*
  - c) *Watercare has confirmed they are able to provide water and sewer infrastructure to the site so that an interim tanker truck solution is not used*
- ii) *express concern that this out of sequence development is not scheduled to be developed until 2050 and if delivered decades earlier will have adverse effects on traffic safety, congestion on both State Highway 16 and Coatesville Riverhead Highway in both directions, flood risk, environment and rural character.*
  - iii) *express concern that the infrastructure prerequisites identified in the Future Development Strategy for Riverhead including the Northwest Rapid Transit extension to Huapai, the alternative state highway and the Riverhead separation from the Kumeū Huapai Riverhead wastewater main are not funded projects and are not included in the infrastructure projects proposed to be delivered by the developer.*
  - iv) *express concern that the area to be developed has several identified flood hazards and large areas of Riverhead, including in new urban areas, have been dangerously flooded on multiple times resulting in engineered solutions becoming overwhelmed in extreme weather events putting residents in harm's way and with limited resources we should be focussing our development on climate resilient areas.*
  - v) *express concern that the rural character of Riverhead, currently dominated with single story dwellings, will be adversely affected by the proposed high density and multi-story buildings within this plan change.*
  - vi) *express concern that there are no upgrades proposed for Coatesville Riverhead Highway towards Coatesville as part of the plan change which will result in adverse effects on traffic safety and congestion which will not be mitigated.*
  - vii) *express concern that council does not have the funding to purchase parkland in live-zoned developments (such as Milldale), and this*

*problem will only worsen if out-of-sequence developments are consented to.*

- viii) request complete integrated stormwater planning for the Rangitōopuni stream, Riverhead and Kumeū River catchments including all drainage sub-catchments be completed before any development occurs.*
- ix) note that while the area proposed to be developed is on prime soil that should be protected for future generations, we recognise that this land is not subject to the Government Policy Statement on elite and prime soils as it is zoned Future Urban.*
- x) request that while council cannot fully fund the renewals and maintenance of existing community facilities, and any developer delivered gardens, pathways, rain gardens, park infrastructure etc. must be incorporated into future maintenance and renewal budgets.*
- xi) request that council's Parks and Community Facilities department review any developer- delivered plans with regards to impact on future maintenance and renewal budgets.*
- xii) request that off street parking/garaging is provided for proposed housing understanding increasing walking, cycling and public transport use are ultimate goals, the realities are that residents will also use vehicles to commute for employment, recreation and other services and the provision of off-street parking within each property boundary also enables safe plug-in vehicle charging.*
- xiii) request that connections and integration with adjoining future urban zones is considered as part of this application.*
- xiv) support the development of walking and cycling routes to enable connections with the Greenways Plan.*
- xv) request that all road widths enable emergency vehicle and public transport access.*
- b) kopou / appoint local board members L Johnston and G Wishart to speak to the local board views at a hearing on Private Plan Change 100.*
- c) tautapa/ delegate authority to the chairperson of the Rodney Local Board to make a replacement appointment in the event the local board member appointed in resolution b) is unable to attend the private plan change hearing.*

39. Ms Johnston identified that the Local Board's main concerns with PC 100, include the following<sup>11</sup>:

- That PC 100 is an out-sequence development without the necessary infrastructure prerequisites identified in the Future Development Strategy;
- Secondly, it will massively impact on traffic congestion and safety; and

---

<sup>11</sup> Rodney Local Board Feedback on PC 100 – Riverhead, 22<sup>m</sup>May 2025, para 3

- Lastly, it will increase the risk of flooding in Duke Street and the surrounding areas.
40. To the extent we are able, and in the context of submissions to PC 100, we have had regard to the views of the Local Board.

### **RELEVANT STATUTORY PROVISIONS CONSIDERED**

41. The RMA sets out an extensive set of requirements for the formulation of plans and changes to them. These requirements were set out in the s42A Hearing Report<sup>12</sup>.
42. The Applicant, in their plan change request as notified in April 2024 provided an evaluation pursuant to s32 of the RMA, and the additional information (Clause 23) requested by the Council.
43. We do not need to repeat content of the Applicant's plan change request and s32 assessment report in any detail, as we accept the appropriate requirements for the formulation of a plan change have been comprehensively addressed in the material before us. However, in the evidence and at the hearing, we note that the Applicant proposed several changes to the plan change provisions in response to concerns raised by the Council in the interim s42A Hearing Report, the Addendum Report and the submissions received. Section 32AA assessments were provided as a basis for the additional changes being sought.
44. We noted that the s32 assessment report clarifies that the analysis of the efficiency and effectiveness of the plan change is to be at a level of detail that corresponds to the scale and significance of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the proposal. Having considered the application and the evidence, we are satisfied that PC 100 has been developed in accordance with the relevant statutory requirements.
45. Clause 10 of Schedule 1 requires that this decision must include the reasons for accepting or rejecting submissions, while clause 29 (4) requires us to consider the plan change and to give reasons for (in this case) approving it. This decision gives effect to those clauses of the RMA. The decision must also include a further evaluation, in accordance with section 32AA of the RMA, of any changes that are proposed to the notified plan change after the section 32 evaluation was carried out. This further evaluation must be undertaken at a level of detail that corresponds to the scale and significance of the changes.
46. In our view this decision, which among other things, addresses the modifications we have made to the provisions of PC 100, satisfies our section 32AA obligations.

### ***National Policy Statements***

47. Pursuant to Sections 74(1)(ea) and 75 of the RMA the relevant national policy statements ("**NPS**") must be considered in the preparation, and in considering

---

<sup>12</sup> Section 42A Report at Section 4

submissions on PC 100. Specifically, this plan change must “give effect” to the relevant NPSs. We address this in this decision.

48. Of note, is that ten national direction instruments came into force on 15 January 2026 (after the hearing had closed). Three of the instruments are new and seven are amendments to existing instruments. These are listed below:
- Resource Management (National Environmental Standards for Detached Minor Residential Units) Regulations 2025
  - National Policy Statement for Natural Hazards 2025
  - National Policy Statement for Infrastructure 2025
  - National Policy Statement for Highly Productive Land Amendment 2025
  - New Zealand Coastal Policy Statement Amendment 2025
  - National Policy Statement for Indigenous Biodiversity Amendment 2025
  - National Policy Statement for Freshwater Management Amendment 2025
  - Resource Management (National Environmental Standards for Freshwater) Amendment Regulations 2025
  - National Policy Statement for Renewable Electricity Generation Amendment 2025
  - National Policy Statement for Electricity Networks Amendment 2025
49. As stated previously, in response to the above, the hearing was reopened to allow the Panel to receive advice on any implications and potential effects of the new and amended NPSs on the matters to be determined with respect to PC 100<sup>13</sup>.
50. Consideration has therefore been had by all parties as to which NPSs are relevant to the assessment of PC 100. The following NPSs are considered relevant:
- The National Policy Statement on Urban Development 2020 – updated May 2022
  - National Policy Statement for Natural Hazards 2025
  - National Policy Statement for Infrastructure 2025
  - National Policy Statement on Freshwater Management Amendment 2025
  - New Zealand Coastal Policy Statement Amendment 2025
  - National Policy Statement for Highly Productive Land Amendment 2025
  - National Policy Statement for Indigenous Biodiversity Amendment 2025
  - National Policy Statement for Electricity Networks Amendment 2025
51. A summary of each NPS is now set out below.

---

<sup>13</sup> Hearing Direction #7 from the Hearing Panel, dated 14 January 2025, para 2

## **National Policy Statement on Urban Development 2020, updated May 2022**

52. The National Policy Statement on Urban Development (“**NPS-UD**”) came into force on 20 August 2020 and replaced the National Policy Statement on Urban Development Capacity 2016. It applies to all local authorities that have all or part of an urban environment within their District. Auckland Council is listed as a “Tier 1” local authority. The NPS-UD was a response to the housing crisis in New Zealand and the need to rapidly build more homes.
53. The NPS-UD promotes intensification within urban environments, such as Auckland, as a means of increasing housing supply, supporting competitive land markets by providing sufficient development capacity to meet the different needs of people and communities and improving affordability to create ‘well-functioning urban environments’ that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future. All parties agree that the NPS-UD is relevant to PC 100.

## **National Policy Statement for Natural Hazards 2025**

54. The National Policy Statement for Natural Hazards 2025 (“**NPS-NH**”) provides high level national direction on managing natural hazard risks, as the first step towards better managing natural hazard risk through the planning system, while the new system is being developed and implemented. It aims to standardise the approach to managing natural hazards risk on a national basis, through a ‘risk based proportionate approach’. The NPS-NH applies to all activities, with the exception of infrastructure and primary productions, to all zones and environments and to a range of natural hazards, mostly notably flooding, which is the key natural hazard issue for PC 100.

## **National Policy Statement for Infrastructure 2025**

55. The National Policy Statement for Infrastructure 2025 (“**NPS-I**”) provides national direction to guide the efficient development, management, and upgrading of infrastructure across New Zealand. It recognises infrastructure as nationally significant and aims to support community wellbeing and health and safety, while ensuring environmental impacts are appropriately managed. The NPS-I applies to all decisions under the RMA affecting the operation, maintenance, renewal and upgrade of existing infrastructure as well as new infrastructure development, and is therefore relevant to PC 100.

## **National Policy Statement on Freshwater Management Amendment 2025**

56. The National Policy Statement for Freshwater Amendment 2025 (“**NPS-FM**”) provides local authorities with updated direction in the form of objectives and policies for how they should manage freshwater under the RMA which is directly relevant to PC 100. It was recently amended with regard to quarrying and mining activities, however, neither of these activities are relevant to PC 100.

## **New Zealand Coastal Policy Statement Amendments 2025**

57. The New Zealand Coastal Policy Statement 2010 (“**NZCPS**”) guides councils in their day-to-day management of the coastal environment. The NZCPS is the only compulsory NPS under the RMA.
58. While the PC 100 area is not within the coastal environment, the stormwater runoff from the PC 100 area is proposed to discharge into the upper Waitemata Harbour. We therefore consider that the NZCPS is relevant to PC 100.

## **Hauraki Gulf Marine Park Act**

59. Sections 7 and 8 of the Hauraki Gulf Marine Park Act 2000 (“**HGMPA**”) require that the Act must be treated as a New Zealand Coastal Policy Statement issued under the Act.
60. In section 4 of the HGMPA, ‘catchment’ is defined to mean any area of land where the surface water drains into the Hauraki Gulf; and for PC 100 all surface water drains via the streams to the north and into the upper Waitemata Harbour to the Hauraki Gulf.
61. Section 9(3) of the HGMPA requires that a territorial authority must ensure that any part of a district plan that applies to the Hauraki Gulf, its islands and catchments, does not conflict with sections 7 and 8.
62. Therefore, the key issue is the extent to which the stormwater mitigation measures in PC 100 will address the matters set out in sections 7 and 8 of the HGMPA.

## **National Policy Statement for Highly Productive Land Amendment 2025**

63. The National Policy Statement for Highly Productive Land Amendment 2025 (“**NPS-HPL**”) provides direction to improve the way highly productive land is managed under the RMA. The NPS-HPL provides guidance on how to manage the subdivision, use and development of this non-renewable resource.
64. The NPS-HPL does not apply to existing urban areas and land that Councils have identified as future urban zones in district plans. As the plan change area was zoned Future Urban on 17 October 2022 when the NPS-HPL came into effect, the provisions of the NPS-HPL do not apply.

## **National Policy Statement for Indigenous Biodiversity Amendment 2025**

65. The National Policy Statement for Indigenous Biodiversity Amendment 2025 (“**NPS-IB**”) provides direction to councils to protect, maintain and restore indigenous biodiversity requiring at least no further reduction nationally. Given the range of watercourses, wetlands and vegetation located within PC 100, the NPS-IB has direct relevance to PC 100.

## **National Policy Statement for Electricity Networks Amendment 2025**

66. The National Policy Statement for Electricity Networks (“**NPS-EN**”) sets out the objective and policies for managing all assets and activities that comprise the

electricity transmission network, commonly known as the National Grid. A small portion of the National Grid traverses the north-western corner of the proposed urban zoned land in PC 100.

### **Auckland Unitary Plan Regional Policy Statement**

67. This plan change request must also “give effect” to the Auckland Regional Policy Statement (“**RPS**”). The purpose of the RPS is to achieve the purpose of the RMA by providing an overview of the resource management issues of the region; and policies and methods to achieve integrated management of the natural and physical resources of the whole region. We address the RPS further below in our decision.
68. We note that the RPS must give effect to any national policy statement and to the NZCPS. Further, it must not conflict with sections 7 and 8 of the Hauraki Gulf Marine Park Act 2000 and treat those provisions as a New Zealand Coastal Policy Statement.

### **Auckland Unitary Plan**

69. The remaining provisions of the Auckland Unitary Plan (“**AUP(OP)**”) (the regional (including coastal) and district objectives, policies and rules) must give effect to the RPS. They must also not conflict with sections 7 and 8 of the Hauraki Gulf Marine Park Act 2000 and treat those provisions as a New Zealand Coastal Policy Statement.

### ***National Environmental Standards or Regulations***

70. Under section 44A of the RMA, local authorities must observe national environmental standards in their district/region. No rule or provision may duplicate or be in conflict with, a national environmental standard or regulation.
71. Both the Applicant’s planner and Mr Wren considered that the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 and the National Environmental Standard for Freshwater Regulations 2020 are relevant to the consideration of PC 100. These are briefly discussed below.

### **National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011**

72. The National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 (“**NES-CS**”) is a nationally consistent set of planning controls and soil contaminant values. The standard ensures that land affected by contaminants in soil is appropriately identified and assessed before it is developed - and if necessary, the land is remediated or the contaminants are contained to make the land safe for human use.
73. The Applicant states that the NES-CS will apply at the time of development to manage contaminated land, and that consents under the NES and/or the contaminated land provisions of the AUP(OP) may be required prior to any

redevelopment commencing. We are satisfied that this matter can be appropriately addressed by way of future resource consents.

### **National Environmental Standards for Freshwater Regulations 2020**

74. The Freshwater NES sets requirements for carrying out certain activities that pose risks to freshwater and freshwater ecosystems. The regulations require activities to comply with the standards which are designed to protect natural inland wetlands, protect urban and rural streams from in-filling, and ensure connectivity of fish habitat (fish passage) amongst other activities.
75. The Applicant considers that the delivery of key structuring elements within the plan change area is unlikely to require resource consent under the NES-FW, however they note that the relevant regulations will apply at the time of future development and this matter will be appropriately assessed through future resource consent processes. Again, we are satisfied that this matter can be appropriately addressed by way of future resource consents.

### **STRATEGIC CONTEXT**

76. Section 74(2)(b)(i) of the RMA requires that a territorial authority must have regard to plans and strategies prepared under other Acts when considering a plan change.
77. The Applicant and the Section 42A Hearing Report set out a detailed strategic context to this plan change request and between them provided a discussion on 'non-statutory' documents including the Auckland Plan 2050, the former Future Urban Land Supply Strategy 2017, the Auckland Future Development Strategy 2023-2053 and the Rodney Greenways Plan. We address these below as they set the strategic context in which this plan change needs to be considered vis-à-vis the statutory planning documents.
78. The relevant recent Notices of Requirement prepared by Auckland Transport in the surrounding north-west Auckland area as part of the Te Tupu Ngātahi Supporting Growth Alliance to protect land for future infrastructure to support growth, and by NZTA for the planned upgrade of SH16 intersection is also briefly addressed below.

### **Auckland Plan 2050**

79. The Auckland Plan 2050 prepared under section 79 of the Local Government (Auckland Council) Act 2009, is a relevant strategy document that the Council should have regard to when considering PC 100.
80. The Auckland Plan is the Council's key strategic document, setting out the social, economic, environmental and cultural objectives for the city. A key component of the Auckland Plan is the Development Strategy which describes how future growth will be accommodated up to 2050. The Auckland Plan focusses new development in existing urban areas and provides for 'managed expansion' in future urban areas. This managed expansion is with reference to structure planning processes.

## Auckland Future Development Strategy 2023-2053

81. The Auckland Future Development Strategy 2023-2053 (“**FDS**”) was adopted by the Council in November 2023 and replaced the Future Urban Land Supply Strategy 2017 and the Auckland Plan 2050 – Development Strategy. The FDS was prepared to satisfy the requirements under both the Local Government (Auckland Council) Act 2009 and the NPS-UD. We note that the FDS was not tested through the Schedule 1 process under the RMA.

82. Clause 3.13 of the NPS-UD states that the purpose of the FDS is:

*“to promote long-term strategic planning by setting out how a local authority intends to:*

- (i) achieve well-functioning urban environments in its existing and future urban areas; and*
- (ii) provide at least sufficient development capacity, as required by clauses 3.2 and 3.3, over the next 30 years to meet expected demand; and*
- (iii) assist the integration of planning decisions under the Act with infrastructure planning and funding decisions.”*

83. Additionally, clause 3.17 of the NPS-UD states that the Council must have regard to the FDS when preparing or changing RMA planning documents, which includes PC 100.

84. Clause 3.8 relates to unanticipated or out-of-sequence plan changes. This states that the Council must have regard to the development capacity provided by the plan change if that development capacity:

- (a) “Would contribute to a well-functioning urban environment; and*
- (b) Is well connected along transport corridors; and*
- (c) Meets the criteria set out in the RPS.”*

85. The timing specified for the development of the Kumeū-Huapai-Riverhead area is not before 2050+. Refer to **Figure 2** below:

<b>Kumeu-Huapai, Riverhead</b>	Kumeu-Huapai	<b>Live zoned</b>	
	Kumeu-Huapai & Riverhead	<b>Not before 2050+</b>	Brigham to Waimauku SH16 Upgrade SH16 Main Road Upgrade Alternative State Highway Access Road upgrade Coatesville-Riverhead Highway upgrades Northwest Rapid Transit extension to Huapai Riverhead separation from the KHR WW Main

Figure 2 – Timing of Development in Future Urban Areas - Kumeū-Huapai & Riverhead –  
Source: FDS

86. The specified key bulk infrastructure prerequisites to support development readiness in the Kumeū-Huapai-Riverhead area include the following six projects:

- Brigham to Waimauku SH16 Upgrade
- SH16 Main Road Upgrade
- Alternative State Highway Access Road upgrade
- Coatesville-Riverhead Highway upgrades
- Northwest Rapid Transit extension to Huapai
- Riverhead separation from the KHR WW Main

87. Of note is that the FDS states<sup>14</sup>:

*“In some cases, the prerequisite infrastructure will need to be in place when development commences. In some cases, it will be appropriate for rezoning to occur and development to commence prior to or while the infrastructure prerequisite is in the process of being built and established. In other cases, staged development will be appropriate. Alternate approaches to infrastructure technology that achieve the same or similar outcome will also be considered.*

*... Whilst this strategy sets infrastructure prerequisites that align with council’s planned investment in future urban areas, it also signals a pathway for the private sector to fund infrastructure ahead of when the council can fund the required infrastructure.”*

88. The FDS also provides strategic direction to remove Future Urban Areas (“FUAs”), or parts of FUAs, that are the most constrained by natural hazards. This is to ensure these areas are not developed in a manner that would otherwise place more people and property in harm’s way<sup>15</sup>.

89. This has resulted in strategic direction for the partial removal of the Kumeū-Huapai-Riverhead area from the identified FUA. Specifically, the northern portion of the Kumeū-Huapai-Riverhead FUA located within the 1% Annual Exceedance Probability (AEP) floodplain of the Kumeū River and Riverhead River is no longer considered appropriate for urban development by the Council due to the risks to life and property from potentially significant effects downstream<sup>16</sup>.

90. Notably, the remaining portion of the FUA to the south is ‘red flagged’. Due to the extensive nature of the upstream catchments, the Council considered that development will exacerbate flood risk downstream if it is not appropriately managed. This includes effects within the existing Kumeū-Huapai and Riverhead townships, as well Parakai and Helensville, which are also in the Kumeū River catchment<sup>17</sup>.

---

<sup>14</sup> FDS, pages 44 and 45

<sup>15</sup> Future Development Strategy, Page 66

<sup>16</sup> Ibid

<sup>17</sup> Future Development Strategy, Page 6

91. With respect to the above, the Applicant stated<sup>18</sup>:

*“it has been confirmed that all pre-requisites have been satisfied. Noting that Riverhead is grouped together with the nearby Kumeū-Huapai area in the FDS, the infrastructure necessary for development of the Riverhead future urban area has been identified and investigations carried out to confirm it can be provided in a coordinated manner. Stormwater and flooding issues have been assessed and will be managed to avoid increasing natural hazard risk for surrounding properties.”*

### **Rodney Greenways Plan**

92. The aim<sup>19</sup> of the Rodney Greenways Local Paths Plan for Kumeū, Huapai, Waimauku and Riverhead (December 2016), is to provide cycling and walking connections which are safe and pleasant, while also improving local ecology and access to recreational opportunities.
93. Implementation of the Puhoi to Pakiri Greenways Plan will better connect the towns along Rodney’s south-eastern coast, as well as provide links to the wider Rodney area and towards Hibiscus Coast and North Shore. It will also connect to regional walking/cycling proposals for the greater Auckland area.

### **Notices of Requirement**

94. The Notices of Requirement (“**NoR**”) for the North-West area, including the Coatesville-Riverhead Highway for the Supporting Growth corridors project were lodged with the Council in December 2022. This package included a proposed upgrade of the southern section of the Coatesville-Riverhead Highway corridor (NoR R1) to a rural arterial with shared footpath and cycle lane, and an upgrade of the northern section of the corridor to an urban arterial road with a shared footpath and cycle lane. This NoR has enabled the future provision of the fourth prerequisite set out in the FDS for this FUA.
95. Auckland Transport notified its decision on NoR R1 in August 2025 and the project is now confirmed and operative in the Auckland Unitary Plan – Designation number 1481.
96. We note there is currently no funding for detailed design or construction of this project. AT anticipates the project will be delivered sometime within the next 15 years to align with Auckland Council’s land release strategy.
97. The other Notice of Requirement which is relevant to PC 100 is the SH16 Brigham Creek Road to Waimauku improvements project to improve safety and efficiency for road users on SH16 between Brigham Creek and Waimauku in Auckland. In particular, Stage two of the project, being Brigham Creek to Kumeū involves<sup>20</sup>:

---

<sup>18</sup> Statement of Evidence of Karl Cook, paragraph 2.3

<sup>19</sup> Rodney Greenways Paths and Trails Plan – Puhoi to Pakiri May 2017, Section 1.3

<sup>20</sup> nzta.govt.nz/projects/sh16-brigham-creek-and-waimauku

- The addition of extra lanes between the Brigham Creek and Taupaki roundabouts from two lanes to four lanes (two in each direction) to make travelling along SH16 more efficient.
- A new roundabout at the SH16/Coatesville-Riverhead Highway intersection to help traffic flow better and make it safer to turn.
- Between Brigham Creek and Kumeū, the creation of a dedicated shared path for people who want to walk and cycle.

98. The Hearings Panel was updated by Mr Church verbally during the reconvened hearing in November 2025 that this NZTA project is now 'off-hold' and proceeding through the lodged Notice of Requirement process. It is not known if, at the time of the release of this decision, this NoR has been formally notified for submissions.

### **Open Space Provision Policy 2016**

99. The Open Space Provision Policy 2016 (“**OSPP**”) informs the Council’s investment decisions to create a high-quality open space network that contributes to Aucklanders’ quality of life. It provides direction on the provision of open space at a network scale (across multiple open spaces rather than an individual site). Provision is considered on the basis of four inter-related factors being: function, distribution, location and configuration.

100. A network of open space is proposed within PC 100, some of which will be acquired at a later stage by the Council utilising this policy direction.

### **Development Concept Plans**

101. As set out in the urban design evidence for the Applicant, initial development concept plans were prepared in collaboration with the project team, which sought to ensure that PC 100 reflects good urban design practice.

102. Ms Lauren White advised that the key urban design outcomes of PC 100 were tested and illustrated through an iterative multi-disciplinary design process to produce a number of indicative masterplans for the site. This master planning exercise further informed the development of the proposed structure plan, which has the following key elements:

*“(a) A variety of residential densities and direction for the location of higher-density residential environments to better support the use and feasibility of a new local centre;*

*“(b) A variety/hierarchy of centres that adjoin primary movement routes, support potential public transport and active travel modes, establish a new local centre capable of supporting the future expanded urban area of Riverhead, within a predominantly walkable catchment of both existing and future residents and also reinforcing War Memorial Park as a key community facility;*

- (c) *A network of movement to ensure internal connectivity and connections to the existing town and coastal environment, including key pedestrian and cycling routes;*
- (d) *An open space network including multi-purpose corridors accommodating active and passive recreation and stormwater management;*
- (e) *Gateways at both the west and the south sides of the Plan Change area; and*
- (f) *Controls to manage the interface with the adjoining rural environment.”*

103. Ms White concluded that PC 100 is the result of an extensive, collaborative and skilled design and planning process which is aligned with the NPS-UD and AUP(OP). Further, it's precinct planning approach enables the inclusion of a number of bespoke features and provisions which respond to this future urban area's location and specific opportunities and constraints and direct appropriately contextual urban design outcomes<sup>21</sup>.

## **FINDINGS AND REASONS FOR APPROVING THE PLAN CHANGE**

104. The following sections address our overall findings on PC 100 and why we have approved it; having heard and considered all of the material and evidence before us.
105. We had extensive evidence before us, with parties requesting a considerable number of specific and detailed changes to the precinct provisions. Many of these were addressed by the Applicant's planner. Where Mr Cook or the Applicant accepted them, they were incorporated into subsequent iterations of the precinct provisions, with the latest version provided as part of the Applicant's reply submissions being those the Applicant's planner ultimately supported. Those provisions he did not support were addressed in evidence.
106. We have specifically addressed those matters and those changes sought that we considered were significant in the context of this decision. Where they have not been specifically addressed, the provisions we have accepted are those in the precinct provisions attached to this decision.
107. We also address the submissions received on PC 100 and the relief sought in those submissions. In this respect, in accordance with Clause 10(2) of the RMA, we have grouped together those submissions under the headings that were used in the Section 42A Hearing Report for consistency.
108. With respect to further submissions, they can only support or oppose an initial submission. Our decisions, on the further submissions reflects our decisions on those initial submissions having regard, of course, to any relevant new material provided in that further submission. For example, if a further submission supports a submission(s) that opposes the plan change and we have recommended that the

---

<sup>21</sup> Statement of Evidence of Lauren White, paragraphs 10.1- 10.2

initial submission(s) be rejected, then it follows that the further submission is also rejected.

109. We also note that we must include a further evaluation of any proposed changes to the plan change arising from submissions; with that evaluation to be undertaken in accordance with section 32AA of the RMA. With regard to that section, the evidence presented by the Applicant, the Submitters and Council Officers and this decision, including the changes we have made, effectively represents that assessment. All the material needs to be read in conjunction with this decision where we have determined that changes to PC 100 should be made.

### **Reasons for the Plan Change Proposal**

110. The purpose of the plan change is to enable the provision of additional housing in Riverhead along with a Local Centre, (originally a Neighbourhood Centre was proposed too) and a network of open spaces<sup>22</sup>. This will provide for the establishment of a new residential area in Riverhead that offers more housing choice than the current settlement, which is predominantly low-density residential. At the same time the zoning pattern seeks to respond to the local rural and low-density context<sup>23</sup>.
111. Whereas, the intention of the proposed rural zoned portion of the FUA is to rezone the land at the northern end of the plan change area, that is located within the 1% AEP flood plain.
112. PC 100 was lodged by the Riverhead Landowner Group (“**RLG**”) in July 2022. RLG comprises Fletcher Residential Limited (“**FRL**”), Matvin Group Limited and the Neil Group Limited. Legal counsel for RLG stated that these are three reputable commercial and residential land developers who have considerable experience in delivering comprehensive urban and greenfield developments<sup>24</sup>.
113. Of the three entities comprising RLG, FRL is the biggest landholder. We further note that FRL intends to develop their landholdings in a manner consistent with the proposed zoning framework, which this plan change request will enable.
114. We accept the Applicant’s rationale for seeking to change the AUP(OP) and rezoning the plan change area from FUZ to a mixture of residential, rural and business land use zonings.
115. For the reasons that follow, it is our view that the provisions of PC 100 (as we have determined them) are more efficient and appropriate in terms of section 32 and section 32AA of the RMA than those currently in the AUP(OP) and it satisfies the Part 2 provisions of the RMA. We address these matters below.

### **PRINCIPAL AREAS IN CONTENTION AND OUR FINDINGS ON THOSE MATTERS**

116. Having undertaken joint site visits, considered the submissions and further submissions received, the hearing reports, the evidence presented at the hearing,

---

<sup>22</sup> Section 32 Assessment Report, section 4.2

<sup>23</sup> Ibid, section 4.1.2, page16

<sup>24</sup> Opening Legal Submissions, paragraph 1.2

the outcomes of joint witness statements and the responses to our questions, the following principal issues in contention have been identified by the Hearing Panel:

- Whether the plan change should be declined because it is out of sequence with the FDS which specifies a timing for development at Riverhead of 2050+;
- What infrastructure capacity is currently available for Riverhead and what bulk and local water / wastewater infrastructure upgrades are required to service PC 100;
- What roading upgrades are required to enable PC 100 to be developed and when should these upgrades occur;
- Whether PC 100 will ensure that development occurs in an integrated way with the provision of infrastructure in particular, the provision of water supply and wastewater disposal and treatment and the required upgrading of transport infrastructure;
- Is the proposed stormwater management approach the most appropriate method to manage and/or mitigate the stormwater management and flooding issues in the area;
- What the zoning should be on the northern portion of the FUA, which is located within the 1% AEP floodplain and where the RUB should be located;
- The extent and location of the proposed local and neighbourhood centre zoning;
- Whether the precinct provisions should include an acoustic mitigation response;
- The increased density and the change in the character of Riverhead;
- What the intentions of the multi-purpose green corridor are and whether this should include an ecological consideration; and
- Should the Copper Beech tree be scheduled as a part of PC 100?

117. We respond to the above points in contention in addressing the key subject matter headings below.

### **Wastewater and Water Supply**

118. We begin with an overview of the case that Watercare presented at the hearing. Watercare's position was that PC 100 is significantly out of sequence with the timing in the FDS, which identifies this FUA as not ready for development before 2050+. Further, because Watercare's infrastructure planning is aligned with the Council's population forecasts and FDS, Watercare is strongly opposed to out of sequence development.

119. Watercare also advised that the existing bulk wastewater and water supply networks in the catchment are constrained and that there is no ability to service the 1,861 Development Unit Equivalents ("**DUE**") proposed by PC 100 without major upgrades to these networks.
120. During their presentation both Mr Deutschle and Mr Scheirlinck acknowledged that there is some capacity in the water and wastewater networks, but importantly, this capacity is for the entire Kumeū-Huapai and Riverhead catchment, which they consider has a feasible development capacity of between 1,800 and 8,000 DUEs. The Panel understood that the Housing and Business Development Capacity Assessment 2023 ("**HBA 2023**") was the basis for this figure.
121. Legal counsel for Watercare, Mr Simon Pilkinton submitted that using this available capacity just for PC 100 would take away the ability to connect developments to water and wastewater infrastructure that are already enabled in the existing live zoned land<sup>25</sup>.
122. Mr Deutschle stated<sup>26</sup> that development occurring out of sequence can place significant pressure on existing networks and long-term planning, which impacts upon the level of service to Watercare's existing customers. This in turn potentially results in the overallocation in wastewater networks and could increase the volume of uncontrolled wastewater overflows.
123. Mr Pilkinton further submitted that the infrastructure required to service PC 100 is not planned, funded or consented, and will not be for another 25 years at least<sup>27</sup>. Further, premature development of the Riverhead FUA could result in significant negative effects on the wider networks as a result of the diversion of resources to enable and provide the capacity in advance of the planned provision of this infrastructure.<sup>28</sup>
124. Ms Shaw stated that Watercare cannot approve any 2050+ FUAs without jeopardising its ability to adequately or effectively service the existing lived zoned areas<sup>29</sup>.
125. The Panel considers it is important to recognise that Messrs Deutschle and Scheirlinck specifically acknowledge in their evidence that they are providing evidence as Watercare representatives rather than as expert witnesses, and so are not strictly "independent" in terms of the Expert Witness Code of Conduct set out in the Environment Court Practice Note 2023. Both Messrs Deutschle and Scheirlinck confirm that to the extent their evidence addresses matters of which they have expertise, they have complied with the Practice Note<sup>30</sup>. For the record we have considered their evidence in this context.
126. We found the content of Messrs Deutschle and Scheirlinck's evidence to be helpful as it provided us with information on Watercare's networks and bulk infrastructure in

---

<sup>25</sup> Legal Submissions of Mr Simon Pilkinton, paragraph 1.3

<sup>26</sup> Statement of Evidence of Andrew Deutschle (Corporate) dated 1 May 2025 at [6.10]

<sup>27</sup> Legal Submissions of Mr Pilkinton, paragraph 1.4

<sup>28</sup> Legal Submissions of Mr Pilkinton, paragraph 2.7

<sup>29</sup> Evidence of Helen Shaw (Corporate) dated 1 May 2025 at [7.9]

<sup>30</sup> Evidence of Andrew Deutschle (Corporate) dated 1 May 2025 at [2.4] and Evidence of Tim Scheirlinck (Corporate) dated 1 May 2025 at [2.4].

Riverhead, the capacity of the wider networks, upcoming projects, and funding arrangements. All three Watercare corporate experts delivered their clear position that PC 100 should not proceed, given the above considerations.

127. Watercare's planning expert, Ms Louise Allwood, noted a range of planning concerns with PC 100 in her evidence, based upon the evidence of Ms Shaw, Mr Scheirlinck and Mr Deutschle that PC 100 cannot be adequately serviced by Watercare or the Applicant. It was Ms Allwood's opinion that PC 100 is not consistent with the FDS or the NPS-UD as the Riverhead FUA is identified as not being ready for development before 2050+. Nor did Ms Allwood consider PC 100 was consistent with the policy direction in the AUP(OP), which she considered to direct that infrastructure should be provided in an effective and efficient manner that supports urban growth. Ms Allwood considered that if granted, PC 100 would lead to the inefficient and inequitable provision of infrastructure which is not consistent with the policy direction in the AUP(OP).
128. With regards to the timing of future development in Riverhead, which Mr Wren acknowledged had been amended to not before 2050+ in the FDS, he expressed concern that there is uncertainty about the timing of a number of the pre-requisite projects for rezoning. He also acknowledged that the FDS allows consideration of the private provision of infrastructure as a pathway for the private sector to fund infrastructure ahead of when the Council can fund the required infrastructure. Mr Wren considered that some of the wastewater and transport infrastructure upgrades can be provided by the Applicant. While other items, such as the alternative state highway and SH16 improvements cannot be provided independently and quickly. Overall, he considered that PC 100 is only partially consistent with the FDS<sup>31</sup>.
129. Ms Rachel Dimery presented planning evidence on behalf of Auckland Council as submitter. It was Ms Dimery's opinion that PC 100 should not be approved because it is not consistent with the FDS and it does not satisfy the pre-requisites for development. She explained<sup>32</sup> that (at the time of preparing her evidence) Watercare was not accepting of the wastewater solutions in Mr White's evidence and there is no funding agreement in place for upgrades to roads external to the plan change area. Thirdly, there was no update on if and when the funds may be available for the Stage 2 State Highway 16 safety improvements. She also considered it was unclear whether some of the transport upgrades for external roads can be achieved where the land required is not owned by the Applicant, such as the land required for the Coatesville-Riverhead Highway-Riverhead Road intersection upgrade.
130. The Applicant's position and, in particular, the expert evidence of Mr White focussed on the technical feasibility of servicing PC 100. His evidence addressed the capacity of the existing public water and wastewater infrastructure in the plan change area as well as the additional demand that will be placed on this public infrastructure and how this could be undertaken. Mr White calculated, with regard to water supply, that there is current capacity to service an additional 250 DUEs in the Riverhead catchment without requiring any upgrades to existing infrastructure<sup>33</sup>. Beyond this, Mr White recommended a second, duplicate water supply pipe to provide resilience and

---

<sup>31</sup> S42A Hearing Report at paragraphs [164 – 168]

<sup>32</sup> Statement of Evidence of Rachel Dimery dated at paragraph [9.21]

<sup>33</sup> Statement of evidence of Robert White dated 31 March 2025, at [2.4].

additional capacity to meet demand from both the existing area and PC 100. We note that the Applicant has agreed to fund and construct the second water supply pipeline from the reservoir on Old North Road to the boundary of the PC 100 area.<sup>34</sup>

131. Mr White concluded that, between his two separate capacity assessments, there is capacity to service between 2,296 and 2,626 additional DUEs across the Kumeū, Huapai and Riverhead area, or between 435 and 765 DUEs over and above the projected 1,861 DUEs for the plan change area<sup>35</sup>.
132. Ms Simons submitted<sup>36</sup> that in terms of the serviceability of the plan change area, greater weight should be afforded to the evidence of Mr White, on the basis that Watercare has not provided any evidence that suggests that it is not technically feasible to service the plan change area or to support its position on existing water supply capacity.
133. At this point of the hearing process, we note that Watercare had also not provided the data underpinning its calculation of water capacity, either through its evidence or upon request, and as a result Ms Simons advised that the accuracy of Watercare's evidence was unable to be tested by Mr White.
134. With regards to wastewater, the Panel noted that the Kumeū, Huapai and Riverhead area is currently serviced by pressure sewer systems that discharge to the Riverhead Wastewater Pumpstation. In terms of the evidence, Messrs White and Deutsche agreed on the following<sup>37</sup>:
  - (a) At present the Riverhead Wastewater Pump Station ("**WWPS**") currently has capacity to service a further 500 DUE.
  - (b) Once the Whenuapai Village WWPS is abandoned, a further 500 DUE can be serviced by the Riverhead WWPS, totalling an additional 1,000 DUE of capacity to service the Riverhead area.
  - (c) Beyond this, upgrades to the bulk network (being Riverhead separation from the Kumeū-Huapai-Riverhead Wastewater Main identified in the FDS) will be required which are not projected to be completed before 2050+.
135. Mr White considers that it technically feasible to service the plan change area for wastewater ahead of the separation of Kumeū and Huapai from the Riverhead WWPS identified in the FDS as 2050+. He identified the following upgrades:
  - (a) Installing larger pumps and increased operational storage. Mr White considers that there is sufficient space available at the existing Watercare Riverhead WWPS site to construct additional concrete tanks to provide for greater storage<sup>38</sup>.

---

<sup>34</sup> Statement of Evidence of Steve Evans dated 1 May 2025 at paragraph [6.2(h)]

<sup>35</sup> Rebuttal evidence of Robert White dated 12 May 2025, at [4.9] - [4.10]

<sup>36</sup> Opening Submissions of Ms Simons, paragraph 14.16

<sup>37</sup> Opening Submissions of Ms Simons, paragraph 14.17

<sup>38</sup> Statement of Evidence of Robert White dated 31 March 2025, at [6.18]; Robert White rebuttal evidence dated 12 May 2025, at [5.15].

- (b) The construction of a Huapai Terminal WWPS which would free up capacity by removing the need for potable water to be added to the network. This upgrade frees up potable water supply and capacity in the wastewater network and is also considered a technically better solution.<sup>39</sup>
  - (c) Duplicating the existing Riverhead WWPS and Rising Main. This would allow a 100%, or more, increase in the number of the properties currently connected in Riverhead, Kumeū and Huapai, but would become surplus once the Kumeū / Huapai catchment was separated and redirected into the Redhills catchment.<sup>40</sup>
136. Mr Ryan Pitkethley, civil engineer for Good Planet Landholders was supportive of PC 100 from both a water supply and wastewater infrastructure perspective. He considered<sup>41</sup> that there are a number of effective and proven solutions that could be designed and implemented to address each of the three waters aspects of PC 100. It was his opinion that these solutions can also be developed in a cohesive manner to allow for the comprehensive management of bulk water and wastewater supplies.
137. Mr Pitkethley advised the Panel that although he had not personally completed the assessments, he had reviewed the technical documentation submitted by the Applicant and he agreed with the methodologies used<sup>42</sup>.
138. Specifically, he supported the proposed new second water supply pipeline installation to enhance resilience and to accommodate the future water demand, although he was of the opinion that the reservoir did not require upgrading for PC 100. With respect to wastewater, he supported the proposed staged upgrades to the existing Riverhead Wastewater Pump Station which included pump enhancements and operational storage expansion, as well as some previously planned network upgrades.
139. Mr Karl Cook, the Applicant's planning expert, sought to better understand Watercare's position on feasible development capacity by interrogating the HBA 2023 data. Upon his review Mr Cook considered the plan enabled capacity modelling did not account for the real-world situation in Kumeū/Huapai/Riverhead, such as the planning provisions applying to many of the undeveloped sites. As a result, it was his opinion that<sup>43</sup> the HBA 2023 data utilised to validate development demand figures provided in evidence by Watercare's corporate witnesses appears to show significant over-estimation of demand from plan-enabled development in Kumeū-Huapai and Riverhead. It was therefore his opinion that greater capacity would exist within the existing water supply and wastewater infrastructure network.
140. Ms Linda Barton-Redgrave, a submitter on the plan change, has a number of concerns<sup>44</sup> about the extent to which PC 100 is reliant on the provisions of upgrading or additional infrastructure, including the provision of water supply and wastewater disposal and treatment, stormwater and the required significant upgrading of

<sup>39</sup> Statement of Evidence of Robert White dated 31 March 2025, at [619] - [6.21].

<sup>40</sup> Statement of Evidence of Robert White dated 31 March 2025 at [6.22].

<sup>41</sup> Hearing Summary Statement of Ryan Pitkethley dated 1 May 2025 at [1.4].

<sup>42</sup> Statement of Evidence of Ryan Pitkethley dated 1 May 2025 at [6.1].

<sup>43</sup> Statement of Rebuttal Evidence of Karl Cook dated 13 May 2025 at [2.2].

<sup>44</sup> Submission Statement of Ms Linda Barton-Redgrave, pages 1-3

transport infrastructure. She told us about the problems that properties in Riverhead currently experience with the power fluctuations, the pressurised wastewater systems and on-site macerator pumps. It was her view that the required infrastructure is not available or committed to and expressed a concern that she did not want to be in situation where the wastewater is collected and trucked to a wastewater pump station. She considered PC 100 to be premature.

141. The Riverhead Community Association considered that PC 100 should be declined as it raises significant concerns with respect to the lack of integration and certainty of whether water supply and wastewater infrastructure can or will be provided in the near or medium term.<sup>45</sup> The Association also stated that they supported amendments to the proposed precinct provisions as set out in the s42A Hearing Report which require that subdivision and development is coordinated with the provision of water supply and wastewater infrastructure.
142. This key matter of infrastructure capacity was directed to be explored further at expert conferencing. We note that ahead of the expert conferencing beginning, Watercare did provide<sup>46</sup>, on 16 June 2025, further details on the plan-enabled residential development capacity numbers that they were relying on, as reported by Ms Shaw in her Evidence in Chief (at paragraphs 6.5 and 6.6). This was circulated to all parties.
143. A total of three expert conferencing sessions were held on the water and wastewater topic. The first session was held on 19 June 2025 which involved initial discussions around a base document, referred to as Attachment 1<sup>47</sup>. Attachment 1 comprised a table summary of feasible servicing options available that could provide additional infrastructure capacity on a permanent basis for PC 100.
144. The second session, held on 21 July 2025, considered the following matters posed by the Panel:
  - HP2 Are the Housing and Business Development Capacity Assessment (HBA) plan enabled numbers of 1,800 to 8,000 DUEs for all of Kumeū-Huapai-Riverhead area realistic, or are these numbers likely to be conservative for the reasonably expected to be realised development?
  - HP3 Is it necessary to carry out a more detailed and accurate assessment of the reasonably expected to be realised capacity (RER). If not necessary, what are the RER numbers for the Kumeū-Huapai-Riverhead area?
  - HP4 If additional assessment work is required, what does this involve and how long would that take?

---

<sup>45</sup> Submission Statement of Riverhead Community Association at pages 13 - 14

<sup>46</sup> Memorandum of Counsel on behalf of Watercare Services Limited dated 17 June 2025.

<sup>47</sup> Joint Witness Statement in relation to Water and Wastewater and Planning (1) dated 19 June 2025.

- HP5 If the mandatory Medium Density Residential Standards are removed, what impact will that have on the RER numbers?
145. In that second session, Mr Cameron Wallace and Mr Tim Heath considered that the numbers used from the HBA 2023 to establish the Plan Enabled Capacity of 1,800 DUEs were not realistic or accurate and were optimistically high for the reasons recorded<sup>48</sup>. We note that Mr Chad Hu, considered that the numbers provided were on the higher side<sup>49</sup>.
  146. The experts in attendance at the second session appeared to be in general agreement that it was necessary to carry out a more accurate assessment of the reasonably expected to be realised capacity.
  147. It was agreed that the Applicant's experts would carry out additional work to establish revised RERs and feasibility. This work would involve pre-circulation of the full methodology and assumptions for comment ahead of the outputs, with the results to be available for the third scheduled water and wastewater expert conferencing session.
  148. At the third session held on 14 August 2025, based on the additional work carried out, Mr Heath and Mr Stephen Ellis considered that the RER for the Riverhead, Kumeū and Huapai area is between 638 and 735 dwellings, over a 30-year period, and the RER for Riverhead itself is 128 dwellings<sup>50</sup>.
  149. Watercare's experts considered that a higher number<sup>51</sup> than the RER needs to be considered when assessing wastewater and water network capacity, noting that Watercare do not reserve capacity for specific areas. The factors considered as part of the higher number are Plan Enabled Capacity ("PEC"), risk, population growth projections and national legislation changes and priorities.
  150. With regards to infrastructure capacity that is available for Riverhead, both Mr White and Mr Deutsche were in agreement that 500 DUEs for wastewater<sup>52</sup> are currently available without further upgrades, noting that this is for the wider Kumeū, Huapai, and Riverhead areas.
  151. Furthermore, Mr White and Mr Deutsche agreed that capacity for an additional 500 DUEs for wastewater for the wider Kumeū, Huapai, and Riverhead areas is created following the planned abandonment of the Whenuapai Village Pump Station<sup>53</sup>, which is currently scheduled for 2028.
  152. Lastly, Mr White and Mr Deutsche also considered that beyond this existing capacity available for 1,000 DUE, there are a number of feasible options available<sup>54</sup> that could provide additional capacity on a permanent basis. These options are shown in Attachment 1 of Water & Wastewater and Planning JWS (1). Rather than being

<sup>48</sup> Joint Witness Statement in relation to Water and Wastewater and Planning (2) dated 21 July 2025 at [3.1.4].

<sup>49</sup> Joint Witness Statement in relation to Water and Wastewater and Planning (2) dated 21 July 2025 at [3.1.4].

<sup>50</sup> Joint Witness Statement in relation to Water & Wastewater and Planning (3) dated 14 August 2025 at [3.1.1 and 3.1.2].

<sup>51</sup> Joint Witness Statement in relation to Water & Wastewater and Planning (3) dated 14 August 2025 at [3.2.3].

<sup>52</sup> Joint Witness Statement in relation to Water & Wastewater and Planning (3) dated 14 August 2025 at [3.3.1].

<sup>53</sup> Joint Witness Statement in relation to Water & Wastewater and Planning (3) dated 14 August 2025 at [3.4.1].

<sup>54</sup> Joint Witness Statement in relation to Water & Wastewater and Planning (3) dated 14 August 2025 at [3.4.2].

interim solutions, these options can be staged or implemented progressively to integrate with the wider network, as appropriate.

153. Based on the above outcomes Mr White held the opinion that PC 100 can advance. He also considered that the solutions presented in Attachment 1 of Water & Wastewater and Planning JWS (1) are technically feasible options that can be aligned with progressive development within the PC 100 area, rather than considering them as interim solutions<sup>55</sup>.
154. We note that while Mr Deutsche agreed with Mr White on the above and that the Attachment 1 solutions align with Watercare's longer term planning, and are therefore feasible solutions, he advised that other relevant factors such as timing, related funding and resource availability also need to be considered.
155. We note that Mr Cook was of the opinion<sup>56</sup> that PC 100 can advance in reliance on the existing capacity and the solutions in Attachment 1 of Water & Wastewater and Planning JWS (1), with the precinct provisions (KC Rebuttal Version dated 12 May 2025), being sufficiently robust and the most efficient and effective way to ensure that the subdivision and development within the PC 100 area is coordinated with the provision of infrastructure.
156. Both Mr Wren and Ms Rachel Dimery considered<sup>57</sup> that if the solutions identified in Attachment 1 of Water & Wastewater and Planning JWS (1) are not achievable within the timeframe of the PC 100 buildout, then the plan change is not sufficiently integrated with the provision and funding of infrastructure. It was recorded in the third Joint Witness Statement that they relied on the technical evidence from Watercare's experts in coming to this view.
157. Ms Allwood retained the position<sup>58</sup> set out in her evidence dated 1 May 2025.

#### Finding on the FDS timing for Riverhead of 2050+

158. As discussed above, Mr Wren, Ms Dimery and Ms Allwood have raised concerns regarding the consistency of PC 100 with the FDS which proposes to sequence development within Riverhead from 2050+. Ms Allwood was especially concerned that out-of-sequence development can undermine the purpose of the FDS and as a result strategic planning, by creating uncertainty in infrastructure sequencing and funding<sup>59</sup>.
159. The Panel prefers the evidence of Mr Cook on this matter. We note that Ms O'Connor also supported the planning analysis of Mr Cook on the FDS. As set out in Figure 4 of Mr Cook's Evidence in Chief, the FDS sits at the lowest tier of the relevant policy planning hierarchy, as a matter to which the Council must 'have regard to' when changing the District Plan<sup>60</sup>.

---

<sup>55</sup> Joint Witness Statement in relation to Water & Wastewater and Planning (3) dated 14 August 2025 at [3.5.1]

<sup>56</sup> Joint Witness Statement in relation to Water & Wastewater and Planning (3) dated 14 August 2025 at [3.5.4]

<sup>57</sup> Joint Witness Statement in relation to Water & Wastewater and Planning (3) dated 14 August 2025 at [3.5.5]

<sup>58</sup> Joint Witness Statement in relation to Water & Wastewater and Planning (3) dated 14 August 2025 at [3.5.8]

<sup>59</sup> Evidence in Chief of Ms Louise Allwood at paragraph [5.10].

<sup>60</sup> Rebuttal Evidence of Karl Cook dated at paragraph [5.2]

160. We also acknowledge that the FDS has been prepared using the special consultative procedure in s83 of the Local Government Act 2002, and therefore not under the legal tests of the RMA, nor through a Schedule 1 process under the RMA. Having said that, we acknowledge it is an important growth document required by the NPS-UD that we are to have regard to and apply weight as we see appropriate.
161. We agree with Mr Cook that the FDS is a high-level strategic document, within which change can, and should, be contemplated as more information comes to light<sup>61</sup> and as specific development proposals come forward, as is the case here with Riverhead.
162. The evidence before us, in the form of detailed analysis has confirmed that capacity, and/or viable infrastructure upgrade solutions exist to enable development of the PC 100 land to commence ahead of the 2050 sequencing.
163. We note that five of the six specified key bulk infrastructure prerequisites of the FDS are identified transport upgrades. However, Ms Heppelthwaite is satisfied, based on the evidence from Mr Nixon that the only transport infrastructure prerequisites that are relevant to the urbanisation of the Riverhead FUZ is the Brigham Creek to Waimauku SH16 upgrade and the Coatesville-Riverhead Highway Upgrade<sup>62</sup>.
164. Importantly, Ms Heppelthwaite is satisfied that bringing forward the sequencing is appropriate as long as the identified infrastructure upgrades identified above <sup>63</sup> are in place.
165. It is Mr Cook's opinion that PC 100 includes provisions to ensure that development is coordinated with the required infrastructure and there is precedent for these provisions within the AUP<sup>64</sup>. We agree.
166. Ms Allwood continues to hold the view that the plan change area cannot be sequenced prior to the FDS 2050+ timing and is concerned, relying on the corporate witnesses' evidence of Watercare, about the water supply and wastewater servicing options proposed by Mr White, given the assessed demand figures within the HBA 2023 for the existing North West live zoned areas.
167. However, Mr Cook relies on the technical rebuttal evidence of Mr White, that PC 100 can be serviced prior to 2050+ while maintaining capacity for realistically realisable development in the live-zoned land. In doing so, Mr Cook acknowledged that the full build out of PC 100 may rely on the North Harbour 2 Watermain "(NH2)", but that project is scheduled to be completed in 2034, which aligns with the latter part of the 10 - 15 year buildout of the plan change area.
168. The Panel also agrees with Mr Cook that the FDS states that any and all options and approaches, mechanisms or solutions that may be identified to provide infrastructure that enables development in future urban areas prior to when the Council (and its CCOs) can or intend to provide that infrastructure, will be subject to an agreement

---

<sup>61</sup> Rebuttal Evidence of Karl Cook dated at paragraph [5.3]

<sup>62</sup> EIC Catherine Heppelthwaite paragraph 8.22

<sup>63</sup> EIC Catherine Heppelthwaite paragraph 8.24.

<sup>64</sup> Rebuttal Evidence of Karl Cook, paragraph 5.4

between the Council and developer **prior to any development proceeding**<sup>65</sup>. Notably, this is not required before a plan change is decided.

169. In contrast to the FDS, the NPS-UD sits at the top tier of the relevant policy planning hierarchy as a matter to which the Council must 'give effect to' when changing the District Plan. The NPS-UD requires the Council, under Policy 2, to provide "at-least" sufficient development capacity at all times. Mr Heath has identified that there is a shortfall of around 7,300 dwellings by 2054 within the North West. Mr Cook considers that enabling the live zoning of the plan change area will contribute to reducing this shortfall in capacity in accordance with Policy 2. We agree with his assessment.
170. We also note that while out-of-sequence development has been generally discouraged, the NPS-UD now requires responsive planning<sup>66</sup>, particularly where a plan change will provide for significant development capacity that is not otherwise enabled in a plan or is not in sequence with planned land release and will contribute to well-functioning environments. We consider that PC 100 is one of these scenarios and will give effect to Policy 6 of the NPS-UD as it can be integrated with infrastructure servicing, and it will provide much needed development capacity.
171. We note that the final servicing decisions in relation to water supply and wastewater are subject to further discussions with Watercare, but most importantly, there are a range of both temporary and permanent water and wastewater servicing solutions available, as was agreed by the Watercare witnesses during the expert conferencing sessions.
172. Lastly, we note that Mr Steve Evans has told us that the Applicant is committed to funding the necessary infrastructure identified to support PC 100<sup>67</sup>. He has also emphasised that the Applicant is committed<sup>68</sup>, though development triggers within the precinct, to coordinate development alongside other externally planned upgrades, or finding alternatives if these upgrades do not eventuate. He added<sup>69</sup> that the Applicant's track records as individual developers can also be noted as standing by what they say and commit to.
173. We also find ourselves in agreement with Mr Cook, that the amended precinct provisions, noting that we have amended them further, are robust and will ensure that subdivision and development within the PC 100 plan change area does not proceed the required upgrades being in place and operational. We return to the topic of infrastructure integration later in the decision.

#### Findings on infrastructure capacity and upgrades required

174. Turning now to our findings on what infrastructure capacity is currently available for Riverhead and what bulk and local water / wastewater infrastructure upgrades are

---

<sup>65</sup> FDS, page 46.

<sup>66</sup> NPS-UD, Subpart 2 – Responsive Planning Section 3.8 Unanticipated or out-of-sequence developments, page 16

<sup>67</sup> Statement of Evidence of Steve Evans dated 31 March 2025 at paragraph [2.12]

<sup>68</sup> Statement of Evidence of Steve Evans dated 31 March 2025 at paragraph [2.13]

<sup>69</sup> Statement of Evidence of Steve Evans dated 31 March 2025 at paragraph [2.15]

required to service PC 100, we rely on the only technical expert evidence received, being Mr White and Mr Pitkethley.

175. In particular, Mr White has set out very clearly for the Panel the existing public water and wastewater infrastructure and its capacity, in the case of the latter the wastewater requirements for the proposed development, and he has identified several options which are available to provide water and wastewater servicing for PC 100 in both his evidence in chief and in his rebuttal statement.
176. Regarding wastewater, Mr White presented a range of options<sup>70</sup> that would allow for wastewater servicing of live zoned land and infill within the Kumeū, Huapai and Riverhead FUA, in conjunction with the plan change area, ahead of the Riverhead Wastewater Separation Project, further to construction and commissioning of the Whenuapai Wastewater Packages 1 and 2.
177. Mr White also acknowledged that NH2 is required to service the full development of live zoned land within the North West FUAs including Redhills, Whenuapai and Kumeū, Huapai and Riverhead, however he considered that a staged commissioning<sup>71</sup> of the first half of the NH2 water supply pipeline would enable the development of this area ahead of commissioning the total length, which would shorten the timeframes involved.
178. As noted earlier in our decision, Mr Pitkethley was supportive of PC 100 from both a water supply and wastewater infrastructure perspective and he considered that there are a number of effective and proven solutions that could be designed and implemented to address each of the three waters aspects of PC 100.
179. Mr Wren and Ms Dimery disagreed as outlined earlier, relying on the technical evidence from Watercare as recorded in JWS (3). However, there was no technical evidence provided by Watercare. While the three corporate witnesses, specifically Messrs Scheirlinck and Deutsche, may have relevant technical qualifications and experience, their evidence was provided as Watercare representatives, which was acknowledged earlier in this decision by counsel for Watercare.
180. It is appropriate at this point to acknowledge the extent of additional work carried out by the Applicant's experts to assist the expert conferencing sessions, with respect to determining whether there is sufficient water and wastewater capacity within the existing networks to service PC 100.
181. In particular, Mr Heath and Mr Ellis produced the results of an assessment or an estimate of what could be (feasibly and realistically) developed within the existing zoned areas, based on current market conditions. As a reminder, they concluded that the RER for the Riverhead, Kumeū / Huapai area over a 30-year period, is between 638 and 735 dwellings of which the RER for Riverhead only is 128 dwellings.
182. Ms Simons pointed out that<sup>72</sup>, critically, no parties have disputed these findings, nor have any other assessments been undertaken that challenge these findings. She

---

<sup>70</sup> Rebuttal Statement of Robert White at [5.27-5.28]

<sup>71</sup> Rebuttal Statement of Robert White at [4.17]

<sup>72</sup> Submissions of Counsel for RLG in Reply and Closing dated 5 November 2025 at [5.9].

submitted that the Panel can therefore be confident with the numbers produced by Messrs Heath and Ellis.

183. It is our finding that based on the numbers produced by Messrs Heath and Ellis, combined with the existing capacity numbers that were agreed between the Watercare experts and Mr White that there is existing network capacity to service at least the initial stages of PC 100, without any infrastructure upgrades required.
184. The remaining stages will require a combination of infrastructure upgrades that are already planned and funded to be carried out by Watercare in the next few years i.e. the planned abandonment of the Whenuapai Village Pump Station in 2028; together with upgrades to be carried out and funded by the Applicant utilising a range of feasible solutions to unlock capacity on an integrated basis, as and when required, that can be dealt with through future resource consent applications.

### **Roading Infrastructure**

185. Mr Terry Church provided expert traffic evidence on behalf of the Applicant. He provided an outline of the roading upgrades that he considered are required, prior to any dwellings being occupied in the plan change area. We note that the plan change area itself connects to Coatesville-Riverhead Highway and Riverhead Road, both being arterial routes, as well as Cambridge Road and Lathrope Road.
186. Within the plan change area itself, a new north-south collector spine road is proposed, which provides for all traffic modes, together with several east-west roading and pedestrian corridors that will connect with the external roading network.
187. Mr Church noted that while the FDS grouped Riverhead in with Kumeū and Huapai, with a future development date of 2050+, based upon the list of prerequisite upgrades discussed earlier; he was of the view that<sup>73</sup> the main transport infrastructure prerequisites for Riverhead are:
  - (a) Brigham Creek to Waimauku SH16 upgrade, which NZTA expects to have constructed by 2029; and
  - (b) Safety upgrades at rural intersections located along Coatesville-Riverhead Highway and the urbanisation of Coatesville-Riverhead Highway fronting the plan change area.
188. Notably, Mr Church utilised NZTA's AIMSUN model as well as the SIDRA intersection software traffic model to assess the traffic impacts of PC 100. His assessment concluded<sup>74</sup> that the full plan change can be accommodated once Stage 2 of the Brigham Creek to Waimauku SH16 upgrade has been completed.
189. Mr Church advised<sup>75</sup> that the results for 2038, which include full development of the plan change area as well as the completion of Stage 2 of the Brigham Creek to

---

<sup>73</sup> Evidence in Chief of Terry Church dated 31 March 2025 at [2.5]

<sup>74</sup> Evidence in Chief of Terry Church dated 31 March 2025 at [2.6]

<sup>75</sup> Evidence in Chief of Terry Church dated 31 March 2025 at [2.18]

Waimauku SH16 upgrade, are comparable, with LOS B (or better) predicted for Coatesville-Riverhead Highway and the overall intersection during the peak periods.

190. On that basis, Mr Church concluded that there is no requirement for the Alternative Highway and/or the SH16 Northwest Rapid Transit Corridor pre-requisites listed in the FDS to be in place prior to enabling development in Riverhead<sup>76</sup>.
191. Mr Peake considered that the Alternative State Highway and the Northwest Rapid Transit Extension to Huapai were also relevant to PC 100<sup>77</sup>.
192. To ensure that the above outcomes result, the proposed precinct provisions require the following upgrades to occur prior to dwellings being occupied within the PC 100 land:
- (a) SH16/Coatesville-Riverhead Highway intersection (for safety and capacity);
  - (b) Old Railway Road/Coatesville-Riverhead Highway intersection; and
  - (c) Riverland Road/Coatesville-Riverhead Highway intersection (for safety).
193. In addition, prior to dwellings being occupied that connect to the existing roading network within Riverhead, the proposed precinct provisions require an upgrade to:
- (a) Coatesville-Riverhead Road and Riverhead Road (urbanisation, with safety upgrades to all modes);
  - (b) Coatesville-Riverhead Highway/Riverhead Road intersection (urbanisation, with safety for all modes);
  - (c) Cambridge Road, including footpaths on Queen Street (urbanisation, with safety for all modes); and
  - (d) Lathrope Road (urbanisation and safety)
194. Mr Church in rebuttal noted NZTA's programmed completion date of mid-2029 for the completion of the Brigham Creek to Waimauku SH16 upgrade (if funding for construction is approved). He then verbally updated the Panel after the first adjournment of the hearing that NZTA had recommenced the Notice of Requirement process, re-engaging with Auckland Council for an alteration to the SH16 Designation. At the time of releasing this decision, NZTA's latest update for Stage 2 on their website was that it is now entering the property acquisition phase, which is expected to be staged over the next three years.
195. Consequently, there may be a two or a 2.5-year gap in timing at most, of the occupied dwellings from PC 100 coming online which was originally anticipated around 2027, depending on NZTA's construction programme.
196. Importantly, Mr Church is of the view that<sup>78</sup> the proposed precinct provisions address this potential gap in timing by requiring an upgrade of the SH16/Coatesville-

---

<sup>76</sup> Evidence in Chief of Terry Church dated 31 March 2025 at [2.6]

<sup>77</sup> Technical Specialist Memo – Traffic and Transportation Assessment by Martin Peake at [4.5]

<sup>78</sup> Evidence in Chief of Terry Church dated 31 March 2025 at [2.20]

Riverhead Highway intersection, as outlined in Standard IX.6.1A(1) and the need to consult with NZTA as per Special Information Requirement IX.9(2).

197. The two key outstanding transport matters between the various experts is what the trigger should be that requires the necessary roading upgrades to occur and what activity status should non-compliance with this standard be.
198. Mr Martin Peake undertook a traffic and transportation assessment of PC 100 on behalf of the Council. He supported<sup>79</sup> the transport upgrades identified in the ITA and the precinct provisions. However, given the frequency of the bus service, Mr Peake considered that there is currently limited access to public transport from within the PC 100 area.<sup>80</sup>
199. Mr Michael Nixon gave transport evidence on behalf of Auckland Transport. Mr Nixon considered<sup>81</sup> that the proposed transport infrastructure within Riverhead and along Coatesville-Riverhead Highway can adequately mitigate the potential adverse transport and traffic effects of PC 100. This was subject to the proposed precinct provisions recommended by Ms Heppelthwaite and Ms Dorofaeff on behalf of AT being accepted.
200. The key issue in Mr Nixon's opinion was the ability of the SH16 / Coatesville-Riverhead Highway intersection, and SH16 between Brigham Creek Road and Coatesville-Riverhead Highway, to accommodate the traffic volumes generated by PC 100<sup>82</sup>.
201. Mr Nixon noted there are already large delays and queues on the Coatesville-Riverhead Highway<sup>83</sup> as citybound vehicles leaving Riverhead merge with citybound vehicles on SH16 from Taupaki, Kumeū, Huapai and Waimauku etc. Furthermore, he advised that in the evening peak hour, westbound vehicles travelling toward Kumeū queue back into the SH16 / Brigham Creek Road intersection due to a short downstream merge on SH16 north of the roundabout.
202. Mr Nixon considered that the additional traffic movements resulting from PC 100 would exacerbate both of these existing issues and that these additional traffic volumes could only be accommodated with an upgrade to the SH16 / Coatesville-Riverhead Highway intersection and SH16 four-laning between Brigham Creek Road and Coatesville-Riverhead Highway<sup>84</sup>.
203. For that reason, he considered<sup>85</sup> that the precinct provisions as set out in Ms Heppelthwaite's evidence, appropriately require both the SH16 / Coatesville-Riverhead Highway roundabout, and four-laning of SH16 between Brigham Creek Road and Coatesville-Riverhead Highway, to be in place at the latest before s224(c) is issued, or any dwellings / retirement units are occupied. Without these works, it

---

<sup>79</sup> Technical Specialist Memo – Traffic and Transportation Assessment by Martin Peake at [3.18]

<sup>80</sup> Technical Specialist Memo – Traffic and Transportation Assessment by Martin Peake at [3.18]

<sup>81</sup> Statement of Evidence of Michael Nixon dated 1 May 2025 at [1.2]

<sup>82</sup> Statement of Evidence of Michael Nixon dated 1 May 2025 at [1.4]

<sup>83</sup> Statement of Evidence of Michael Nixon dated 1 May 2025 at [1.5]

<sup>84</sup> Statement of Evidence of Michael Nixon dated 1 May 2025 at [1.5]

<sup>85</sup> Statement of Evidence of Michael Nixon dated 1 May 2025 at [1.7]

was Mr Nixon's opinion that there is potential for significant adverse effects to be generated on the AT transport network.

204. Mr Nixon also supported<sup>86</sup> the additional changes proposed to the precinct provisions as recommended by both Ms Heppelthwaite and Ms Dorofaeff including:

- (a) Ms Heppelthwaite's changes to Standard IX.6.1 (including amendments to Mr Cook's IX.6.1A) requiring both the upgrade of the SH16 / Coatesville-Riverhead Highway intersection, and four-laning of SH16 between Brigham Creek Road and Coatesville-Riverhead Highway, to be undertaken prior to any new dwellings / retirement units being provided within the PC 100 site;
- (b) Ms Heppelthwaite's changes to IX11.1 Appendix 1 to retain an 18m wide local road width (while having flexibility to potentially reduce this at later consenting stages if required as per Note 1);
- (c) Removing the precinct-wide exception of the E27.6.1 trip generation rule to be used for future subdivision and land use consents. In the absence of definitive land uses, yields etc, Mr Nixon considered that retention of this rule is necessary to ensure that the effects of higher traffic generating activities are adequately assessed, and
- (d) Utilising standard application of the Residential – Terrace Housing and Apartment Buildings Zone (THAB zone) provisions with respect to commerce activities in sub-Precinct A. The AUP(OP) THAB Activity Table does not provide for any commerce activities as permitted activities. Small scale restaurants and cafes, and dairies (of up to 100m<sup>2</sup> GFA per site) are restricted discretionary activities. This allows traffic effects to be considered which he considered an appropriate approach.

205. Lastly, with regards to the public transport concerns raised by Mr Wren (and Mr Peake), Mr Nixon was comfortable<sup>87</sup> with the public transport services available in Riverhead. He observed that the current 126 bus service operates 7 days a week, over much of the day at 1-hour frequencies. He further noted that this service is fully funded by AT and that demand is constantly monitored by AT, which enables bus service improvements to be made, in response to passenger demand and as funding allows.

206. Mr Donald McKenzie provided transport evidence on behalf of Good Planet Landholders. It was his opinion that the framing of the transport assessment undertaken by the Applicant and the proposed precinct provisions are<sup>88</sup> broadly consistent with commonly accepted principles of transport planning and assessment, which aim to deliver safe, effective and efficient transport network outcomes for Riverhead and the surrounding area.

207. Mr McKenzie did however suggest some further modifications to the precinct provisions that in his opinion<sup>89</sup> would achieve appropriate flexibility of development

---

<sup>86</sup> Statement of Evidence of Michael Nixon dated 1 May 2025 at [1.8]

<sup>87</sup> Statement of Evidence of Michael Nixon dated 1 May 2025 at [1.3]

<sup>88</sup> Statement of Evidence of Don McKenzie dated 1 May 2025 at [1.3]

<sup>89</sup> Statement of Evidence of Don McKenzie dated 1 May 2025 at [1.5]

opportunities for all landholders within the PC 100 area, without resulting in additional adverse effects on the transport network, and that would also give greater and more equitable recognition of direct traffic effects when considering road frontage upgrades.

208. Specifically, Mr McKenzie was concerned<sup>90</sup> that the road frontage and intersection upgrades enforced via the standards were required to be delivered as a single tranche before any development can occur within the precinct. He considered this approach has a number of risks and unintended consequences for any single landowner within PC 100, which could potentially delay the overall delivery of development, as he considered that a high degree of co-ordination was required across multiple landowners.
209. Mr Todd Langwell presented transport evidence on behalf of the Boric Family Trust. The Boric site is located on the corner of SH16 and Coatesville-Riverhead Highway. The land contains a food market and café, and is open seven days a week. It was Mr Langwell's evidence that any changes to the intersection could have a significant impact on the accessibility of the site, including both infrastructure upgrades and increased demand flows at the intersection<sup>91</sup>. Mr Langwell advised<sup>92</sup> that it is not unusual and during peak times, particularly on weekends, for there to be long queues forming on Coatesville-Riverhead Highway past the existing access to the Boric site, which disrupts right turning movements to and from this access.
210. Mr Franco Boric wants to ensure<sup>93</sup> that customers and deliveries to the property, particularly the orchard, dwelling, cafe and Food Market in the south-eastern corner of the site, are able to maintain ease of access to the carpark and that traffic queuing is not worsened by PC 100, at all times.
211. Mr Langwell acknowledged<sup>94</sup> that the planned roundabout upgrade of SH16 and Coatesville-Riverhead Highway to address safety concerns will require changes to the Boric site's access from SH16, as well as changes to the parking lot and along both frontages of the site.
212. Mr Boric provided his observations<sup>95</sup> of the traffic environment, based on their long-standing presence in the area, particularly at the intersection of Coatesville-Riverhead Highway/SH16. It was Mr Boric's view<sup>96</sup> that traffic in the area has drastically worsened due to increased housing in the area and little to no funding allocated to infrastructure upgrades. Further, the weekend traffic can be much worse, with longer queues. He considers that this has significant impacts on the trading of the businesses on the site and that it creates safety issues for people when turning left on to SH16.
213. Mr Boric could not accept additional traffic from PC 100<sup>97</sup> until such time that the full roundabout upgrade and SH16 works are completed. Nor did he support an interim

---

<sup>90</sup> Statement of Evidence of Don McKenzie dated 1 May 2025 at [5.7]

<sup>91</sup> Statement of Evidence of Todd Langwell dated 1 May 2025 at [2.2]

<sup>92</sup> Statement of Evidence of Todd Langwell dated 1 May 2025 at [2.2]

<sup>93</sup> Statement of Evidence of Mr Franco Boric dated 14 May 2025 at paragraph [14]

<sup>94</sup> Statement of Evidence of Todd Langwell dated 1 May 2025 at [2.4]

<sup>95</sup> Statement of Evidence of Mr Franco Boric dated 14 May 2025 at paragraph [16]

<sup>96</sup> Statement of Evidence of Mr Franco Boric dated 14 May 2025 at paragraph [16a -16e]

<sup>97</sup> Statement of Evidence of Mr Franco Boric dated 14 May 2025 at paragraphs [18-20]

solution to 'bridge the gap' between occupation of the first dwelling and NZTA's full upgrade work being completed and operational.

214. Many submitters living in and around the Riverhead area expressed frustration with the current traffic delays and lengthy queues.
215. Mr Graham Ramsey confirmed that the situation with the traffic is as the many submitters from Riverhead say, the traffic congestion is continuous. There is no tolerance within the community for further development until the Coatesville-Riverhead Highway / SH16 upgrade has occurred. He also has a general concern about the lack of parking, connections and safe footpaths in the area and kids being in close proximity to the main roads when walking to and from school. The public transport options are non-existent despite the residents paying a special levy for the busway. Mr Ramsey told us that due to the traffic congestion it is easier to travel to Albany to go shopping, rather than travel to Westgate. He considered that the Coatesville-Riverhead Highway is inadequate to sustain the long-term growth in this area and that there are several nearby intersections that are dangerous and require upgrading. It is his view that there is a need to develop a new transport corridor to the west of the Riverhead village, and this should be considered in conjunction with PC 100 as it would deliver a better long-term outcome for Riverhead residents.
216. Ms Jane Sparnon is opposed to PC 100 as she is concerned about increased traffic volumes from the development, as well as increased truck movements before any dwellings are built. She advised it is currently not possible for the residents of Riverhead to access any main arterial route without an extended travel time. Ms Sparnon stated there is no planning for development. Her experience after living in the area for 60 years is that the traffic congestion for the core road planning is huge and there are regularly queues back to Hallertau Brewery. She considers that extra homes will just cause longer lines of traffic. Ms Sparnon is concerned that the Coatesville-Riverhead Highway/SH16 roundabout upgrade is no-where near being constructed, and it is the same situation with the Kumeū by-pass. She considers the main road in Riverhead is substandard, and it is dangerous to use the pedestrian crossing. There is also not enough parking for the shops at the new apartment complex.
217. Mark and Joanne Robinson say that one of the biggest issues in the area is the traffic and getting onto SH16. This is not just an issue at peak times, the congestion happens at all times of the day and in the weekends. Mr Robinson is concerned that the developers have no control over the timing of the SH16 upgrade. There have been a number of accidents from SH16 up to the roundabout near Westgate. He is also concerned about the construction traffic required to undertake this upgrade and the additional traffic volumes this will create. Mr Robinson told us that people walk along Coatesville-Riverhead Highway now and it has no footpath. He considers the additional trucks on the road will increase this safety issue. He also has a concern with children catching school buses in the morning along these high-speed roads. There is a lack of pedestrian crossings to link the new development with the existing facilities in Riverhead. Also, Mr Robinson considers that the primary school traffic congestion will get worse with more families moving into the area.

218. Ms Linda Barton-Redgrave considers<sup>98</sup> that the quality of the roading in and around Riverhead has declined over the years, while traffic volumes have significantly increased and it is becoming unsafe to cross the main road in Riverhead. She told us that every weekday morning the traffic congestion creates a significant roadblock. For travellers heading south/west onto SH16, the traffic regularly backs up, nearly to the golf course, with the traffic gridlock occurring at other times of the day as well, including in the weekends. It was Ms Barton-Redgrave's opinion that if PC 100 is approved it would completely gridlock Riverhead and make it unsafe, and untenable to be a resident there. Further, she stated that any development should not proceed until specific integral road works have been completed. In addition, any future development should not be limited in its parking.
219. The Riverhead Community Association considered that PC 100 should be declined due to a lack of integration and certainty of whether adequate transport infrastructure can or will be provided in the near or medium term<sup>99</sup>. Further, the Association considers there is a failure to recognise and require upgrades to both the local and the wider network. They requested changes to the precinct provisions, as set out in the s42A Hearing Report, which state that development of the plan change area cannot proceed until wider network capacity issues are addressed and local road improvements have been completed.
220. Mr Mike Brooke and Mr James Henry from the Association also raised concerns about construction traffic effects and the over-reliance on construction traffic management plans. They sought amendments to the precinct provisions that require the integration of cycling, pedestrian crossings and public transport at the subdivision stage. They also considered the key pedestrian route upgrade required is the most direct route from Cambridge Road to Riverhead School to ensure safe pedestrian access.
221. As set out earlier in this decision, at the adjournment of the hearing, the traffic experts were directed to undertake expert conferencing. At the first session, the transport experts agreed on the following matters:
- (i) The local road upgrades included in Standard IX.6.1, Precinct Plan 3 and Appendix 2 are required to enable the entire PC 100 area to be developed<sup>100</sup>;
  - (ii) The roading upgrades set out in Table IX.6.1A.1 column 2, row (a) and the four-laning of SH16 between Coatesville-Riverhead Highway to Brigham Creek Road is required to enable the entire PC 100 area to be developed. Consequently, Table IX.6.1A.1 column 2, row (b) has been amended to reflect four lanes on SH16<sup>101</sup>.
  - (iii) All transport experts agree that the upgrades set out in Table IX.6.1A.1 column 2, row (a) are required prior to new dwellings as set out in Table IX.6.1A.1 column 1, row (a)<sup>102</sup>.

---

<sup>98</sup> Submission Statement of Ms Linda Barton-Redgrave on pages 3-4

<sup>99</sup> Submission Statement of Riverhead Community Association at pages 1-6

<sup>100</sup> Joint Witness Statement (1) Transport, dated 15 July 2025 at [3.1.1]

<sup>101</sup> Joint Witness Statement (1) Transport, dated 15 July 2025 at [3.3.2]

<sup>102</sup> Joint Witness Statement (1) Transport, dated 15 July 2025 at [3.4.1]

- (iv) All transport experts consider that part of the PC 100 area can be developed following the completion of the upgrades set out in Table IX.6.1A.1 column 2, row (a) and prior to the upgrades set out in Table IX.6.1A.1 column 2, row (b)<sup>103</sup>.
  - (v) The exclusion of Standard E27.6.1 Trip Generation from the PC 100 provisions is appropriate based upon the reasons recorded in the JWS<sup>104</sup>.
  - (vi) The construction traffic effects can be appropriately addressed through assessment in the resource consent process and consent conditions and that no roading upgrades are required to occur before earthworks, civil and building construction begins.
  - (vii) The existing footpaths and footpaths required through Standard IX.6.1 and Precinct Plan 3 facilitate appropriate access to Riverhead School.<sup>105</sup>
222. At the second and final transport session Mr Church reported back to the group on the results of the additional traffic modelling he had undertaken, in an attempt to confirm the triggers for Table IX.6.1A.1 column 1, row (b). This is essentially the timing for the transport upgrades to SH16 between Coatesville-Riverhead Highway and Brigham Creek Road (i.e four laning of this section of SH16).
223. Unfortunately, the experts were not able to reach agreement on this remaining aspect and we are left to determine what we consider to be the most appropriate trigger or timing for this upgrade, based upon all of the traffic modelling work that has been undertaken and the traffic evidence before us. The final position of each traffic expert along with their reasoning is set out in JWS Transport (2) dated 22 August 2025<sup>106</sup>.
224. Upon comparison of the different trigger numbers supported by the various transport experts, we understand the following:
- Mr Church maintained his position that 925 dwellings is the most appropriate trigger. He considered his updated modelling indicates that additional traffic associated with PC 100 at the SH16/Brigham Creek Road roundabout during the PM peak is relatively low, contributing around 4-6% overall increase in traffic volumes. On that basis, he considered the roundabout's performance and safety will not materially change until SH16 is four-laned, at which time further interventions may be needed. NZTA will continue to monitor the performance of the state highway (as a part of their responsibility) and therefore it is not appropriate to set a development trigger based on the PM peak performance. Instead, he considered it is more appropriate to place greater emphasis on the AM peak operation of the intersection, as this is more directly influenced by the additional PC 100 traffic and in turn is more relevant to the safety and efficiency of the local road network.

<sup>103</sup> Joint Witness Statement (1) Transport, dated 15 July 2025 at [3.4.2]

<sup>104</sup> Joint Witness Statement (1) Transport, dated 15 July 2025 at [3.9.

<sup>105</sup> Joint Witness Statement (1) Transport, dated 15 July 2025 at [3.11.4]

<sup>106</sup> Joint Witness Statement (2) Transport, dated 22 August 2025 at [3.1.5 – 3.1.11]

- Mr McKenzie was of the view that the traffic impacts from PC 100 on the intersection is similar for both the 600 and 925 household scenarios, especially given the now planned timing of the SH16 upgrades. Further, that broader issues associated with traffic growth in the North West raises wider strategic transport issues beyond the PC 100 process and that addressing these issues should not be the responsibility of the PC 100 developers alone.
- Mr Nixon acknowledged that PC 100 on its own contributes only a small increase in traffic at the SH16 / Brigham Creek Road roundabout. However, he considers the cumulative impact of the development occurring in the North West, leaves minimal capacity for any additional traffic from PC 100. He considered there was insufficient data to fully support the 600 or 925 dwelling scenario and that the PC 100 provisions need to align with the timing and outcomes of the SH16 four-laning works. Therefore, in the absence of scenario testing for lower dwelling numbers, Mr Nixon maintained his position at the hearing, that being an equivalent of 30 dwellings, before the upgrades should be required.
- Mr Langwell considered that the PC 100 provisions should align with the SH16 four-laning works to ensure development occurs in line with infrastructure delivery. In the absence of scenario testing for fewer dwellings, Mr Langwell maintained his position presented at the hearing, being 590 dwellings.
- Mr Peake was concerned about the westbound merge on SH16. He considered this to be a key determinant in the operation of SH16 at that location<sup>107</sup>. Consequently, it was his view that there is insufficient capacity to accommodate the volumes of traffic from PC 100 that were assessed in both the 600 and 925 dwelling scenarios. He advised he did not have sufficient information to provide an alternative threshold below 600 dwellings, as such a scenario had not been assessed, therefore in the absence of that information, he considered that the threshold for the upgrade to the SH16 / Coatesville-Riverhead Highway intersection should be the first dwelling<sup>108</sup>.

225. Notably, this was a considerable change in position by Mr Peake in his closing reply statement. The Panel observed that in his earlier Addendum Transport Report, Mr Peake recommended a threshold of 590 dwelling unit equivalents to require the upgrading of SH16 to provide two eastbound lanes between Coatesville-Riverhead Highway and Brigham Creek Road<sup>109</sup>. This is also despite the fact that NZTA has confirmed funding for the Stage 2 project, which he acknowledged meant<sup>110</sup> the timing of PC 100 and the Stage 2 project are likely to be reasonably aligned.

226. We posed several questions to Mr Peake to better understand the reasoning for his change in position, including whether there would be value in undertaking further modelling to understand some different thresholds given the extent of the difference between the figures before us (1 – 925 dwellings). It was his view that you could do some further modelling to further refine what the figure could be, but he did not see

<sup>107</sup> Rebuttal Memo of Martin Peake, dated 16 October 2025 at [4.15]

<sup>108</sup> Rebuttal Memo of Martin Peake, dated 16 October 2025 at [4.17]

<sup>109</sup> Transport Addendum Report, Martin Peake, 9 April 2025 at [4.22]

<sup>110</sup> Rebuttal Memo of Martin Peake, dated 16 October 2025 at [4.18]

there being value in it, since the SH16 project is funded and progressing within similar timeframes to when the first houses would be occupied in the plan change area.<sup>111</sup>

Finding on the most appropriate trigger for the provision of two lanes (in each direction) on SH16 from Coatesville-Riverhead Highway to Brigham Creek Road

227. Turning to our findings on the transport matters, firstly, we agree with the views of Mr Church and Mr McKenzie and relying on the extensive traffic modelling, that given the low volume of the PC 100 traffic generation that will be placed on the SH16 / Brigham Creek Road roundabout in comparison with the wider traffic volumes that use this intersection daily, it is not appropriate to base the trigger for requiring the two-laning of SH16 as specified above, on the basis of the PM peak traffic flows through the SH16/Brigham Creek Road roundabout. Instead, greater weight should be placed on the performance of the SH16 /Coatesville Riverhead Highway intersection in the morning (AM) peak, given the influence the additional PC 100 traffic will have on the safety and efficiency of the immediate local road network.
228. Mr Church has clearly stated, based on the modelling, that the performance of the SH16 / Brigham Creek Road roundabout will be influenced by the westbound constraint on SH16 and the meter signals on Brigham Creek Road and Fred Taylor Drive, with each local road approach and SH16 westbound operating with a LOS F<sup>112</sup>.
229. Essentially, while an increase in the duration of congestion is predicted, Mr Church considered that the safety and performance at the SH16 / Brigham Creek Road roundabout is predicted to remain unchanged until 4-laning occurs. He added this is common for Auckland's strategic roading network, that the duration of the congested period increases as a result of growth<sup>113</sup>.
230. Mr Church also noted that the performance of the roundabout will continue to be monitored and managed by NZTA<sup>114</sup>. He added that the ramp meter signals that were installed around August 2025 to manage the roundabout flows and congestion, and to protect the performance of SH16 have been effective and that NZTA are considering employing additional meter signals on the remaining approaches to assist with peak hour congestion.
231. On the basis of the above, we agree with Mr Church and Mr McKenzie that the broader issues associated with traffic growth in the North-West raise wider strategic transport issues beyond the PC 100 process and that addressing these issues should not be the responsibility of the PC 100 developers alone.
232. The Panel therefore finds that the most appropriate trigger for the SH16 / Coatesville Riverhead Highway two-laning upgrades should be 590 households. This figure will enable the developers within the plan change area to establish their initial stages, in recognition that funding has been confirmed for NZTA for the Stage 2 project which is currently programmed to be completed in 2029. Notably, this timing also aligns with

---

<sup>111</sup> Day 5 Recording #1 about 30 mins

<sup>112</sup> Joint Witness Statement (2) at 22 August 2025 at [3.1.5]

<sup>113</sup> Joint Witness Statement (2) at 22 August 2025 at [3.1.5]

<sup>114</sup> Day 5 Recording #3 about 1.25 mins

Mr Evans's corporate rebuttal evidence<sup>115</sup> which indicates a 30 – 46 month programme to complete the first house construction in the plan change area. The Applicant has previously stated that PC 100 is a 10 – 15 year development project and that not all of the dwellings will be constructed immediately.

233. The modelled 590 household scenario was also the figure that the majority of the traffic experts supported (Messrs McKenzie, Langwell, and Peake, up until the timing of his rebuttal memo) as a trigger for an interim intervention while the SH16 project was 'on-hold'. The figure of 590 was deemed to be appropriate based on the east-bound movement in the AM peak, to ensure it would be safe to get out of the Coatesville-Riverhead Highway/SH16 intersection. We have accordingly amended the dwelling threshold trigger for development that precedes the SH16 / Coatesville-Riverhead Highway Four Lane Upgrade to be 590 dwellings in Table IX.6.1A.1 column 1, row (b).
234. In doing so, we have also deleted the reference to the split scenario in Column 1, row (b) for development exceeding the occupation of new dwellings which also provided an allowance for new units within a retirement village, as there is not a consented retirement village within the Riverhead Precinct, at the time of this decision.
235. Lastly, and quite importantly, we note that NZTA Waka Kotahi ("**NZTA**") whilst being a submitter on the plan change, did not appear at the hearing and did not file any evidence or memorandums.
236. NZTA opposed PC 100 unless the relief sought in its submission is addressed. We note that NZTA supported the policies and standards in relation to buildings not being occupied prior to roading infrastructure being constructed and the Special Information Requirements that ensure NZTA would be consulted on an application for development prior to the upgrade of the SH16 / Coatesville-Riverhead Highway intersection. They also requested at submission point 167.2 that Activity Status (A4) for non-compliance with Standard IX.6.1(1) should be Non-Complying.
237. Policy IX.3(4) has been amended during the process, and we note that this and a number of additional policies will achieve the outcome sought, such as Policy (3A) which requires subdivision and development to be coordinated with the provision of sufficient transport infrastructure. While Policy (4) still requires identified road upgrades in the precinct standards to manage the adverse effects of traffic on the safety, efficiency and effectiveness of the surrounding road network.
238. We observe that separate precinct standards have been added to the Riverhead Precinct that ensure the occupation of new dwellings does not occur in advance of the relevant infrastructure upgrades being completed and operational.
239. We further note that the requirement to consult with NZTA for development ahead of the Coatesville-Riverhead Highway / SH16 intersection upgrade remains, that the Coatesville-Riverhead Highway / SH16 intersection upgrade to a roundabout is required for new dwellings, and that non-compliance with Standard IX.6.1A has been amended to be a Non-complying activity.

---

<sup>115</sup> Statement of Rebuttal Evidence for Steven Evans dated 12 May 2025, Appendix 1

240. We also agree with NZTA's notification relief, that the standard approach to notification should occur, and there should be no preclusions for restricted discretionary activities. We have subsequently deleted the listed activities proposed by the Applicant to be considered without public or limited notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under sections 95A(9) or 95B(10) of the Resource Management Act 1991.

### **Integration of infrastructure**

241. The final key matter in contention in relation to the provision of infrastructure was Mr Wren's concern related to the extent to which PC 100 is integrated with the provision of infrastructure, and in particular, the provision of water supply and wastewater disposal and treatment and the required upgrading of transport infrastructure. In turn, it was his opinion that PC 100 does not give effect to the NPS-UD and the RPS in respect of integration of land use and the provision of infrastructure and the provision of public transport<sup>116</sup>.
242. It was Mr Wren's view in the s42A Hearing Report that there is too much uncertainty about whether much of the required infrastructure will be available in the near term, and therefore that PC 100 may be premature.<sup>117</sup>
243. Upon the release of the Addendum Report, Mr Wren remained unconvinced. It was his considered opinion that the additional information and changes proposed to be made to PC 100 did not yet give sufficient effect to the NPS-UD and the RPS. Specifically, Mr Wren did not consider that the infrastructure staging and trigger provisions gave sufficient certainty, nor did they adequately integrate development and infrastructure.<sup>118</sup>
244. Ms Rachel Dimery presented planning evidence on behalf of Auckland Council as submitter. Ms Dimery supported Mr Wren's recommendation that the plan change should not be approved<sup>119</sup>. It was Ms Dimery's opinion that the plan change does not give effect to the key provisions of the NPS-UD, the RPS Chapters B2 and B3 and that it is inconsistent with the FDS<sup>120</sup>.
245. Ms Dimery was concerned that urban development in the plan change area would be enabled well in advance of planned and funded wastewater and transport infrastructure. She considered that there is a high degree of uncertainty around when some of the infrastructure would be provided and her review of the provisions was that there is a risk they would result in the construction of buildings that cannot be occupied for an extended period of time<sup>121</sup>. Ms Dimery considered that greater certainty was required in relation to the allocation of funding and the timing of delivery of strategic wastewater and transport infrastructure.

---

<sup>116</sup> Hearing Addendum Report dated 14 April 2025 at [78].

<sup>117</sup> Hearing Report dated 10 March 2025 at [424].

<sup>118</sup> Hearing Addendum Report dated 14 April 2025 at [75 – 76].

<sup>119</sup> Statement of Evidence of Rachel Dimery dated 1 May 2025 at [3.2].

<sup>120</sup> Statement of Evidence of Rachel Dimery dated 1 May 2025 at [3.3].

<sup>121</sup> Statement of Evidence of Rachel Dimery dated 1 May 2025 at [3.6].

246. While Ms Dimery provided some high-level comments on the amendments she considered were required to the provisions, she did not unfortunately provide us with any proposed wording amendments to consider.
247. Since the presentation of the above evidence, extensive expert conferencing has taken place in relation to the matters raised by both Mr Wren and Ms Dimery. Consequently, some aspects of the precinct provisions were amended to address the concerns raised.
248. Mr Wren and Ms Dimery recorded in the third JWS in relation to wastewater (and relying on the technical evidence from Watercare’s experts) that if the solutions identified in Attachment 1 of the Water & Wastewater and Planning JWS (1) are not achievable within the timeframe of the PC 100 buildout, then the plan change is not sufficiently integrated with the provision and funding of infrastructure<sup>122</sup>.
249. Ms Heppelthwaite’s evidence focussed on whether the plan change appropriately integrates land use with the transport network, and provides for the safe, efficient, and timely delivery of required infrastructure. Ms Heppelthwaite considered that specific modifications are required to be made to PC 100 to better align transport infrastructure with the strategic direction set out in the NPS-UD and the relevant RPS provisions. The full suite of changes proposed by Ms Heppelthwaite is set out in her Summary Hearing Statement dated 20 May 2025.<sup>123</sup>
250. Setting aside the matter of acoustic mitigation, which is discussed in a separate section within this decision, Ms Heppelthwaite seeks her preferred wording with respect to Objective 5 and Policies 3A and 4 as she considers<sup>124</sup> it has a more targeted approach to ensure that development is properly aligned with the specific infrastructure upgrades that are necessary. In her opinion, the changes sought would also give effect to the higher-order directives regarding integrated planning.
251. Ms Heppelthwaite refers to Standard A1.7.5 of the AUP(OP) in her consideration<sup>125</sup> that a non-complying activity status is appropriate for non-compliance with Standard IX.6 Transport Upgrades to signal the need for greater scrutiny and she considered this would align with approaches in other recently approved precincts.
252. Ms Heppelthwaite also sought other wording changes in an attempt to simplify provisions<sup>126</sup>, as well as changes to the matters of assessment and assessment criteria, the special information requirements for a Transport Design Report and minor changes to the Appendices with respect to roading details<sup>127</sup>.
253. The Panel notes that during the planning expert conferencing session held on 9 September 2025, several key matters of infrastructure integration were discussed in relation to the proposed precinct provisions. There remained disagreement at the end of the session as to what the activity status for non-compliance with the required

---

<sup>122</sup> Joint Witness Statement Water & Wastewater and Planning (3) at 14 August 2025 at [3.5.5]

<sup>123</sup> Summary Hearing Statement of Catherine Heppelthwaite dated 20 May 2025 at [2.3]

<sup>124</sup> Summary Hearing Statement of Catherine Heppelthwaite dated 20 May 2025 at [3.1b-3.1f]

<sup>125</sup> Summary Hearing Statement of Catherine Heppelthwaite dated 20 May 2025 at [3.1g-3.1i]

<sup>126</sup> Summary Hearing Statement of Catherine Heppelthwaite dated 20 May 2025 at [3.1j-3.1m]

<sup>127</sup> Summary Hearing Statement of Catherine Heppelthwaite dated 20 May 2025 at [3.1n-3.1r]

transport upgrades should be, with each expert helpfully setting out their respective positions for us.

254. Discussion was also had in relation to additional amendments to the objectives and policies to support activity statuses, in relation to both water and wastewater infrastructure as well as transport infrastructure. In addition, some of the experts considered that a wastewater and potable water connection standard was necessary which required the development to connect to a reticulated system. Further, if such a standard was imposed, there remained disagreement with respect to what the activity status should be for non-compliance with this standard; further if it were to have a Restricted Discretionary Activity classification, what the matters of discretion should be.
255. Mr Tollemache<sup>128</sup> and Mr McKenzie raised concerns relating to the local roading upgrades, wanting to ensure that the proposed precinct provisions are fair and equitable for all landowners within PC 100. In particular, Mr Tollemache sought for changes to be made to the precinct provisions to enable consideration of the necessity and extent of the road frontage upgrade where there is no residential development occurring. While Mr Tollemache and Mr Cook were able to agree on some amended wording to address this matter, which has since been incorporated into the precinct provisions, we note that Ms Heppelthwaite did not consider that any changes were required in this respect<sup>129</sup>.
256. Helpfully, in conjunction with the preparation of the closing and reply legal submissions, we further note that several additional amendments have been made to the precinct provisions by the Applicant as an ongoing commitment to balance the interests of affected parties to the extent that was considered to be reasonably practicable, whilst still delivering a well-functioning urban environment.<sup>130</sup> These additions included<sup>131</sup>:
- (a) *Development “trigger” standards for local (IX.6.1) and wider (IX.6.1A) transport infrastructure upgrades have been included which has been developed and verified by Mr Church’s extensive modelling.*
  - (b) *Further strengthening the above standards, a consent notice requirement, prohibiting the issue of a s224(c) certificate, or the occupation of a dwelling as appropriate prior to the upgrades being developed has been included where a developer seeks to subdivide and/or construct dwellings ahead of the necessary transport infrastructure upgrades.*
  - (c) *A standard requiring connection to potable water and wastewater networks (IX.6.17) to occur before the issue of 224(c) (for subdivision) and passing final Building Act 2004 inspection (for construction of dwellings) has been proposed by the applicant in response to matters raised by submitters, specifically Council and Watercare.*

---

<sup>128</sup> Statement of Evidence of Mark Tollemache dated 21 May 2025 at [ 12.55 – 12.58]

<sup>129</sup> Joint Witness Statement – Planning (10 dated 9 September 2025 at [3.9.1 – 3.9.3]

<sup>130</sup> Legal submissions in closing and reply dated 5 November 2025 at [1.10]

<sup>131</sup> Legal submissions in closing and reply dated 5 November 2025 at [3.16]

- (d) *Matters of Discretion (IX.8.1), Assessment Criteria (IX.8.2) and Information Requirements (IX.9) which require specific consideration of the capacity and provision of infrastructure and ensure that subdivision and development is co-ordinated with infrastructure provision.*

257. With regard to the local road upgrades, opinions diverge with respect to the timing of the upgrade of the full Riverhead Road and Coatesville-Riverhead Highway frontages. All the experts agree, with the exception of Mr McKenzie, that this should be required<sup>132</sup>:

*“...when and where development within the precinct connects to the existing road network, as detailed in Standard IX.6.1(1)-(4).”*

258. It was Mr McKenzie’s opinion that a more development specific approach should be taken, and amendments should be made to Standard IX.6.1 to enable this. We further note that all of the experts agreed that alternative upgrades should be provided for through the resource consent process and thus this should be included within the precinct provisions.

259. Consequently, the precinct provisions have been amended to include an additional matter of discretion for non-compliance with Standards IX.6.1(1)-(4) (and Standard IX.6.2A Road design) as follows:

- (c) *Necessity for and extent of upgrade required, including any interim measures, and provision for integration with the transport network, active modes and public transport.*

260. We note that both Mr Cook and Mr Tollemache support this amendment, while Ms Heppelthwaite considers that no changes are required with respect to the local roading upgrades to ensure they are fair and equitable.<sup>133</sup>

#### Findings on the integration of infrastructure

261. The Panel now sets out our findings on the above matters. We agree with and accept the Applicant’s most recent additions to the precinct provisions which include:

- Development “trigger” standards for local (IX.6.1) and wider (IX.6.1A) transport infrastructure upgrades;
- A consent notice requirement, prohibiting the issue of a s224(c) certificate, or the occupation of a dwelling as appropriate prior to the upgrades being developed, which has been included where a developer seeks to subdivide and/or construct dwellings ahead of the necessary transport infrastructure upgrades.
- A standard requiring connection to potable water and wastewater networks (IX.6.17) to occur before the issue of 224(c) (for subdivision) and passing final Building Act 2004 inspection (for construction of dwellings); and

---

<sup>132</sup> Transport JWS (1), at [3.2.1].

<sup>133</sup> Planning JWS (1) dated 9 September 2025 at [3.9.2-3.9.3]

- Matters of Discretion (IX.8.1), Assessment Criteria (IX.8.2) and Information Requirements (IX.9) which require specific consideration of the capacity and provision of infrastructure and ensure that subdivision and development is co-ordinated with infrastructure provision.
262. The Panel also notes that the Applicant’s experts consider a discretionary activity to be entirely appropriate for non-compliance with Standard IX.6.1A ((IX.4.1(A4)). However, the Applicant has amended the activity status from discretionary to non-complying. Ms Simons submitted<sup>134</sup> that this is reflective of RLG’s commitment to ensuring that transport issues are not exacerbated through unsustainable development of housing ahead of the necessary local and wider transport infrastructure upgrades.
263. Furthermore, to address Watercare and the Council’s concerns, alongside the introduction of Standard IX.6.17, the Applicant<sup>135</sup> has also proposed the activity status for non-compliance with this standard to be a non-complying activity in order to ensure that there is an appropriate trigger for both subdivision and the construction of dwellings.
264. Lastly, the precinct provisions also further extend the Special Information Requirement IX.9(5A) to include both ‘Wastewater’ and ‘Water’ in the infrastructure capacity assessments required at the resource consent stage<sup>136</sup>. Ms Simons submitted<sup>137</sup> that these provisions have been included by the Applicant to address the concerns of other parties and to demonstrate, again, the Applicant’s clear commitment to ensuring that development occurs in an integrated way.
265. Again, the Panel accepts these recent changes made by the Applicant are appropriate. It further notes that had these changes not been made by the Applicant, the Panel would have, based on its findings, made the same or similar amendments to the provisions to ensure that PC 100 development occurs in an integrated manner.
266. This leaves us to make findings on the remaining aspects of the infrastructure integration provisions in dispute, beginning with the changes being sought to the objectives and policies of the precinct.
267. However, before moving on to that topic, our finding in relation to the NZDF submission that a reference should be made in the Riverhead Precinct chapter to Designation 4311 is that a reference is not required. We agree with Mr Wren that the designation layers are clearly visible on the AUP(OP) maps, and we note that this designation already affects all of Riverhead and beyond. We find these existing provisions already give effect to the objectives and policies of the RPS.

#### Findings in relation to Infrastructure Objectives and Policies

268. The respective positions of the expert planners in relation to what additional amendments are required to the precinct objectives and policies to support the

<sup>134</sup> Submission of Counsel for RLG in Reply and Closing dated 5 November 2025 at [7.11]

<sup>135</sup> Submission of Counsel for RLG in Reply and Closing dated 5 November 2025 at [7.16]

<sup>136</sup> Submission of Counsel for RLG in Reply and Closing dated 5 November 2025 at [7.18]

<sup>137</sup> Submission of Counsel for RLG in Reply and Closing dated 5 November 2025 at [7.19]

activity statuses was discussed in the planning expert conference session that took place in September 2025.

269. With respect to water and wastewater, Ms Dimery, Mr Wren, Ms Allwood and Mr Vari all supported the following wording:

*Objective (5) Subdivision and development are coordinated with the supply and capacity of adequate transport, water supply, wastewater, energy and communications infrastructure where subdivision and development in advance of the provision of such infrastructure being operational, are avoided.*

*Objective (5A) Subdivision and development does not occur in advance of the availability and capacity of bulk water supply and bulk wastewater infrastructure.*

*IX.3 Policy (5A) Avoid subdivision and development progressing ahead of the provision of bulk water supply and bulk wastewater infrastructure with sufficient capacity to service subdivision and development within the precinct.*

270. Whereas Mr Cook and Mr Tollemache did not consider that any amendments were needed to the objectives and policies attached to Mr Cook's rebuttal evidence dated 12 May 2025.
271. It is our finding that amendments are required to the objectives and policies, especially now, given that the activity status for non-compliance with Standard IX.6.17 was amended by the Applicant in reply, to be a non-complying activity.
272. We also agree with Mr Cook that it is appropriate, from a structuring point of view, to have a general infrastructure objective and policy and then to separate out the water supply and wastewater objectives and policies from the transport infrastructure objectives and policies.
273. We find that Objective 5, requires no further amendments and agree with Mr Cook and Mr Tollemache in this regard. However, as a separate follow-on objective, relating to water and wastewater only, we have adopted similar wording to that proposed by Ms Dimery, Mr Wren, Ms Allwood and Mr Vari above, with amendments to provide for an interim solution and associated decommissioning for water and / or wastewater servicing being provided for. We note the same wording formed a part of the decision on PC 103 for Silverdale. The final wording for new Objective 5B is as follows:

*Objective (5B) Subdivision and development does not occur in advance of the availability and capacity of bulk water supply and bulk wastewater infrastructure, except where an interim solution and associated decommissioning for water and / or wastewater servicing is provided.*

274. With regards to the policies, we note that the Applicant relocated Policy (5) to (3A). We agree with that repositioning.

275. We have then retained policy (5A) in recognition that for the initial stages there is servicing capacity available as confirmed by Messrs White, Deutschle and Scheirlinck, in our preference for the position of Mr Cook and Mr Tollemache.
276. However, to provide for the later stages of the subdivision, when bulk water and wastewater upgrades will be required, we accept the position of Ms Dimery, Mr Wren, Ms Allwood, Mr Vari that the addition of an 'avoid policy', being Policy (5B) is appropriate, as follows:

*Policy (5B) Avoid subdivision and development progressing ahead of the provision of bulk water supply and bulk wastewater infrastructure with sufficient capacity to service subdivision and development within the precinct.*

277. With respect to transport, again, Mr Cook and Mr Tollemache considered that no additional amendments, beyond those attached to Mr Cook's rebuttal evidence dated 12 May 2025, are required.
278. Mr Wren considered that the updated changes set out in Appendix 1 to his Summary Statement were required, to give greater certainty that development will not occur if the necessary infrastructure is not provided<sup>138</sup>.
279. Ms Heppelthwaite supported the following wording for Objective 5, and was in agreement with Ms Dimery, Mr Wren, Ms Allwood and Mr Vari on the wording at the planning expert conferencing session, which is set out below:

*Objective (5) Subdivision and development are coordinated with the supply and capacity of adequate transport, water supply, wastewater, energy and communications infrastructure where subdivision and development in advance of the provision of such infrastructure being operational, are avoided.*

280. Ms Heppelthwaite also supported the replacement of Policies 3A and 4 with a new Policy (X), (as set out below) to support a non-complying activity status where wider network and local road upgrades are not provided. New Policy (X) is:

*To minimise the adverse effects of development on the safety, efficiency and effectiveness of the surrounding road network, require that subdivision and development is coordinated with, and does not occur in advance of, infrastructure identified in the Precinct standards being operational.*

281. Lastly, Ms Heppelthwaite proposed minor amendments to Policy 10(a) – now Policy 11(a) to reflect what is required in the Appendix 1 and 2 Tables and to support the restricted discretionary activity status for non-compliance with the road design standard, as follows:

---

<sup>138</sup> Summary Statement of David Wren dated 6 November 2025 at [30-32]

## Policy 10

~~(10) Require streets to be attractively designed and to appropriately provide for all transport modes by:  
(a) providing for safe separated access for cyclists and pedestrians on arterial and collector roads;~~

### Findings in relation to Transport Objectives and Policies

282. We now set out our findings with respect to the transport objectives and policies. Our findings in relation to Objective 5 have already been set out above. In reviewing Ms Heppelthwaite's proposed changes to replace Policies 3A and 4 with new Policy X, the Panel has instead made the following amendments to Policy 4:

*Policy (4) ~~Require the occupation of buildings in the precinct to subdivision and development to be coordinated with the required transport infrastructure road upgrades identified in the precinct standards to minimise manage the adverse effects of development on the safety, efficiency and effectiveness of the surrounding road network.~~*

283. We consider that the above amendments will appropriately support the non-complying activity status, where wider and local road upgrades are not proposed to be provided.

284. We prefer the evidence of Ms Heppelthwaite in relation to Policy 11(a) and have adopted her recommended amendments.

### Closing findings overall on Infrastructure Integration

285. In terms of a final comment on the infrastructure integration matter, we note that Mr Wren retained his overall position in his closing reply that PC 100 is not sufficiently integrated with the provision of infrastructure<sup>139</sup>. Should the Panel disagree with his view, he recommended amendments to the precinct provisions that he considered will give greater certainty that development will not occur if the necessary infrastructure is not provided.

286. The Panel posed several questions to Mr Wren about his position. He clarified for us that he considered the plan change could be approved on the basis of the transport and stormwater matters. However, with regards to water supply and wastewater, even if we were to adopt all his recommended changes to the precinct provisions, he would remain unconvinced. It was his view that the planning for urban development and the planning for the infrastructure are not integrated. He told us that his recommended version of the precinct provisions is only there as a 'back-up' if we were to grant the plan change application<sup>140</sup>.

287. Mr Wren held this position despite the fact there is agreement between the parties, including Watercare (as recorded in JWS(3)), that there is both existing capacity

<sup>139</sup> Summary Statement of David Wren dated 6 November 2025 at [32]

<sup>140</sup> Day 5 #3 Recording around 32.28

available to service PC 100 in part without any upgrades required, and there are feasible solutions to unlock capacity to complete the development of PC100.

288. We agree with the submissions of Ms Simons<sup>141</sup> and find that there is existing water and wastewater capacity for the initial stages of the PC 100 development to occur. Further, capacity for 100% of the PC 100 area build-out is not required from the outset. There are feasible solutions available to release further capacity in these networks and appropriate provisions have been included within the precinct provisions (as further amended by the Panel) to ensure that development will be co-ordinated with the supply of infrastructure. We find that there are no water or wastewater capacity or infrastructure related reasons to withhold approval.

### **Stormwater Management, Flood Risk and Flood Management**

289. Matters relating to stormwater management and flooding were given particularly close attention by the Panel given the recent history of flooding in the northern end of the plan change area, as well as on many down-stream Riverhead properties in and around Duke Street, Te Roera Place, Wautaiti Drive, Mill Grove and Crabb Fields Lane during the January, Auckland Anniversary Weekend flooding and February, Cyclone Gabrielle events in 2023.
290. Ms Bronwyn Rhynd provided stormwater management and flooding evidence on behalf of the Applicant. Ms Rhynd is also the authorising reviewer of both the original Stormwater Management Plan (“**SMP**”) dated 29 September 2023 and the Addendum SMP dated 31 March 2025 (“**Addendum SMP**”).
291. Ms Rhynd’s evidence focussed on the findings of the stormwater management assessment, including the proposed SMP strategy. It also set out the findings of the flood risk assessment.
292. The proposed SMP was developed based on Water Sensitive Design principles and aligns with Auckland Council’s guidelines to mitigate the impacts of urban development on the receiving environment<sup>142</sup>. The stormwater management strategy, outlined in the SMP, proposes a combination of communal and at-source stormwater management devices tailored to the specific characteristics of each sub-catchment.
293. The Flood Risk Assessment (“**FRA**”) indicates that for the South Stream and Riverhead Point Drive catchments, the proposed development is not expected to cause new flooding issues, and that on-site flow attenuation is not required.
294. The FRA identified existing downstream flooding issues in the Riverhead Forest Stream catchment and the initial analysis suggested that on-site attenuation for the 1% AEP event was not recommended due to the potential to worsen downstream flood hazards.
295. Subsequent assessment and modifications, detailed in the Addendum SMP, proposed a reduction of the contributing catchment to the Riverhead Forest Stream and an upgrade of the existing Riverhead Road Culvert to mitigate potential off-site

---

<sup>141</sup> Legal submissions in closing and reply dated 5 November 2025 at [5.17-5.20]

<sup>142</sup> Statement of Evidence of Bronwyn Rhynd at paragraph [2.3]

effects. The upgrading of the Riverhead Road Culvert became the key mitigation measure to address the current insufficient capacity for the 10% AEP event<sup>143</sup>.

296. Notably, the flood modelling approach and outcomes have been reviewed by Auckland Council and deemed fit for purpose<sup>144</sup>.
297. Amendments to the SMP and FRA post-application, include reducing the contributing area to the Riverhead Forest Stream, upgrading the Riverhead Road Culvert, optimising the catchment diverted to the Southern Stream, and introducing an attenuation volume for the Southern Stream contributing catchment<sup>145</sup>.
298. Ms Rhynd stated that the purpose of these modifications was to<sup>146</sup> reduce potential adverse effects on the receiving environment, including effectively removing the top water level increase north of the site and showing no change in the Riverhead Forest Stream floodplain, near Crabb Fields Lane.
299. Ms Rhynd concluded that the Addendum SMP will result in no change in the existing flooding risk, or top water level, to the existing Riverhead community and it will not exacerbate flood risk in downstream areas<sup>147</sup>.
300. Mr Pranil Wadan was engaged by the Applicant to undertake a peer review of the flood modelling undertaken as a part of the Addendum SMP. Mr Wadan concluded that the flood model is appropriate and suitable for the purposes of a plan change<sup>148</sup>. He did however recommend that the model undergo further refinement during the detailed design stage, and that his recommendations be implemented during the appropriate consenting stage. Mr Wadan's recommendations included the following<sup>149</sup>:
- The roughness values adopted within the model be updated to align with modelling guidelines;
  - The modelled lag times are updated as part of the resource consenting stages; and
  - Sensitivity assessment be undertaken as part of the resource consenting stage to ensure no third-party effects.
301. Mr Dali Suljic provided specialist stormwater evidence on behalf of Auckland Council, as submitter. On the matter of flood hazard management, Mr Suljic held the view that<sup>150</sup> insufficient information had been provided to demonstrate that the proposed flood management strategy, including catchment diversion to the Southern Stream, will not result in an increase in downstream flooding within the Riverhead Forest Stream catchment. In addition, he considered that a delay in timing and an increase in peak flows and runoff volumes to the Riverhead Forest Stream from the

---

<sup>143</sup> Statement of Evidence of Bronwyn Rhynd at paragraph [2.5]

<sup>144</sup> Statement of Evidence of Bronwyn Rhynd at paragraph [2.6]

<sup>145</sup> Statement of Evidence of Bronwyn Rhynd at paragraph [2.7]

<sup>146</sup> Statement of Evidence of Bronwyn Rhynd at paragraph [2.7]

<sup>147</sup> Statement of Evidence of Bronwyn Rhynd at paragraph [2.9]

<sup>148</sup> Statement of Rebuttal Evidence of Pranil Wadan at paragraph [3.1]

<sup>149</sup> Statement of Rebuttal Evidence of Pranil Wadan at paragraph [2.5]

<sup>150</sup> Statement of Evidence of Dali Suljic at paragraph [3.6]

development of PC 100 carries a risk that the flood hazards and risks to downstream properties and infrastructure will be exacerbated.

302. He also considered that additional information was required to demonstrate that development resulting from PC 100 will not increase the flood hazards and risks to the existing environment of Riverhead Point Drive for the 10% and 1% AEP rainfall event, without providing mitigation back to pre-development levels<sup>151</sup>.
303. Mr Suljic was of the opinion that the SMP and the proposed PC 100 provisions also required further clarity to demonstrate that<sup>152</sup> stormwater runoff can practicably be managed in a way that does not increase the risk from flooding to people, property, and infrastructure downstream of PC 100 and in a way that maintains or enhances the freshwater values of the receiving environment.
304. Mr Pitkethley acknowledged that the catchment has flood risks and downstream impacts that require mitigation. He supported<sup>153</sup> the Addendum SMP, including the strategies for flood attenuation, culvert upgrades and sensitive hydrological design. This included the addition of the SMAF1 overlay and a requirement for impervious runoff treatment (apart from roofs). Mr Pitkethley did not consider the multi-purpose green corridors should be used for conveyance due to that being an inefficient use of land. He recommended alternative designs, such as using the road carriageway for overland flowpath conveyance, which he noted is common throughout the Auckland region.
305. Mr Peter Fuller provided legal submissions for Aberdeen Adventures. He acknowledged that 22 Duke Street is subject to a flood hazard risk, which was the justification used by the Council to require that the proposed residential zoning be removed from most of 22 Duke Street before it would accept PC 100 for processing. He submitted<sup>154</sup> that no weight should be put on that decision, and instead this hearing is the forum to determine the most appropriate zoning for this site. He added that the relief that is being sought by Aberdeen Adventures in these proceedings is without doubt “on the plan change” and within the scope of the Panel to grant<sup>155</sup>.
306. Dr Sean Finnigan provided stormwater evidence on behalf of Aberdeen Adventures. The northern portion of the PC 100 land includes the site located at 22 Duke Street. This property is owned by Aberdeen Adventures. Dr Finnigan reviewed and compared the CKL flood modelling and Healthy Water’s flood modelling results and requested that the Applicant provide responses to a list of specific queries.<sup>156</sup>
307. Dr Finnigan considered that the Fraser Thomas flood model shows that there is the potential to undertake “fill” earthworks on 22 Duke Street (and 30 Cambridge Road) to raise the ground levels, to allow residential development on the elevated areas<sup>157</sup>.

---

<sup>151</sup> Statement of Evidence of Dali Suljic at paragraph [3.5]

<sup>152</sup> Statement of Evidence of Dali Suljic at paragraph [3.11]

<sup>153</sup> Statement of Evidence of Ryan Pitkethley at paragraphs [1.12, 1.16 – 1.20]

<sup>154</sup> Opening Legal Submissions for Aberdeen Adventures dated 15 May 20025 at paragraph [1.5]

<sup>155</sup> Opening Legal Submissions for Aberdeen Adventures dated 15 May 20025 at paragraph [3.4]

<sup>156</sup> Statement of Evidence of Dr Finnigan at paragraph [1.3]

<sup>157</sup> Statement of Evidence of Dr Finnigan at paragraph [1.5]

308. Mr Owen Burn presented planning evidence for Aberdeen Adventures. He considered that the Structure Plan and accompanying s32 RMA analysis overlooks the opportunity to zone the site and develop it in a manner that complements the Structure Plan and assists in the amelioration of the chronic flooding and drainage issues in Riverhead<sup>158</sup>.
309. Mr Burn concluded<sup>159</sup> that the proposed rezoning of the site to Rural - Mixed Rural zone (“**MRZ**”) ignores that original rationale for establishing the RUB and the FUZ and that a MRZ will create a “planning blight” and make it virtually impossible to undertake activities on the site that are contemplated for the MRZ due to the physical and regulatory barriers which are in place<sup>160</sup>.
310. Mr King, who presented urban design evidence for Aberdeen Adventures, considered the property at 22 Duke Street to be an integral part of achieving pedestrian connectivity and the environmental outcomes of proposed Precinct Plan 1. It was his view that a residential development opportunity would provide the incentive to achieve the desired planning objectives<sup>161</sup>.
311. On that basis, it was Mr King’s opinion that the Residential – Mixed Housing Suburban zone was appropriate for the entire area of 22 Duke Street. It was his view this zone would enable development of hard and soft infrastructure to better manage flood risks and achieve environmental and community benefits<sup>162</sup>. He also considered that the stream formed an appropriate natural boundary to the urban area in this part of Riverhead, and that the RUB should include the 22 Duke Street property<sup>163</sup>.
312. Together, Dr Finnigan and Mr King developed an alternative rezoning concept development plan for the site at 22 Duke Street. Dr Finnigan advised the concept plan takes into account the various issues affecting the site including<sup>164</sup>; flooding (both on-site and downstream), the transmission powerline corridor, as well as the low-quality natural wetland. Mr King advised<sup>165</sup> that this concept plan would allow for a modest number of houses in the south-east corner of the site.
313. Dr Finnigan and Messrs Burn and King all considered the revised concept plan would enable environmental improvements, such as connections to the Wautaiti Stream and a higher quality, enlarged wetland; and would not worsen the downstream flooding, (in reliance on the evidence of Dr Finnigan)<sup>166</sup>.
314. It was also the view of the Aberdeen Adventures experts that a MRZ would provide no incentive to provide significant public benefits on this property, which could include flood mitigation for downstream properties, as well as walking and cycling access to the stream corridor and connectivity with the wider environment, together with ecological enhancements of the wetland area.

---

<sup>158</sup> Statemetn of Evidence of Owen Burn at paragraph [1.5]

<sup>159</sup> Statemetn of Evidence of Owen Burn at paragraph [1.4]

<sup>160</sup> Statemetn of Evidence of Owen Burn at paragraph [6.6]

<sup>161</sup> Statement of Evidence of Tim King at paragraph [1.2]

<sup>162</sup> Statement of Evidence of Tim King at paragraph [1.4]

<sup>163</sup> Statement of Evidence of Tim King at paragraph [1.6]

<sup>164</sup> Statement of Evidence of Dr Finnigan at paragraph [1.2c]]

<sup>165</sup> Statement of Evidence of Tim King at paragraph [1.5]

<sup>166</sup> Statement of Evidence of Dr Finnigan at paragraph [1.2c]]

315. Mr Fuller agreed that the MRZ would mean there is no incentive to provide significant public benefit<sup>167</sup> on this property and he submitted that MHS is an appropriate residential zone for the land. He stated this zoning is actually necessary<sup>168</sup> to implement the proposed PC 100 Riverhead Precinct Plan 1 and its “existing awa – potential restoration of native vegetation” and “green infrastructure, ecological connections and native habitat and ora hikoi for people’s health and wellbeing” corridors.
316. Mr Fuller stated there are significant areas of urban zoned land in Riverhead, and all parts of the region that are subject to flood hazard overlays. He did not consider this was justification for them to be down-zoned to rural. He submitted<sup>169</sup> it is overlays and the consenting process in the AUP that manage the risk and if this land is not provided with an urban zoning, it cannot be integrated with the development of other parts of Riverhead to achieve flood mitigation outcomes.
317. Many residents from Riverhead were concerned about stormwater and flooding issues as described in the submissions received on PC 100. Mark and Joanne Robinson do not want PC 100 to make the existing flooding situation worse for the wider area. Ms Linda Barton-Redgrave considered that the effects of PC 100 on flooding downstream did not appear to have been adequately assessed<sup>170</sup>. She cited examples of flooding in recent years such as in 2021 and during January and February 2023 stating that Riverhead residents have been flooded several times which has extensively damaged property. Ms Linda Barton-Redgrave is concerned that if PC 100 is approved, the increase in impermeable land in Riverhead will substantially worsen these existing problems.
318. The Riverhead Community Association also considers that PC 100 should be declined as it has significant concerns with respect to flooding downstream and within the plan change area<sup>171</sup>. Mr Mike Brooke and Mr James Hendra consider that these issues have not been appropriately assessed or managed. They consider the potential adverse effects of flooding are significant and warrant a precautionary lens, rather than presuming certainty of technical modelling and predictions. They stated<sup>172</sup>:

*“Our greatest concern is flooding effects on private properties of residents which flank the north-eastern side of the PPC100 area who have suffered flooding during large rainfall events. The concern of the community is that the development would exacerbate existing issues.*

*People lack confidence in stormwater flooding and modelling previously accepted by council in this area, because in the past this work has failed and resulted in flooding, property damage and trauma.*

*The flooding issues of Kumeu are also in people’s minds. Again, at consenting technical assessments of developers were accepted by council but were proven*

<sup>167</sup> Opening Legal Submissions for Aberdeen Adventures dated 15 May 20025 at paragraph [1.7]

<sup>168</sup> Opening Legal Submissions for Aberdeen Adventures dated 15 May 20025 at paragraph [1.8]

<sup>169</sup> Opening Legal Submissions for Aberdeen Adventures dated 15 May 20025 at paragraph [1.10]

<sup>170</sup> Submission Statement of Ms Linda Barton-Redgrave at pages 4-6

<sup>171</sup> Submission Statement of Riverside Community Association, page 15

<sup>172</sup> Submission Statement of Riverside Community Association, page 15

*to be flawed with the consequences borne by people who should be able to rely on Council's decision to allow for development in that area."*

319. The Hearing Panel notes that numerous submissions from people living downstream of the plan change area included personal photographs and accounts of these flooding events and the impacts this has had on them and their property.
320. As previously addressed in this decision, the experts were directed to undertake expert conferencing on the above matters. We now turn our focus to the following two key matters in contention:
- Is the proposed stormwater management approach the most appropriate method to manage and/or mitigate the stormwater management and flooding issues in the area?
  - What the zoning should be on the northern portion of the FUA, which is located within the 1% AEP floodplain and where the RUB should be located?
321. We note that additional modelling was carried out by Ms Rhynd in response to the submitter queries and that this took place between June and August 2025.
322. In summary, at the end of second stormwater and flooding session, and as recorded in the JWS, all the stormwater experts considered:
- The stormwater model is fit for purpose to assess the impact of development for PC 100 on flooding downstream of the PC100 area<sup>173</sup>.
  - At the subsequent resource consent stage, further details will need to be included to confirm all requirements of Schedule 4 of the NDC are met<sup>174</sup>.
  - The stormwater model is of a sufficient level of detail and granularity to confirm that a Best Practicable Option in relation to flood management can be achieved<sup>175</sup>.
  - The additional modelling results (attached as Attachment A to the JWS Stormwater and Flooding (2)) show that in some scenarios there are localised increases. However, in the scenarios where this occurs, the increases are generally contained within the existing stream corridors. In all scenarios, with and without climate change, there are areas of decrease in flooding, particularly along Cambridge Road and upstream of Riverhead Road.<sup>176</sup>
  - The modelling undertaken appropriately confirms the depth and velocity of the 1% AEP extent on land adjoining and within the northern part of the PC 100 area, for the purpose of the plan change assessment of effects<sup>177</sup>.

---

<sup>173</sup> JWS – Stormwater and Flooding (2) dated 5 August 2025 at paragraph [3.2.1]

<sup>174</sup> JWS – Stormwater and Flooding (2) dated 5 August 2025 at paragraph [3.3.2]

<sup>175</sup> JWS – Stormwater and Flooding (2) dated 5 August 2025 at paragraph [3.3.3]

<sup>176</sup> JWS – Stormwater and Flooding (2) dated 5 August 2025 at paragraph [3.5.3]

<sup>177</sup> JWS – Stormwater and Flooding (2) dated 5 August 2025 at paragraph [3.7.1]

- The fit for purpose model is sufficient to determine any increase in flooding for flood prone land adjacent to the Riverhead Forest Stream and downstream of PC 100<sup>178</sup>.
- That assumptions on future ground topographies for north of Riverhead Road are not appropriate at the plan change stage due to the variable nature of outcomes possible<sup>179</sup>.
- The updated roughness (Manning's n values) applied to the ground model (Terrain) are appropriate. This has been confirmed by Healthy Waters during the review stage of the model and suggested refinements<sup>180</sup>.

### Panel Findings on stormwater and flood risk management

323. The Panel firstly wishes to acknowledge the amount of work which was involved with the additional flood modelling and the time taken by the stormwater experts to review the additional modelling, which included a number of additional flood scenarios undertaken to address the submitters' concerns.
324. The recorded agreements at the completion of the second stormwater and flooding conference session have confirmed to the Panel that the flood model is fit for purpose and that where there are localised increases in flooding, the increases are generally contained within the existing stream corridors. Furthermore, in all scenarios, with and without climate change, there are areas of decrease in flooding, particularly along Cambridge Road and upstream of Riverhead Road. We rely on this modelling work undertaken by CKL, and that development of the plan change area will not result in an increase in flooding on downstream properties.
325. We acknowledge that the experts consider that at the subsequent resource consent stage, further details will need to be included to confirm all requirements of Schedule 4 of the NDC are met and that a Best Practicable Option in relation to flood management can be achieved. In particular, additional work is required to understand potential stream erosion at the southern stream and the Northern Riverhead Forest Stream, which can occur at the resource consent stage.
326. We note that the precinct provisions have been amended to extend the SMAF-1 overlay across the entire plan change area based on the erosion observed within the Riverhead Point Reserve stream.
327. Few other changes have been made to the stormwater provisions because the stormwater management requirements will be set by the SMP, which will need to be updated and approved by Healthy Waters.
328. While we will return to the matter as to whether the precinct provisions appropriately integrate stormwater management, we are satisfied that they can be amended to do so; and on that basis it is our finding that the proposed stormwater management

<sup>178</sup> JWS – Stormwater and Flooding (2) dated 5 August 2025 at paragraph [3.8.1]

<sup>179</sup> Dr Finnigan's agreement is subject to his further statements at HP31 and HP32 with respect to 22 Duke Street. JWS – Stormwater and Flooding (2) dated 5 August 2025 at paragraph [3.9.2]

<sup>180</sup> JWS – Stormwater and Flooding (2) dated 5 August 2025 at paragraph [3.9.3]

approach is appropriate to manage and/or mitigate the stormwater runoff issues in the plan change area.

329. At the time of issuing this decision, there remain outstanding matters in relation to the updated SMP. The latest summary of the outstanding matters is set out in a memorandum from Healthy Waters dated 5 November 2025<sup>181</sup>. Healthy Waters has confirmed they will continue to discuss the outstanding matters in detail directly with the Applicant to try to resolve these; and the Applicant has advised that additional updates were always anticipated to have been needed to the SMP before it would be able to be adopted into the NDC and that Revision 5 is not the final version<sup>182</sup>.
330. We further note that Mr Wren, in his closing statement<sup>183</sup>, had hoped that the SMP would have been at a stage where it would be capable of being adopted by Healthy Waters once PC 100 is operative. We acknowledge that this can be helpful, however, it is not a requirement.
331. In fact, the Panel notes that all of the experts at the first session of the stormwater and flooding expert conferencing considered that the Healthy Waters NDC Team's adoption of the SMP occurs following the approval of the plan change in accordance with NDC Condition 13<sup>184</sup>. We observe that this joint agreement included Mr Wren.
332. Ms Simons submitted<sup>185</sup> that the matters raised by Healthy Waters have been fully and appropriately addressed for PC 100, in evidence and in earlier reporting. The Precinct Provisions, the existing AUP(OP) provisions, and the proposed PC120 provisions in relation to matters concerning natural hazards and flooding, as well as subdivision will appropriately manage the stormwater and flooding effects of PC 100. We agree with Ms Simons.
333. Turning to the matter of zoning of 22 Duke Street and 30 Cambridge Road, all experts agreed during expert conferencing that the most appropriate zoning outside the RUB is Mixed Rural<sup>186</sup>. The Panel notes that this included Mr King's agreement. Where the area of disagreement lies is where the RUB should be located. The respective positions are recorded in the planning JWS<sup>187</sup>.
334. However, while the Applicant's experts consider that the RUB as notified is appropriate, in the interests of addressing concerns by the submitters, including Auckland Council, as submitter, the Applicant has subsequently amended the location of the RUB to align to the extent of the 1% AEP floodplain, irrespective of the flood depths<sup>188</sup>.
335. This amendment results in the entirety of 22 Duke Street, and part of 30 Cambridge Road now proposed to be zoned Mixed Rural and located outside of the RUB.

---

<sup>181</sup> Memorandum from Healthy Waters re PC 100 – Riverhead - Flood Resilience Regionwide Network Discharge Consent (NDC) consent holder update dated 5 November 2025.

<sup>182</sup> Memorandum from Healthy Waters re PC 100 – Riverhead - Flood Resilience Regionwide Network Discharge Consent (NDC) consent holder update dated 5 November 2025 at paragraph 4.

<sup>183</sup> Mr Wren's Closing Statement dated 5 November 2025 at paragraph [5]

<sup>184</sup> Joint Witness Statement – Stormwater and Flooding (1) dated 25 June 2025 at paragraph [3.4.2.1]

<sup>185</sup> Reply and Closing Submissions of Ms Simons at paragraph [6.13]

<sup>186</sup> JWS Planning dated 9 September 2025 at paragraph [3.1.1]

<sup>187</sup> JWS Planning dated 9 September 2025 at paragraph [3.1.2]

<sup>188</sup> Reply and Closing Submissions of Ms Simons dated 5 November 2025 at paragraph [7.5]

336. We note that the proposed “downzoning” of the FUZ land outside the RUB to Mixed Rural was required by the Council as a result of the Clause 25 process. Ms Simons acknowledged in her closing remarks that Aberdeen Adventures may wish to urbanise this land, but she submitted PC 100 is not the appropriate pathway<sup>189</sup>.
337. This matter was the subject of re-examination in January 2026 when the NPS-NH came into force. This resulted in a third matter in contention in relation to stormwater and flooding being: Does PC 100 give effect to the NPS-NH? We now set out the different positions on this matter and our findings before returning to our findings on zoning for 22 Duke Street and 30 Cambridge Road, as they are directly related.
338. In response to our Direction #7<sup>190</sup>, the Council advised that the major natural hazard risk identified in respect of PC 100 relates to flooding<sup>191</sup>. Mr Wren noted that the impact of the NPS-NH in respect of flooding has been assessed by Ms Li and Ms Tsang and they advised that overall, the assessment of the natural flood hazard risk to people and property associated with PC 100 that has been completed to date aligns with the risk-based approach as required by the objective of the NPS-NH. Ms Li and Ms Tsang considered PC 100 to be in accordance with the NPS-NH in relation to the management of the natural flood hazard risk.
339. Good Planet Landholders (“**GPL**”) consider the Panel should directly apply the NPS-NH to PC 100. This includes ensuring the NPS-NH objective is applied, which requires that natural hazard risk to people and property associated with subdivision, use and development is managed using a risk-based proportionate approach. This requires a detailed evaluation of actual flood risk based on the best available information.
340. Furthermore, GPL disagree with Mr Wren, Ms Li and Ms Tsang's position that the proposed Mixed Rural zoning over part of 30 Cambridge Road gives effect to the NPS-NH, for the reasons set out in their memo<sup>192</sup>.
341. In addition, GPL consider the Council's approach is not consistent with NPS-NH Policy 2 as it is not ‘proportionate’ to the level of natural hazard risk and does not include a detailed evaluation of risk<sup>193</sup>.
342. Based on the analysis set out in the memo, GPL do not consider the Council's proposed amendments to the RUB and urban zone boundary for 30 Cambridge Road are permissible in terms of the NPS-NH. Ms Evitt submitted<sup>194</sup> that the proposed downzoning will fail to give effect to national policy direction and its plan making requirements in terms of section 75(3) of the RMA. Ms Evitt opined that the consequence of adopting the Council's position is that land subject to a low hazard risk would be inappropriately excluded from the RUB and zoned Mixed Rural, contrary to express national direction.

---

<sup>189</sup> Reply and Closing Submissions of Ms Simons dated 5 November 2025 at paragraph [7.3]

<sup>190</sup> Hearing Direction #7 from the Hearing Panel dated 14 January 2026

<sup>191</sup> Memorandum to the Hearing Panel from David Wren – Consultant Planner on behalf of Auckland Council dated 21 January 2026 at paragraph [4]

<sup>192</sup> Memorandum of Counsel on behalf of the GPL dated 29 January 2026 at paragraphs [9-14]

<sup>193</sup> Memorandum of Counsel on behalf of the GPL dated 29 January 2026 at paragraph [16]

<sup>194</sup> Memorandum of Counsel on behalf of the GPL dated 29 January 2026 at paragraph [17]

343. It was Ms Evitt's submission that the correct application of the NPS-NH would be to include the entirety of the 30 Cambridge Road site within the RUB and provide an urban zoning, including the land subject to a depth of 200mm of the modelled floodplain. This is because<sup>195</sup>:
- (a) 30 Cambridge Road contains a low hazard risk only; so on this basis*
  - (b) the avoid imperative of the NPS:NH Policy 3 does not apply; and*
  - (c) Existing and proposed rules for earthworks, subdivision and land use matters will ensure that detailed design is completed to address displacement, attenuation and levels above the floodplain."*
344. Ms Evitt submitted<sup>196</sup> that this approach proposed by GPL implements the relevant policy direction of the NPS-NH, specifically Policy 4, and will ensure the Panel discharges its decision-making obligation under section 75(3) of the RMA.
345. The Panel notes that this zoning outcome sought is not consistent with Mr Tollemache's recorded position in the planning JWS and that the memorandum from GPL's legal counsel was not accompanied by any supporting expert statements.
346. Mr Peter Fuller's email response was accompanied by the technical position of Dr Finnigan. Dr Finnigan considers that more stormwater engineering work is now necessary for the PC 100 process, based on his understanding of the requirements of the NPS-NH. We note that Mr Burn did not provide a planning assessment of the NPS-NH. Mr Fuller submitted that this additional risk assessment/modelling work is therefore required to "give effect" to the NPS-NH.
347. Mr Fuller also advised that Aberdeen Adventures disagrees with the conclusion of the technical response in the Council memo that PC 100 is in accordance with the NPS-NH in relation to the management of the natural flood hazard risk. This includes the requirement to assess the quantum of risk, including accounting for mitigation at the site-specific level, in accordance with the NPS-NH risk matrix (Appendix 1).
348. Mr Fuller went on to advocate for further opportunities to allow parties to undertake further technical work and to prepare evidence and legal submissions on the interpretation and application of the NPS-NH in relation to PC 100, at both a general and site-specific level.
349. On 4 February 2026, the Panel issued Direction #8, seeking a response from the Applicant on three matters<sup>197</sup>. Specifically, we sought confirmation of how the objective and policies of the NPS-NH have been applied to PC 100, noting that the NPS-NH applies to a range of natural hazards. We acknowledge that in the Applicant's original response to our Direction #7, Ms Simons agreed that flooding is the key 'natural hazard' at issue for PC 100. Ms Simons stated at that time, that the Applicant has provided "*a plethora of flood modelling for PC100, as well as a number*

---

<sup>195</sup> Memorandum of Counsel on behalf of the GPL dated 29 January 2026 at paragraph [18]

<sup>196</sup> Memorandum of Counsel on behalf of the GPL dated 29 January 2026 at paragraph [18.2]

<sup>197</sup> Hearing Panel Direction #8 from the Hearing Panel dated 4 February 2026.

*of mitigation measures which appropriately avoid or mitigate flooding risks.198” On that basis, the Applicant agreed with Council’s position that PC 100 accords with the NPS-NH, in relation to flood hazard risks.*

350. Helpfully, the Applicant’s response to Direction 8 was accompanied by two memoranda, being a planning assessment, as well as a flood risk assessment, prepared by the Applicant’s experts. Overall, Ms Simons submitted:

- “6. *PC 100 has been informed by detailed flooding and geotechnical assessments, which collectively demonstrate that natural hazard risks within the PC 100 area can be appropriately managed. There is broad agreement across the experts the flood modelling is fit for purpose and that the proposed stormwater approach is appropriate. Site specific measures are proposed, including the required upgrade of the Riverhead Road culvert, which will provide adequate mitigation. Similarly, preliminary geotechnical investigations undertaken by Soil & Rock Consultants for PC 100 indicate that identified geotechnical natural hazards can be addressed through engineering solutions at the resource consent stage.*
7. *These technical assessments provide sufficient certainty that PC 100 avoids enabling subdivision, use, or development in areas where a ‘very high’ level of natural hazard risk could occur. The NPS-NH risk matrix will apply in more detailed form through future consenting processes, supported by the Auckland Unitary Plan’s Natural Hazard and Flooding provisions (Chapter E36), which remain fully operative within the PC 100 area.”*

#### Panel’s Findings on Adherence to NPS-NH

351. As a starting basis, we agree with Mr Cook’s assessment<sup>199</sup> that the relevant natural hazards for consideration in relation to PC 100 include flooding hazards as well as potential land-related hazards including landslip, active faults and liquefaction. The PC 100 area is also located outside of the coastal environment; therefore we agree that coastal erosion, coastal inundation, and tsunami natural hazards are not relevant to our assessment.
352. We acknowledge, as Mr Fuller pointed out, that PC 100 pre-dates the NPS-NH, which only came into effect on 15 January 2026. While that specific risk assessment and management framework was not available to the drafters of PC 100, we also agree with Mr Cook that<sup>200</sup> the flood risk assessment and preliminary geotechnical investigation report demonstrate that the NPS-NH Objective and Policies 1 and 2 have been appropriately addressed at the plan change level, as site-specific assessments have informed the understanding of flooding and land-based natural

---

<sup>198</sup> Memorandum of Counsel on behalf of Riverhead Landowner Group responding to Direction #7 dated 29 January 2026 at paragraph [2.2]

<sup>199</sup> Plan Change 100: Riverhead – Planning Assessment I Partial response to Direction 8 dated 16 February 2026 at page 1

<sup>200</sup> Plan Change 100: Riverhead – Planning Assessment I Partial response to Direction 8 dated 16 February 2026 at page 2

hazards within the PC 100 area and the suitability of the land for future urban development.

353. The Flood Risk Assessment concludes that proposed land-use changes will result in "*less than minor flooding effects*" outside the plan change area. Furthermore, specific mitigation measures employed by PC 100, to ensure there will be no increase in downstream flood risk, include the requirement to upgrade the Riverhead Road Culvert for 1% AEP flood conveyance as well as to divert part of the southern development area to reduce flow to the north.
354. Mr Zeb Worth, a stormwater specialist for the Applicant also pointed out in his memo<sup>201</sup> that the above mitigation measures were utilised in a direct application of risk based logic, where the experts recommended not providing peak flow attenuation for sub-catchments discharging to the Riverhead Forest Stream, as the modelling demonstrated that on-site attenuation in these specific locations could actually increase downstream flood hazards by 40-70mm, due to the timing and coincidence of peak flows.
355. We also agree with Mr Cook that future subdivision, use, and development within the PC 100 area will be assessed through consenting processes using the NPS-NH risk matrix, and the associated natural hazard risks will be managed using a proportionate approach<sup>202</sup>. This will be achieved through application of the AUP(OP) Auckland-wide provisions contained under Chapter E36 Natural Hazards and Flooding, including any amendments to these provisions that are required to be made by Auckland Council to give effect to the NPS-NH.
356. We further note that the proposed Riverhead Precinct provisions do not exclude the objectives, policies, activity tables, and standards under Chapter E36 Natural Hazards and Flooding of the AUP(OP) from applying, and the PC 100 area will be subject to the underlying Auckland-wide provisions accordingly.
357. With respect to Policy 3, we find that PC 100 will not enable urban development in areas where there is potential for a 'very high' level of natural hazard risk to occur. There is broad agreement between experts that the flood modelling developed by the Applicant is fit for purpose and that the proposed stormwater management approach is appropriate. In addition, the proposed precinct provisions include site-specific requirements for the upgrade of the Riverhead Road Culvert prior to development that discharges via this culvert. This will ensure that flood risks associated with subdivision, use, and development can be appropriately mitigated.
358. Furthermore, Attachment 1 of Mr Worth's memorandum includes an assessment of the natural hazard flooding risks for pre- and post-development scenarios, based on outcomes identified in the latest SMP. This assessment demonstrates that all post-development scenarios avoid a 'very high' threshold of risk.
359. With respect to geotechnical natural hazards, including landslips, active faults, and liquefaction, PC 100 has been informed by a preliminary Geotechnical Assessment

---

<sup>201</sup> PC 100: Riverhead – Flood Risk Assessment in Partial response to Direction 8 dated 13 February 2026 at paragraph 2.1.2

<sup>202</sup> Plan Change 100: Riverhead – Planning Assessment I Partial response to Direction 8 dated 16 February 2026 at page 2

undertaken by Soil & Rock Consultants. None of the geotechnical constraints identified within the PC 100 area and identified at paragraph 5.2 of Mr Matheson's evidence were considered to be prohibitive of development, provided appropriate engineering mitigation measures are implemented.

360. Mr Matheson considers that mitigation measures are most appropriately addressed at the resource consent stage. On this basis, we find that PC 100 provides sufficient certainty that 'very high' levels of natural hazard risk associated with geotechnical hazards will also be avoided, subject to appropriate mitigation measures being implemented as part of the resource consent process.
361. On the basis of the above, we find with respect to Policy 4 that any natural hazard risks on other sites resulting from subdivision, use, and development within the PC 100 area can be avoided or appropriately mitigated as part of the detailed design and resource consent process.
362. Policy 5 requires that natural hazard risk assessment and decisions must be based on the best available information and must be made even when that information is uncertain or incomplete. PC 100 has been informed by site specific technical analysis with respect to flooding and geotechnical hazards as detailed in the respective memos. Furthermore, as previously stated, additional detailed assessments will be undertaken as part of any resource consent process for future subdivision, use, and development, which will enable risk assessment to be based on the best available information in accordance with this policy.
363. The final policy requires consideration of the potential impacts of climate change, to at least 100 years into the future. Mr Worth has confirmed in this memo that the assessment of flood hazard risk associated with subdivision, use, and development of the PC 100 area has been informed by the most up to date information available to the project team, including Auckland Council's published climate change rainfall projections and associated documentation to 2120 (when the data set ends), plus a 3.8°C temperature increase climate change assumption. Mr Worth identifies that this temperature increase represents a highly conservative high-emissions (RCP8.5-type) scenario and that while the 94-year horizon used is marginally less than the 100-year horizon required under Policy 6 of the NPS-NH, the projected outcomes to 2126 are likely to be very similar to 2120<sup>203</sup>.
364. We acknowledge that the planning horizon used, being 94 years, is slightly less than the 100 years required under Policy 6, however, we agree with Mr Worth and Mr Cook that PC 100 has appropriately considered the potential impacts of climate change over the long term, and that the flood hazard risk assessment undertaken for PC 100 is consistent with the intent of Policy 6, as well as the NPS-NH more broadly.
365. Overall, we find ourselves in agreement with both the Applicant's and the Council's experts that PC 100 gives effect to the NPS-NH.

---

<sup>203</sup> PC 100: Riverhead – Flood Risk Assessment in Partial response to Direction 8 dated 13 February 2026 at page 4

Panel Finding on zoning for 22 Duke Street and western portion of 30 Cambridge Road

366. Returning now to the matter of zoning on 22 Duke Street and the western portion of 30 Cambridge Road in the context of the above discussion in relation to the NPS-NH. We note that this national direction has immediate legal effect from 15 January 2026. Whereas, PC 120, which was publicly notified on 3 November 2025, is awaiting legislative changes at the time of this decision. Consequently, while PC 120 also has immediate legal effect, we are applying less weight to its proposed provisions, given it is only at the beginning of its process and is yet to receive further submissions.
367. Based on the evidence before us, there are three potential zoning outcomes for the land at 22 Duke Street and the western balance of the land at 30 Cambridge Road:
- Residential – Mixed Housing Suburban;
  - Rural – Mixed Rural; and
  - Retention of the Future Urban Zone.
368. There are also a range of potential RUB locations, dependant in part on the zoning outcome.
369. Returning first to the beginning of this process, we note that the Council initially rejected the private plan change request under cl 25(4)(c) of Schedule 1 of the RMA, on the basis that the request was “*not in accordance with sound resource management practice*”. The Applicant then appealed Council’s decision to the Environment Court, and the respective parties managed to reach agreement on a modified plan change, which was subsequently accepted by the Council and notified for public submissions. This process resulted in the following proposed zoning for the land in question:



Figure 3: Proposed zoning for northern end of PC 100, as notified.

370. The owners of 22 Duke Street supported the proposed Mixed Housing Suburban Zone applying to approximately 6,700m<sup>2</sup> of the site, and we have commonly referred to this area in the hearing as ‘the bobble’. However, the proposed application of Mixed Rural Zone to the remaining balance of the 6.2ha site was not deemed to be appropriate, as the submitter considered there are other parts of the site that may be potentially suitable for Mixed Housing Suburban zoning. The submission stated:

*“We consider the Mixed Housing Suburban Zone over all, or most of the site is appropriate other than where flooding and ecological constraints are confirmed to be significant and unable to be avoided or mitigated. This should also take into account potential engineering works and changes arising from the NPS FM/wetland review process that enable appropriate urban development.”*

371. We note that the landowners of 30 Cambridge Road did not submit on the proposed zoning on their land.

372. We have evidence before us from the Aberdeen Adventures experts that considers there are some potential mitigation methods that could be employed to reduce the flood hazard to a lower risk category, such as earthworks filling or the lowering of ground levels, that could enable a proportion of the land in question to be developed, without worsening the flood hazard upstream or downstream of the site.

373. However, the Panel was only provided with a concept development plan which takes into account the issues on the site, and we were told by Dr Finnigan that a number of aspects of the CKL flood modelling required further details and additional work to be undertaken, to consider how the significant flood plain across the site could be mitigated to enable residential development of this land.

374. Dr Finnigan also told us there is potential to undertake “fill” earthworks on the site to raise ground levels and allow residential development on these elevated levels, while also undertaking “cut” earthworks to maintain floodwater conveyance and enhance flood detention storage, yet we were not provided with any specific details, as to how this could be achieved, to provide us with any confidence that this was in fact a feasible outcome.

375. Dr Finnigan pointed out in his memo response on the NPS-NH, that the latest Council flood model uses 2016 LIDAR topographical data and that more accurate 2024 LIDAR data is now available. He noted that it will take some time for an updated model to be prepared. He also reiterated his opinion that more investigation work is required for example, to determine what the appropriate impervious coverage area is to use in the flood model for this area, as that could influence the mitigation measures proposed for the site.

376. We note that the Aberdeen Adventures experts, and the landowner Mr Desmond Reid, have also requested in evidence that if the land is not rezoned Mixed – Housing Suburban, that it retain its current Future Urban zoning, in order to future proof the opportunity to use this land to reduce flooding impacts on upstream and downstream properties for the benefit of the wider community<sup>204</sup>.

---

<sup>204</sup> Statement of Evidence of Desmond Reid dated 1 May 2025 at paragraph [6.6]

377. Whilst all the experts at the planning conferencing session agreed that a Mixed Rural zone was the most appropriate zoning for the land outside the RUB, Mr Cook later suggested that the Future Urban Zone could be applied to this balance area until it can be confirmed that flood risks resulting from subdivision, use, and development of that land can be mitigated to a threshold that is less than 'very high' under the NPS-NH risk matrix. He considered that this approach would avoid applying a Mixed Rural zone to land where further evaluation of natural hazard risk is required in accordance with the NPS-NH risk matrix, and will ensure that any future zoning that is applied is consistent with Objectives 1 and Policies 1 to 4 of the NPS-NH.
378. Ms Simons also submitted that no issues of scope are anticipated to arise with this alternative approach, given it would result in the retention of the underlying zoning or the 'pre-PC 100 status quo'. She further added that the Applicant is willing to abide by the Panel's decision on this issue.
379. Notably, in considering these matters we turn now to the RPS which identifies the issues associated with Auckland's growth and the pressure to develop areas that are more susceptible to natural hazards and therefore the need to ensure that the risk is not increased. This is reiterated in several objectives and policies in Chapter B10: Ngā tūpono ki te taiao - Environmental risk. These desired outcomes seek to ensure there is adequate spatial planning to reduce the risk from natural hazards. In particular, we have had regard to all of the relevant objectives B10.2.1(1) – (6) inclusive, as well as relevant policies in B10.2.2. For ease of reference, we have set out the relevant objectives below:
- (1) *“Communities are more resilient to natural hazards and the effects of climate change.*
  - (2) *The risks to people, property, infrastructure and the environment from natural hazards are not increased in existing developed areas.*
  - (3) *New subdivision, use and development avoid the creation of new risks to people, property and infrastructure.*
  - (4) *The effects of climate change on natural hazards, including effects on sea level rise, over at least 100 years and on the frequency and severity of storm events, is recognised and provided for.*
  - (5) *The functions of natural systems, including floodplains, are protected from inappropriate subdivision, use and development.*
  - (6) *The conveyance function of overland flow paths is maintained.”*
380. The Panel is mindful that the balance land in question is subject to a high risk of flooding, the type and severity of which could increase the vulnerability of any future subdivision, use and development of this land to adverse effects, including the health and safety of people and communities, the resilience of property to damage and the effects on the environment.
381. We are consequently adopting a precautionary approach to the natural hazard risk and management of this balance land, and while the extent to which climate change

will exacerbate such effects is currently unknown, as the level of information on the probability and/or impacts of the hazard is limited, what we do know is this could be significant, including the possibility of a low-probability but high potential impact event. The likes of what was experienced in Riverhead in 2023.

382. Taking into account the best available and up-to-date information we have in the evidence before us, we are required to avoid or mitigate the effects of activities in areas subject to natural hazards (Policy 7). This includes earthworks, changes to natural and built drainage systems, and vegetation clearance, so that the risks of natural hazards are not increased and instead manage the location and scale of activities that are vulnerable to the adverse effects of natural hazards, so that the risks to people and property are not increased; and we can do this through the future zoning of this land.
383. Our finding therefore on this matter is that the land in question should not be rezoned for residential purposes. Instead, we find that the balance land north of the RUB line is most appropriately zoned Mixed Rural.
384. Furthermore, to have allowed the land to retain its current Future Urban zone would have also inappropriately ignored all of the flood hazard evidence before us and the planning framework within which we are required to make our decision. The land in question sits within a significant catchment, which is approximately 790 ha in area,<sup>205</sup> and contributes to a large flood plain.
385. A retained FUZ outcome would also have left these two landowners in a situation, where they would have to work together to seek a subsequent plan change application for a small area of FUZ land. We find that this would offend against the principles of 'integrated management', as set out in section 30(1)(a) of the RMA and not have enabled the Council to carry out its core function (in its regional planning capacity).
386. We further note that the Mixed Rural Zone will blend with the existing large area of Mixed Rural zoned land located to the immediate west of the land at 22 Duke Street.
387. We also find that having the subject land zoned Mixed Rural will not adversely affect the ability for the Riverhead precinct to achieve integrated urban development, including stormwater mitigation, connectivity, amenity, environmental and mana whenua outcomes.
388. As we stated at the outset, the Panel is aware of the significant flood damage and hazard which has previously occurred at properties within the floodplain and downstream of the subject land, which has necessitated the Council to buy-out three properties within the floodplain on Te Roera Place, immediately adjoining the plan change area. This is illustrative of the great care that is needed in assessing flood hazard risk associated with allowing residential development in flood plains.

---

<sup>205</sup> Auckland Council GIS catchments and hydrology layer.

389. Our finding is therefore appropriate for all of the reasons above and because:

- it avoids residential development in areas of medium and high flood hazard as noted in the Geomaps Flood Hazard layer; and
- it gives effect to the NPS-NH Sections 3.2.2 and 3.3.2 (b) as it avoids locating residential areas within a flood plain which would rely on mitigation measures, including location and design that may not be sufficient to allow for:
  - residual risk from events larger than a design 1% AEP flood which may be significant due to the large catchment area;
  - uncertainty associated with the quantum of future climate change causing future increase in rainfall intensities which will increase the quantum of stormwater runoff;
  - uncertainties associated with results of the flood modelling carried out to assess likely flood depth at 30 Cambridge Road, noting the irregularity of the existing ground levels and uncertainty of future ground cover adjoining the Forest Stream and in the flood plain between the stream adjacent to 30 Cambridge Road; and
  - uncertainty of the effects on flooding downstream, including for existing houses close to the stream that may occur arising from future development in the flood plain associated with urban development.

390. Our finding also gives effect to the NPS-UD as it will ensure that New Zealand's urban environments are resilient to the current and future effects of climate change<sup>206</sup> and in turn, will result in a well-functioning urban environment that enables people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future<sup>207</sup>.

391. Further to the above, we find that setting the limit to residential development enabled by the plan change to avoid the flood plain and areas prone to natural hazards will give effect to the RPS Objectives B2.2.2(2)(l) and (m), B10.2.1 (3), (4) and (5) and Policies B10.2.2 (5), (6) and (10).

392. We consider that the above finding is consistent with the views of Ms Li for Heathy Waters and Mr Suljic for Auckland Council, as set out in the JWS (2) for stormwater and flooding.

393. As to where the RUB line should be located, we agree with the findings of Council's experts Ms Li, Ms Tsang, Mr Suljic and Mr Wren, and the latest position of the Applicant. Consequently, the extent of the notified Mixed Rural zone land has increased from that in the notified plan change. The northern boundary of the Mixed

---

<sup>206</sup> Objective 8 NPS-UD

<sup>207</sup> Objective 1 NPS-UD

Rural zone has been determined based on the extent of the 1% AEP floodplain, irrespective of depth.

394. This revised location further south within the catchment, better reflects the full extent of the flood risk and will support a more resilient outcome. We agree with the Council's experts<sup>208</sup> it is important to protect the floodplain to ensure it continues to function effectively in flood attenuation and conveyance, and to avoid exposing future residents or infrastructure to existing flood hazards, particularly in areas where development could compromise natural flood paths or increase residual risk to vulnerable activities. We consider this to be the most appropriate location for the RUB.
395. The Panel observes that the location of the amended RUB will be consistent with the FDS, which no longer considers the northern portion of the Riverhead FUA appropriate for urban development due to the risks to life and property<sup>209</sup>.
396. This location is also consistent with the proposed PC 120 flood plain qualifying matter mapping for the Riverhead area. This new qualifying matter hazard map identifies areas subject to flood plains. We especially note that the 1% AEP flood depths shown in the CKL Flood Risk assessment of 13 February<sup>210</sup> shows flood depths from approximately 200mm to 600mm deep over the western portion of 30 Cambridge Road. We therefore find that locating the RUB in this location will be consistent with the relevant objectives and policies of the RPS.
397. It is also our finding that the resulting zoning and RUB location is consistent with the proposed PC 120 amendments to the RPS, especially Chapter 10 – Environmental Risk, as well as to Chapters E38 and E39. We have only given some weight to these provisions, given that they are only at an early stage in the plan change process. We observe that the proposed provisions for PC 120 may provide a more conservative outcome for flood hazard risk than the NPS-NH methodology, but note that the NPS-NH states that<sup>211</sup>:

*“This National Policy Statement does not preclude decision-makers from managing natural hazard risk beyond the application of this National Policy Statement, including risks from other natural hazards and activities not otherwise covered, or from applying a more conservative approach to managing the natural hazard risks covered by this National Policy Statement.”*

398. PC 120 seeks to strengthen provisions in the AUP(OP) that manage natural hazard risks. Areas potentially affected by flooding, land instability, coastal erosion or coastal inundation now and in the future are targeted with stronger rules and other planning measures. This approach is to improve Auckland's resilience to severe weather events and natural hazards, following the storms in early 2023 which resulted in widespread flooding, landslips, and coastal inundation across the region. We note

---

<sup>208</sup> Joint Witness Statement Stormwater & Flooding and Planning (2) at paragraphs [3.11.7 – 3.1.9]

<sup>209</sup> Auckland Future Development Strategy 2023 – 2053 at page 66.

<sup>210</sup> Memo; Flood Risk Assessment in Partial Response to Direction 8, CKL, 13 February 2026, at Appendix 1

<sup>211</sup> NPS-NH, section 1.3(4)

that the flood hazard layers shown in the Council Geomaps Viewer correspond to the new natural hazard risk management framework proposed in PC120.

399. The new mapping applies a worst-case climate change scenario to a 1-in-100-year rainfall event. The mapping then indicatively categorises areas subject to flooding into low, medium, high, and very high hazard areas, which align with the proposed rules to manage natural hazards. This mapping is based on conservative, region-wide assumptions rather than site-specific detail. For clarity, we have relied upon the flood hazard modelling work undertaken by CKL on which to base our findings.
400. This finding will be consistent with the intent of PC 120 as it will avoid development in a hazard area and limit further exposure to the hazard risk, especially where the risks will be significant, and we have no site-specific evidence before us which demonstrates how this risk could be managed to ensure that it is maintained at a tolerable or acceptable level.
401. The Panel observes that this revised zoning outcome will also remove residential zoned land from underneath the National Grid corridor which traverses the north-western corner of the plan change area, despite the fact that Transpower New Zealand was comfortable with the notified Structure Plan proposal and has nothing further to add on the matter<sup>212</sup>.
402. Our finding on the zoning, and the consequential location for the RUB for the land in question is shown in the zoning map below:

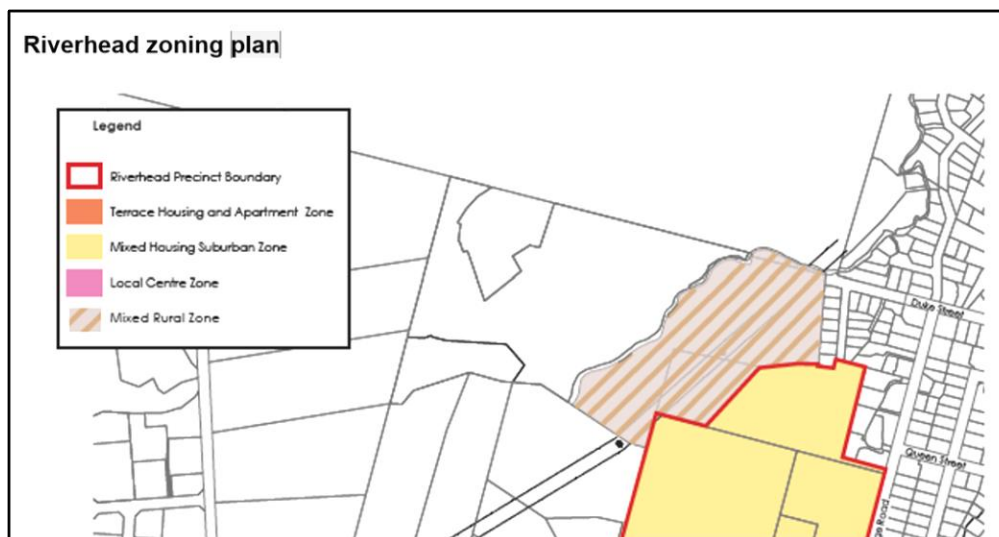


Figure 4: Approved Zoning Map for northern end of PC 100

### Local and Neighbourhood Centre Zoning

403. At the time of notification, PC 100 proposed a Local Centre Zone of 1.8ha at the intersection of Riverhead Road and Coatesville-Riverhead Highway (1140 Coatesville-Riverhead Highway). It also proposed a Neighbourhood Centre Zone of 0.7ha, directly opposite Hallertau Brewery.

<sup>212</sup> Email correspondence from Transpower New Zealand dated 21 October 2024

404. Mr Tim Heath considered that the proposed zoning represents an opportunity to establish a more consolidated centre to better accommodate the convenience requirements and growth of the localised market.
405. We note that the location for the proposed Local Centre is at a key intersection. Mr Tollemache agreed with Mr Heath on the appropriateness of this location, being located on the western side of the Coatesville-Riverhead Highway. He considered the proposed location would take advantage of homeward bound trips and would have an appropriate frontage to ensure that it can provide a quality urban interface to the street<sup>213</sup>. Mr Tollemache also agreed that a key benefit of the Local Centre Zone is the opportunity that the zone provides for a supermarket.
406. Mr Boman Zakeri also supports the inclusion of a Business – Local Centre zoning in this location. Mr Zakeri owns properties together with his family that grow and supply berries<sup>214</sup> to both New Zealand and the international wholesale market. They also own and operate a ‘pick your own’ berry farm, café and other family-based outdoor activities from their properties. The GPL businesses contribute approximately 13%<sup>215</sup> of the strawberry supply to the producer industry in New Zealand.
407. Mr Zakeri advised that GPL have concerns about the spatial extent of the proposed Local Centre, based on their knowledge of supermarket industry providers in New Zealand and current operators nearby<sup>216</sup>.
408. Mr Heath considers<sup>217</sup> a sustainable supermarket of approximately 3,200m<sup>2</sup> GFA is realistic by 2038, with nearly 2,100m<sup>2</sup> GFA of additional convenience retail is appropriate for the PC 100 area. Using these numbers, he considers the total land requirements to support the convenience centre with a supermarket use is 1.5 hectares<sup>218</sup>.
409. Based on his economic analysis, Mr Heath considers that<sup>219</sup> the proposed commercial centre provision of 2.5ha gross within the PC 100 area is appropriate and economically sustainable, given the existing and projected residential base within the identified catchment and an allowance for non-retail land uses (reserves, public transport, community activities, etc). The proposed centre development can be expected to better cater to the day-to-day retail and commercial service needs of the growing local community.
410. Mr Cook agreed with Mr Heath’s expert opinion regarding the additional centre land requirements for Riverhead. He considered from a planning perspective<sup>220</sup>, the provision of a Local Centre that includes a supermarket will contribute to making Riverhead a more well-functioning urban environment overall.

<sup>213</sup> Statement of Evidence of Mark Tollemache dated 1 May 2025 at paragraph [12.6]

<sup>214</sup> Strawberries, raspberries, blackberries, boysenberries and blueberries.

<sup>215</sup> Statement of Evidence of Boman Zakeri dated 1 May 2025 at paragraph [1.5]

<sup>216</sup> Statement of Evidence of Boman Zakeri dated 1 May 2025 at paragraph [5.1]

<sup>217</sup> Statement of Evidence of Mr Heath dated 31 March 2025 at paragraph [7.8]

<sup>218</sup> Statement of Evidence of Mr Heath dated 31 March 2025 at paragraph [8.1 Table 4]

<sup>219</sup> Statement of Evidence of Mr Heath dated 31 March 2025 at paragraph [8.5]

<sup>220</sup> Statement of Evidence of Mr Cook dated 31 March 2025 at paragraph [9.11]

411. Ms White's evidence<sup>221</sup> also set out the analysis that took place to inform the location of the Local Centre. We note this included the assessment of several options including retaining and expanding the existing village centre as well as the most appropriate location for a new Local Centre. Mr Cook agreed with these conclusions and considered they are in accordance with Section 32 of the RMA<sup>222</sup>.
412. Mr Wren considered that the proposed Local Centre zone is well located and shaped to serve PC 100. He considered the size also appears to be suitable, however, its integration with the existing centre pattern is unclear<sup>223</sup>. Mr Wren was concerned the existing centre zoned land contained activities that do not utilise the land to the full extent and thus are open to change.
413. Mr Heath maintained his position in response to our questions put to him on the above matters raised. He did however make it clear that the ability to support a large supermarket is some 30 years away and that a smaller supermarket could be developed first and later expanded to meet population growth in the future. It was also Mr Heath's view<sup>224</sup> that there is no practical opportunity for a logical or efficient integration of commercial expansion across the existing Local Centre and Mixed-Use zones in Riverhead.
414. Mr Zakeri told us that he has had discussions with potential supermarket operators. We understand from Mr Zakeri that those operators have indicated that they would look to establish a smaller format supermarket with a size of 1,300m<sup>2</sup> to 1,500m<sup>2</sup> (for example a Fresh Choice or Metro model) rather than a full-size supermarket, given the availability of the existing full-sized supermarkets nearby in Westgate and Kumeū<sup>225</sup>.
415. Mr Zakeri considered<sup>226</sup> that 1,500m<sup>2</sup> is a more realistic option and this format type is consistent with the purchase offers and enquiries he has received in relation to the corner site at 1140 Coatesville-Riverhead Highway property in recent times.
416. Based on his experience<sup>227</sup> of being a key supplier to most New Zealand supermarkets and in undertaking his own due diligence, including the operational information provided to him, it was his opinion that the size of the Local Centre Zone should be reduced to 1.5ha to reflect his commercial discussions with potential future operators and that it is unlikely a full-sized supermarket will be established in Riverhead.
417. It was also Mr Zakeri's concern that he would not be able to find viable tenants for the 3,400m<sup>2</sup> zoned land for many years, given the extent of business zoned land in PC 100, as well as the existing activities/sites in Riverhead and the proximity of the Westgate metropolitan centre with its significant retail and service provision and further growth opportunities.

---

<sup>221</sup> Statement of Evidence of Ms Lauren White dated 31 March 2025 at paragraphs [9.22 to 9.28]

<sup>222</sup> Statement of Evidence of Mr Cook dated 31 March 2025 at paragraph [9.14]

<sup>223</sup> S 42A Hearing Report at paragraphs [197-198]

<sup>224</sup> Statement of Evidence of Mr Heath dated 31 March 2025 at paragraph [11.8]

<sup>225</sup> Statement of Evidence of Boman Zakeri dated 1 May 2025 at paragraph [5.3(a) – (b)]

<sup>226</sup> Statement of Evidence of Boman Zakeri dated 1 May 2025 at paragraph [5.3(c)]

<sup>227</sup> Statement of Evidence of Boman Zakeri dated 1 May 2025 at paragraph [5.3]

418. Based on the difference between a large supermarket (3,200m<sup>2</sup>) and a smaller format supermarket (1,500 m<sup>2</sup>), Mr Tollemache considered this would result in an over allocation of 3,400m<sup>2</sup> of land being zoned as Local Centre for PC 100. On this basis, Mr Tollemache did not consider<sup>228</sup> the proposed extent for the Local Centre zone reflects a 'real world sense' that will be implemented by an operator given what has already been envisaged at Riverhead and the current market supply within the surrounding area.
419. It was also Mr Tollemache's opinion that with such a large area of Local Centre zoned land there is a risk that a larger supermarket could seek to establish in the future, which would displace other established activities within the zone<sup>229</sup>. He therefore supported the reduction of the size of the Local Centre zone to 1.5ha, with the remainder of the land being zoned residential.
420. Ms Summerfield also raised concerns on behalf of GPL about the close proximity of the proposed Neighbourhood Centre zoned land, approximately 250m from the proposed Local Centre zoned land and advised that GPL have real concerns on how realisable any development across these two zones will be.
421. Mr Tollemache held the view<sup>230</sup> that there is a risk that the Neighbourhood Centre and Local Centre, being located in such close proximity to each other, may disperse and dilute the critical mass required to create an effective local centre.
422. Mr Tollemache also considered the size of the proposed Neighbourhood Centre zone is large, at 0.7 hectares. He advised that the Applicant has confirmed that approximately 50% of the Neighbourhood Zoned land will be used for stormwater purposes<sup>231</sup>. On this basis, he noted the size of the Neighbourhood Centre zoned developable land is already significantly reduced.
423. Mr Tollemache added that given the Local Centre site is also necessary for upgrades to provide pedestrian connections and the upgraded roundabout, it would be ideal if retail and services were focussed at this location to facilitate this important infrastructure<sup>232</sup>.
424. The Hearing Panel posed questions to the Applicant team on how the two commercial zones could work together, especially given their close proximity.
425. Mr Tollemache put forward some options<sup>233</sup> to address his concerns and concluded the simplest approach would be to reduce the Neighbourhood Centre so that it provides a smaller footprint.
426. The GPL landholders considered that an alternative solution could be to remove the Neighbourhood Centre zone entirely and keep the spatial extent of the Local Centre zone to the full 1.8 hectares. Ms Summerfield submitted that this approach would

---

<sup>228</sup> Statement of Evidence of Mark Tollemache dated 1 May 2025 at paragraph [12.10]

<sup>229</sup> Statement of Evidence of Mark Tollemache dated 1 May 2025 at paragraph [12.13]

<sup>230</sup> Summary Statement of Mr Tollemache dated at paragraph [5.1]

<sup>231</sup> Summary Statement of Mr Tollemache dated at paragraph [5.2]

<sup>232</sup> Summary Statement of Mr Tollemache dated at paragraph [5.4]

<sup>233</sup> Summary Statement of Mr Tollemache dated at paragraph [5.7]

also address concerns raised by a number of submitters regarding the risk that the commercial activities would spread along Coatesville-Riverhead Highway<sup>234</sup>.

427. When delivering the reply and closing submissions for the Applicant, Ms Simons advised that the Applicant now proposes to rezone the proposed Neighbourhood Centre land to Mixed Housing Suburban, in light of GPL's concerns. Ms Simons did submit, however, that the Applicant will abide by the Panel's decision with respect to the removal (or otherwise) of the Neighbourhood Centre zoning.
428. Now pivoting slightly to a related matter, Mr Tollemache also considered that proposed Objective 3 and Policy 3 in the precinct provisions required amendment as the references to complementing the other forms of centres is misplaced. Relying on the economic work carried out by Mr Heath, Mr Tollemache considered that the proposed Riverhead Local Centre has no effect on those functions on the other centres<sup>235</sup>.
429. It was also Mr Tollemache's opinion that the objective should focus on the outcomes of the zone to Riverhead, which is the local provision of retail and services to meet day-to-day needs. Currently he added, the objective indicates the purpose of the Local Centre Zone is employment, which given its size is not in his opinion a key driver in terms of its purpose. He recommended the following amendment be made to Objective 3:

(3) *Activities in the Business – Local Centre zone provide for the day-to-day needs of the community and local employment opportunities, and complement the function, role and amenity of the City Centre Zone, Business—Metropolitan centre Zone and Business—Town Centre Zone.*

430. Likewise with Policy 3, Mr Tollemache considers this policy to be focussed on somewhat tangential opportunities and does not consider the key function of the zone for the Precinct and Riverhead. He added that offices are already provided for by the zone, and in terms of Policy H11.3(16) the imperative is to "enable" a range of activities, not just offices. Mr Tollemache also considered the benefits of the centre are wider than just the Precinct, and relate to Riverhead as a whole. On that basis, he recommended the following changes be made to Policy 3:

(3) *~~Encourage appropriately scaled office activities, including co-working spaces, to~~ Establish in the Local Centre zone to provide for the day-to-day needs of the community, local employment ~~opportunities~~ and support the surrounding land uses in Riverhead ~~Precinct.~~*

#### Findings on Location and Size of the Local Centre and Neighbourhood Centre Zones.

431. Turning firstly to our findings on the location and size of the Local Centre and Neighbourhood Centre Zones. All parties are in agreement with the proposed location of the Local Centre zone. With respect to the size of the Local Centre zone, we note that the Applicant, in response to the concerns raised by GPL, has proposed

---

<sup>234</sup> For example, submitter numbers #71, #80, #98, #114, #120, #131, #140, #169, #174, #176, #179, #212, #228, and #232

<sup>235</sup> Statement of Evidence of Mark Tollemache dated 1 May 2025 at paragraph [12.17]

to rezone the proposed Neighbourhood Centre land to Mixed Housing Suburban. We accept that amendment is appropriate given the concerns raised by GPL about the overall size of the two centres and them being so closely located, as well as the fact that half of the land was required for stormwater purposes. We wish to add here, that had the Applicant not removed the Neighbourhood Centre zone, we would have deleted it in response to the matters raised across a number of submissions from the local community.

432. As a consequence, this leaves PC 100 with 1.8 hectares of Local Centre zoned land. We observe that counsel for GPL advised this outcome i.e. removing the Neighbourhood Centre zone entirely and keeping the spatial extent of the Local Centre zone to the full 1.8 hectares would be an acceptable outcome for this submitter.
433. Also, Mr Heath has confirmed that an area of 1.8 hectares (gross) is the most appropriate economic response to future demand, for local centre convenience retail which is making provision for the establishment of a supermarket.
434. We therefore find that 1.8ha of Local Centre zoned land at the intersection of Riverhead Road and Coatesville-Riverhead Highway (1140 Coatesville-Riverhead Highway) is an appropriate outcome and that it meets the tests of s32 of the RMA.

#### Finding on Objective 3 and Policy 3

435. It was Mr Wren's recommendation to us that Mr Tollemache's amendments to Objective 3 and Policy 3 should be rejected. He did not appear to specify his reasons for this recommendation. Mr Cook also did not appear to have stated a position on these matters in his evidence before us.
436. Despite the above, we consider that Mr Tollemache's proposed amendments are appropriate because they focus the outcomes of the zone on Riverhead; in particular, the provision of local retail and services to meet the day-to-day needs of residents, as well as local employment to support the local Riverhead community. With regards to proposed Policy 3, we do not consider that 'appropriately-scaled office activities' need to be encouraged, over and above office activities up to 500m<sup>2</sup> GFA per site that are already provided for in the Local Centre zone. We therefore agree with Mr Tollemache and have amended the policy accordingly.

#### **Acoustic Mitigation**

437. The matter in contention is whether acoustic mitigation provisions relating to road noise should be included within the precinct provisions or would they be more appropriately addressed at an Auckland-wide level.
438. As outlined in Mr Allan's legal submissions for AT<sup>236</sup>, the expert acoustic evidence of Ms Claire Drewery, demonstrates that such provisions are appropriate and justified to ensure that potential health, amenity, and reverse sensitivity effects are addressed. The fact that there may be a possible alternative approach to addressing this topic at some time in the future – that is, dealing with the issue through a region-wide plan

---

<sup>236</sup> Legal Submissions of Mr Allan for AT dated 14 May 2025 at paragraph [1.2(d)]

change – does not obviate the need to address issues of this kind where they arise in the meantime.

439. The Panel notes that Chapter E25 of the AUP(OP) (Standard E25.6.10) contains internal noise limits as received within noise sensitive spaces in the business centre zones. However, there are no provisions controlling noise received within buildings in residential zones.
440. Ms Drewery states that where noise sensitive activities are located in residential zones adjacent to noisy roads that internal noise levels can be high, resulting in health and amenity effects. She has concerns that the current provisions of the AUP(OP) fail to address this matter.
441. Mr Allan further submitted that, without specific precinct provisions addressing arterial traffic noise effects, PC 100 will<sup>237</sup>:
- (i) Fail to avoid, remedy or mitigate material adverse effects on community health and residential amenity, and potential reverse sensitivity effects;
  - (ii) Not give effect to relevant higher-order provisions of the AUP, namely RPS Objectives B3.2.1(3)(b) and (6), and Policy B3.3.2(6).
442. Mr Allan reminded the Panel that the Applicant had, in an earlier version of the proposed provisions (dated 13 March 2025), included an acoustic noise mitigation standard in response to Direction 1,<sup>238</sup> but has since withdrawn those measures<sup>239</sup>.
443. We note that the evidence from Ms Heppelthwaite, Ms Drewery and Ms Dorofaeff strongly supports the re-insertion and refinement of targeted acoustic provisions as necessary to manage the effects of urbanising land in close proximity to high-volume traffic corridors.
444. In her evidence, Ms Drewery refers to extensive research, including guidelines from the World Health Organisation<sup>240</sup>, which indicate that road traffic noise can have significant adverse effects on people's health and amenity, including sleep disturbance, annoyance, and potential cardiovascular issues.
445. Ms Drewery identifies Coatesville-Riverhead Highway and Riverhead Road arterials as the noise corridors of most significance for potential health and amenity effects in the PC 100 area<sup>241</sup>. It is her view that future road traffic noise levels of up to 65 dB LAeq(24 hour) could be expected at the boundary of PC 100 adjacent to Coatesville-Riverhead Highway and 63 dB LAeq(24 hour) adjacent to Riverhead Road<sup>242</sup>.
446. Ms Drewery recommends precinct provisions to address these potentially significant health and amenity effects<sup>243</sup>. She added that the provisions will address potential reverse sensitivity effects as well. Ms Drewery considers a maximum indoor design

---

<sup>237</sup> Legal Submissions of Mr Allan for AT dated 14 May 2025 at paragraph [1.2(e)]

<sup>238</sup> Hearing Panel Direction #1 dated 5 March 2025

<sup>239</sup> Legal Submissions of Mr Allan for AT dated 14 May 2025 at paragraph [3.26]

<sup>240</sup> Statement of Evidence of Ms Claire Drewery, paragraphs [7.6] to [7.11]

<sup>241</sup> Statement of Evidence of Ms Claire Drewery, paragraph [6.1]

<sup>242</sup> Statement of Evidence of Ms Claire Drewery, paragraph [6.6]

<sup>243</sup> Statement of Evidence of Ms Claire Drewery, paragraph [8.1]

noise level of 40 dB LAeq(24hour) to be appropriate for road traffic noise, in the residential zones proposed adjacent to Coatesville-Riverhead Highway and Riverhead Road<sup>244</sup>.

447. Ms Drewery explained<sup>245</sup> to us that while the Applicant's (now deleted) proposed standard aligns with the intent of the standard she recommended, the point from which the distance should be measured is from the boundary of the road, based on the modelled noise levels, not from the road centreline as originally proposed by the Applicant.
448. Relying on the evidence of Ms Drewery, Ms Heppelthwaite supports<sup>246</sup> the inclusion of a suite of acoustic provisions in PC 100 to ensure that activities sensitive to noise adjacent to Coatesville-Riverhead Highway and Riverhead Road include acoustic mitigation as a necessary and proportionate response to the adverse health and amenity effects of transport noise on future residents. She considered that these provisions will also address potential reverse sensitivity effects from the transport network<sup>247</sup>.
449. Ms Heppelthwaite has proposed amendments to include an addition to the precinct description, a new objective and policy, a new RDA activity standard rule, a new standard, as well as matters of discretion and assessment criteria. She considered these provisions are appropriate and necessary to give effect to the RPS provisions<sup>248</sup>.
450. Her evaluation under section 32AA<sup>249</sup> indicates that the proposed acoustic provisions are the most appropriate provisions (e.g. in terms of effectiveness, efficiency, costs / benefits, and potential alternatives).
451. Mr Allan submitted that the proposed provisions are not unique. He noted that similar provisions can be found in a number of existing operative precincts (e.g. I451 Drury East, I452 Waihoehoe, I447 Waipupuke, I454 Pukekohe Golding (PPC74), I453 Pukekohe East Central, I556 Takapuna 2, and I617 Whenuapai 3).<sup>250</sup> Ms Heppelthwaite confirmed that this trend is also consistent nationally and she is seeing an increasing acceptance of such provisions, particularly where new development is proposed<sup>251</sup>.
452. Ms Katherine Dorofaeff stated that she supports an approach<sup>252</sup> which mitigates effects within the transport corridor without compromising urban form integration outcomes. As a Requiring Authority, she advised that AT will implement the Best Practicable Option, generally low noise road surfacing, which will benefit all receivers for new or altered roads.

---

<sup>244</sup> Statement of Evidence of Ms Claire Drewery, paragraph [7.14]

<sup>245</sup> Statement of Evidence of Ms Claire Drewery, paragraph [8.4]

<sup>246</sup> Statement of Evidence of Ms Heppelthwaite dated at paragraph [9.7]

<sup>247</sup> Statement of Evidence of Ms Heppelthwaite dated at paragraph [9.7]

<sup>248</sup> B3.2.1 Objective (3)(b), B3.2.1 Objective (6) and B3.3.2 Policy (6)

<sup>249</sup> Statement of Evidence of Ms Heppelthwaite dated at paragraph [9.10]

<sup>250</sup> Legal Submissions for AT, paragraph 3.30

<sup>251</sup> Statement of Evidence of Ms Heppelthwaite dated at paragraph [9.6]

<sup>252</sup> Statement of Evidence of Ms Katherine Dorofaeff dated 1 May 2025 at paragraph [11.9]

453. We note that AT recommended a low noise road surface be implemented as mitigation for the Coatesville-Riverhead Highway upgrade and this is required under Designation 1481, Condition 31. However, the section of the Riverhead Road that runs through PC 100 was not included in the AT Notices of Requirement package.
454. It was also Ms Dorofaeff's view<sup>253</sup>, that developers and landowners need to share some of the responsibility by designing future dwellings to achieve suitable indoor amenity where there are any residual noise effects. She considers this to be an efficient and practical response, particularly where achieving an appropriate acoustic design for buildings is much easier as part of the initial construction as compared with retrofitting existing buildings.
455. Mr Wren does not appear to disagree with the need for such provisions; however he holds the view that the acoustic attenuation of noise from roads should be dealt with by a region-wide standard. Mr Wren considers that while such an approach may be warranted to manage reverse sensitivity effects from major roads<sup>254</sup>, a region wide approach is necessary to achieve consistency and comprehensive management of such effects<sup>255</sup>. Mr Cook agrees with Mr Wren on this matter<sup>256</sup>. Mr Wren further notes that AT or the Council could initiate a region-wide plan change that would achieve a consistent approach<sup>257</sup>.
456. The Hearing Panel notes that Mr Wren does not recommend a method for addressing the health and amenity effects of road traffic noise in his reporting. Further, the Applicant did not seek to re-insert any acoustic mitigation measures back into PC 100 in its closing reply to address the potential effects raised by AT's experts.
457. We considered the respective parties were 'too far apart' to warrant any expert conferencing on this matter, leaving us to make a decision based upon the evidence before us.

#### Finding on Acoustic Mitigation

458. The Panel observed that all the experts agreed that having an Auckland-wide approach to managing noise from transport corridors would provide for greater consistency, however in the absence of there being no proposal for a region-wide plan change to address this, and with unchallenged technical evidence before us which clearly demonstrates there is a resource management issue to be addressed here and now (and would leave potential health, amenity, and reverse sensitivity effects from exposure to noise from transport corridors unaddressed), we find ourselves in agreement with AT's experts that the proposed precinct provisions represent sensible measures to ensure that potentially significant health and amenity effects will be appropriately managed.
459. In section 32 terms we find that the addition of acoustic mitigation measures is the most efficient and effective way to embed noise management provisions within PC 100 to provide for improved health and amenity outcomes. We agree with Ms

---

<sup>253</sup> Statement of Evidence of Ms Katherine Dorofaeff dated 1 May 2025 at paragraph [11.9]

<sup>254</sup> Section 42A Hearing Report at paragraph 393.

<sup>255</sup> Section 42A Hearing Report at paragraph 393.

<sup>256</sup> Statement of Evidence of Karl Cook dated 31 March 2025 at paragraph [15.9]

<sup>257</sup> Section 42A Hearing Report at paragraph [394]

Heppelthwaite's section 32AA evaluation that it is the most efficient method<sup>258</sup> to include building (or other acoustic mitigation) at the time subdivision layout is planned and buildings are being constructed.

460. We also agree with the AT legal submissions and the expert's evidence that the addition of these acoustic mitigation measures enable PC 100 to give effect to higher order policy.
461. We agree with Ms Heppelthwaite that the noise management provisions will give effect to the RPS provisions, most relevantly B3.2.1 Objective (3)(b), B3.2.1 Objective (6) and B3.3.2 Policy (6).
462. The Hearing Panel also agrees with the submissions of Mr Allan in response to our Direction #7, that Policy 10 of the NPS-I has particular relevance to the acoustic provisions sought by AT<sup>259</sup>. Specifically, Policy 10 introduces a mandatory requirement for decision-makers to plan for and manage the interface and compatibility of infrastructure and sensitive activities, in both directions. It provides clear and direct support for the acoustic provisions proposed by AT, for the reasons set out in Mr Allan's memo<sup>260</sup>.
463. We agree that the acoustic provisions are rules that function as both a design-based buffer as well as a design standard. They will manage the effects of infrastructure (arterial roads) on sensitive activities (residential and retirement accommodation) through building design requirements applying to development within defined distances from the road boundaries, while also protecting infrastructure from reverse sensitivity constraints. The acoustic provisions are also considered to be proportionate and targeted for managing this interface, whilst also being consistent with relevant standards and methodologies.
464. We find that the adopted precinct-specific acoustic provisions give effect to the NPS-I 2025, in particular Policy 10, while addressing the health, amenity and reverse sensitivity effects identified in AT's evidence.
465. For completeness, we also find that the proposed provisions are consistent with the RMA's broad focus on effects, which includes both potential and future health, amenity and reverse sensitivity effects.

### **Change in the Character of Riverhead**

466. Mr Oliver May presented landscape and visual effects evidence on behalf of the Applicant. His evidence focussed on the anticipated landscape and visual effects that would result from PC 100. Mr May considered that the characteristics of the site are defined by its current rural land use and flat to gently rising topography<sup>261</sup>.

---

<sup>258</sup> Statement of Evidence of Ms Cath Heppelthwaite at paragraph [9.4]

<sup>259</sup> Memorandum of Counsel for AT providing comments on the Council's memorandum dated 21 January 2026 responding to Panel Direction 7 dated 29 January 2026 at paragraph [1.3]

<sup>260</sup> Memorandum of Counsel for AT providing comments on the Council's memorandum dated 21 January 2026 responding to Panel Direction 7 dated 29 January 2026 at paragraph [3.9]

<sup>261</sup> Statement of Evidence of Mr Olivier May dated 31 March 2025 at paragraph [2.2]

467. It was Mr May's opinion that PC 100 will result in a high degree of change<sup>262</sup> when compared to the existing landscape; however, he considered that a change in land use from rural production to an urban landscape is anticipated in the underlying statutory context.
468. He also considered that the plan change responds to the underlying landscape<sup>263</sup> values through the response to the underlying hydrology of the site, the connections to the Rangitōopuni Stream and the relationship with the Coatesville-Riverhead Highway and adjacent rural land.
469. It was Mr May's view that the proposed precinct provisions present the opportunity<sup>264</sup> to sustainably manage landscape values, including through provision for the multi-purpose green corridors and the enhancement of the existing intermittent stream.
470. He advised that the specific nature of the visual effects will be dependent in part on the detailed master-planning and design of the future development. He added that the plan change will introduce visual change to the site with a majority of the subject land being zoned Residential - Mixed Housing Suburban. A portion of the land is to be zoned Residential – Terrace House and Apartment Buildings, where it adjoins and is located immediately across the road from the Business - Local Centre zone within the Riverhead Precinct boundary.
471. A Sub-Precinct A is also being introduced within the Riverhead Precinct. This is to be zoned Residential – Mixed Housing Suburban and its purpose is to provide for a transition in building height by enabling three storey development between the Residential – Terrace Housing and Apartment Buildings zone and the surrounding Residential – Mixed Housing Suburban zone, where height has otherwise been limited to two storeys to respond to the existing built character of the Riverhead settlement.
472. Mr May considered<sup>265</sup> that the allocation of these zones and the introduction of a sub-precinct across a portion of the site provides an appropriate outcome through their relationship with the surrounding interfaces and the transition in height, with the taller development around the key road interchange and the Business - Local Centre zone.
473. It was Mr May's opinion<sup>266</sup> that the plan change provides an effective balance between achieving environmental outcomes relating to the existing qualities and characteristics of the site and providing quality urban environmental outcomes.
474. Ms Lauren White has undertaken a master-planning exercise in conjunction with the (original) zoning proposed in the plan change. The masterplan has also been informed by the topography, vegetation, drainage, streams, access and connectivity across the site and with the adjoining landscape.

---

<sup>262</sup> Statement of Evidence of Mr Olivier May dated 31 March 2025 at paragraph [2.3]

<sup>263</sup> Statement of Evidence of Mr Olivier May dated 31 March 2025 at paragraph [2.4]

<sup>264</sup> Statement of Evidence of Mr Olivier May dated 31 March 2025 at paragraph [2.4]

<sup>265</sup> Statement of Evidence of Mr Olivier May dated 31 March 2025 at paragraph [2.6]

<sup>266</sup> Statement of Evidence of Mr Olivier May dated 31 March 2025 at paragraph [2.8]

475. It is Ms White's view that the masterplan process has resulted in a bespoke and site-specific suite of provisions that will deliver a range<sup>267</sup> of good urban design outcomes for the site.
476. Ms White supports the approval of PC 100 and considers that it incorporates good urban design practice and promotes good urban design outcomes that are consistent with the relevant statutory framework.
477. The Panel acknowledges the large number of submissions which raise concerns about the potential impact of the plan change on landscape character, natural character and visual amenity. In particular:
- Increased density and the change in the character of Riverhead;
  - Open space provision in the site and links to existing open spaces;
  - Views and appearance of the plan change development;
  - Potential for loss of valued vegetation in the site; and
  - Potential for effects on existing watercourses in the site and surrounding landscape
478. We are grateful to the submitters who were able to attend the hearing to further elaborate on their above concerns.
479. Ms Linda Barton-Redgrave spoke to us about her opposition to PC 100. Ms Barton-Redgrave was objecting to the 'sheer scale' of this proposal, its disconnection with the village character of Riverhead and the existing wider community, as well as its lack of infrastructure<sup>268</sup>. She also raised concerns that Riverhead Primary is approaching capacity now and there is no high school to service the entire Huapai/Kumeū/Riverhead/Whenuapai area, resulting in students needing to travel to inner West Auckland or the North Shore and no new schooling is on the horizon. In fact, many submitters raised this last matter in submissions on PC 100.
480. Ms Barton-Redgrave considered that PC 100 needed more specifics and genuine consultation about the recreational land, the green infrastructure, pathways and connection with the existing township.
481. Mr Graham Ramsey raised concerns about the higher density development that is proposed and considered that there is a need for a more graduated approach to density, where it should only be permitted if it increases gradually away from Riverhead. He considered that the Applicant has shown a lack of sympathy for the special character of Riverhead, and the fact that it is a popular destination for recreational cyclists and mountain biking in the nearby forest. He supported the Riverhead Community Association's submission on matters relating to design and density.
482. Mark and Joanne Robinson consider that PC 100 needs to feel like it is part of Riverhead. They consider there needs to be better linkages and more pedestrian crossings; one at each of the bus stops as well as the one at the existing commercial

---

<sup>267</sup> Statemtn of Evidence of Ms Lauren White dated 31 March 2025 at paragraph [2.2]

<sup>268</sup> Submission Statement of Ms Linda Barton-Redgrave, pages 1-6

area would be good. They would prefer that the commercial uses are in one existing area and not spread out. They consider the character of Riverhead should be seamless. There should be a gradual transition of density to keep the existing character. They want to see nice green spaces and walkway linkages, like the Deacon Point walkway along the river front. The Robinsons want PC 100 to connect with the existing walkways to feel like one community.

483. The Riverhead Community Association support the provision for the additional east-west link that would be located within the possible retirement village land area and sought more standards for landscaping and tree planting, both within individual lots as well as along the street frontages of PC 100.
484. Ms Burnette O'Connor presented planning evidence on behalf of the Botanic Partnership Limited and Matvin Group, one of the Applicant landowners of the RLG. Ms O'Connor confirmed for us that despite the Fast track decision to approve the establishment and operation of a retirement village on the submitter's land, this was subsequently appealed by Auckland Council, and the decision was not upheld<sup>269</sup>.
485. Ms O'Connor advised that the retirement village proposal remains<sup>270</sup> for the land and that a new consent application will be lodged should the land be successfully rezoned for urban development purposes. She told us that the proposed buildings<sup>271</sup> will ideally be 4 to 5 storeys in height for approximately 200 apartments and 160 standalone independent residential units. Ms O'Connor agrees with Mr Cook's planning analysis, and she supports the proposed zoning of the submitter's land.
486. To address the concerns of Auckland Transport and Mr Wren, Ms O'Connor recommended<sup>272</sup> deleting the Sub-precinct A activities rule lines (A7) and (A8) in Table IX.4.2 Activity table – Sub-precinct A activities and amending IX.4 to delete the exceptions, so that these activities have the activity status of Restricted Discretionary Activities to enable the appropriateness of the activities to be assessed at the time of a wider resource consent application for built form development.
487. We note that the Applicant has subsequently made the above amendments to the precinct provisions.

#### Findings on the Change in Character of Riverhead

488. We acknowledge that PC 100 will change the rural land form in to an urban landscape, and that this will result in an increase in housing density in this location. We note that this greenfield land is currently zoned Future Urban in recognition that it has been identified as suitable for urbanisation.
489. We agree with Mr May that a strong sense of place has been developed through the proposed Precinct Plans, which will guide the layout of the site, multi-purpose green corridors and the provision of a local centre with allowance for a range of commercial activities at the time of development. We find that the plan change provisions will

---

<sup>269</sup> Statement of Evidence of Ms Burnette O'Connor dated 2 May 2025 at paragraph [6]

<sup>270</sup> Statement of Evidence of Ms Burnette O'Connor dated 2 May 2025 at paragraph [7]

<sup>271</sup> Statement of Evidence of Ms Burnette O'Connor dated 2 May 2025 at paragraph [10]

<sup>272</sup> Statement of Evidence of Ms Burnette O'Connor dated 2 May 2025 at paragraph [28]

contribute to place making by connecting the existing Riverhead residents to the plan change area and its future residents.

490. The precinct provisions have been carefully considered by the experts over several months of expert conferencing to examine the key issues addressed within this decision. We find that the amended provisions will enable detailed subdivision and design that connects with the existing Riverhead community, such as continuous footpaths to Riverhead Primary School and most recently a connection through the Matvin Group owned land to Cambridge Road and the existing Riverhead area.
491. The community has told us how much they value the coastal walkway and amenity that Riverhead already has on offer. We consider that the Riverhead community will benefit from the additional areas of open space and walking connections to the existing township that will result from the rezoning of the plan change land.
492. The Panel acknowledges that the intermittent stream will now sit mostly outside of the development area, but connections will still be able to be made to the existing Riverhead area and its existing walkways to the streams and river.
493. We find that the precinct standards will result in a transition in density. This matter has been thoughtfully planned, and the majority of the housing will be two-storied. We note that there will be three storey development adjoining the Terrace Housing and Apartment Buildings zone and the Local Centre zone to enable a transition in height between the five and two storey development in the adjacent areas and we consider this to be an appropriate outcome in this location.
494. The Panel also recognises that the Applicant has made several amendments to the zoning proposal and precinct provisions in response to matters raised by the submitters. This includes an increase in the front yard to 3m, when adjoining Coatesville-Riverhead Highway and Cambridge Road, as well as adopting the requirement for 50% of the front yard to be landscaped.

### **Multi-Purpose Green Corridor**

495. A multi-purpose green corridor is proposed in PC 100. Ms White set out the purpose<sup>273</sup> of the north-south multi-purpose green corridor in her primary evidence. She added that the Structure Plan and precinct provisions promote co-location of open spaces with different functions within the green corridors to improve land use efficiency<sup>274</sup>.
496. Ms O'Connor agreed that the multi-purpose green corridors have a placement and structuring role and that this is an appropriate outcome for this land.
497. In response to our questions on the purpose of the green corridors, it was Ms White's view that the green corridors seek to connect open spaces and could take many different forms. She advised that further design of the green corridors has intentionally been left to the resource consent stage to enable flexibility to achieve

---

<sup>273</sup> Statement of Evidence of Ms Lauren White dated 31 March 2025 at paragraph [5.2(b)]

<sup>274</sup> Statement of Evidence of Ms Lauren White dated 31 March 2025 at paragraph [7.6(e)]

better outcomes and to facilitate collaboration between developers to collectively deliver a place-making element over time/various development stages.

498. Mr Tollemache considered that the following elements of the corridor are appropriate:
- (a) Integrating stormwater management, passive recreation opportunities and active transport mode connections<sup>275</sup>
  - (b) Provides additional amenity for the key north-south and east-west movement networks<sup>276</sup>
  - (c) Incorporates open spaces to achieve an integrated network of open space<sup>277</sup>
499. Mr Tollemache considered that the requirement for the promotion of ecological linkages associated with Policy 13(c) for the multi-purpose green corridor is unnecessary given that the corridors relate to no existing stream, wetland or forest feature. They therefore do not provide realistic opportunities for connections between any feature external to the Precinct or within an urban area, and are unlikely, without considerable additional width and at the expense of losing developable land, to provide meaningful linkages for fauna<sup>278</sup>.
500. Mr Tollemache considered there are a number of factors<sup>279</sup> which he considers to be fraught with this approach and that the most appropriate approach is to delete Policy 13(c). This would remove an outcome that Mr Tollemache considers cannot reasonably be achieved without significant costs and few actual ecology benefits<sup>280</sup>.
501. Dr Graham Ussher prepared ecological evidence for the Applicant. It was his evidence that the establishment of multi-purpose green corridors (alongside the protection and restoration of riparian margins), will result in a far greater diversity and coverage of native tree land, linkages, and resources for wildlife than is currently present<sup>281</sup>.
502. He considered that<sup>282</sup>, the overall outcome from proposed PC 100 will be a clear, positive, net-benefit for indigenous biodiversity values and ecological services, that spans waterways, wetlands, wildlife habitat and native revegetation.
503. In response to our question, Dr Ussher told us that the multi-purpose green corridor provides an opportunity<sup>283</sup> to enhance ecology across the site. It would provide for additional ecological linkages and connectivity through the opportunity to add planting of native trees and ground habitats for animals.

---

<sup>275</sup> Policy 1X.2(13)(a)

<sup>276</sup> Policy 1X.2(13)(b)

<sup>277</sup> Policy 1X.2(13)(d)

<sup>278</sup> Statement of Evidence of Mark Tollemache dated 1 May 2025 at paragraph [1.8(b)]

<sup>279</sup> Statement of Evidence of Mark Tollemache dated 1 May 2025 at paragraph [12.33]

<sup>280</sup> Statement of Evidence of Mark Tollemache dated 1 May 2025 at paragraph [12.34]

<sup>281</sup> Statement of Evidence of Dr Graham Ussher dated 31 March 2025 at paragraph [6.7]

<sup>282</sup> Statement of Evidence of Dr Graham Ussher dated 31 March 2025 at paragraph [6.8]

<sup>283</sup> Hearing Day 1 Recording Session 3 Around 1.20

504. The Riverhead Community Association<sup>284</sup> want to see more planted areas in PC 100 and for the multi-purpose green corridor to be available for public access. They lacked confidence that the Policy 13 outcomes would be realised and considered the precinct provision wording required strengthening, in particular to ensure public access to the river and/or a zoned public open space reserve.
505. We directed the planning experts to conference on what the purpose of the multi-purpose green corridor should be. Helpfully, all of the experts were able to agree on its purpose<sup>285</sup> as set out in the amended precinct description.
506. To further facilitate implementation of the multi-purpose green corridor and to remove ambiguity, the experts also agreed that the amendments to Objective 5A, Policy 13, Matter of Discretion IX.8.1(2)(ca) and Assessment Criterion IX.8.2(2)(ka) as set out in the Planning JWS are appropriate. These amendments have been included in the latest set of precinct provisions proposed by the Applicant in Counsel's reply to matters raised.

#### Finding on the Purpose of the Multi-Purpose Green Corridor

507. We find that it was very helpful that all of the planning experts could not only agree on the purpose of the green corridor, but that they also agreed on the amended wording which should form a part of the proposed precinct provisions.
508. The Panel considers that the amended provisions appropriately set out the purpose of the green corridor within the precinct description. This outcome is then carried through into the remainder of the precinct provisions. We note, that in doing so, the experts have removed the inclusion of 'ecology' as a purpose of this green corridor. Based on the evidence before us we agree with this outcome, we do note however that Dr Ussher confirmed the promotion of ecological linkages did not need to be a specific purpose of the multi-purpose green corridor, but that additional planting in this area would provide ecological benefits.

#### **Should the Copper Beech tree be scheduled as a part of PC 100?**

509. Mr Allan Holmes is the consulting arborist for the Applicant. We note that Mr Holmes has previously worked for Auckland Council as a Regulatory Arborist<sup>286</sup> for fifteen years, including time seconded to the Heritage Division of Auckland Council to assist with plan changes around Notable and Heritage Trees.
510. This is relevant as Mr Holmes' Arboricultural Assessment of the existing trees within the plan change area identified individual mature exotic trees predominantly within the residential garden areas along Riverhead Road and Coatesville-Riverhead Highway, including one Notable tree candidate.
511. Of the estimated total quantity of 5,604<sup>287</sup> individual trees identified, including within groups across the plan change area, Mr Holmes identified one significant tree, a

---

<sup>284</sup> Riverhead Community Association Submission Statement pages [16-23]

<sup>285</sup> JWS (Planning) dated 9 September 2025 at paragraph [3.3.1]

<sup>286</sup> Statement of Evidence of Mr Allan Holmes dated 31 March 2025 at paragraph [1.4]

<sup>287</sup> Statement of Evidence of Mr Allan Holmes dated 31 March 2025 at paragraph [6.1]

Copper Beech tree (T33) as a possible Notable Tree candidate<sup>288</sup> and worthy of protection.

512. The subject Copper Beech tree is located at 298 Riverhead Road, Riverhead, on land owned by the FRL. The Notable Tree Assessment<sup>289</sup> advises that it is mature, healthy, and an exceptional example of the tree species, in good tree form. No structural defects have been recorded on the trunk or main stems of the tree. This tree is also highly visible being on Riverhead Road, where between 100 and 5,000 people will see the tree daily. Under the guidelines, the main reason for nominating this tree is 'Special Factor E Intrinsic'; due to its size, age, vigour, vitality and visual contribution.
513. Mr Holmes advised that a tree can be scheduled as a Notable tree for protection under Schedule 10 of the AUP(OP) if it achieves a score of 20 or more. It was Mr Holmes' opinion<sup>290</sup> that this is quite difficult to achieve without the tree being both older and having a visual contribution, as three of the four scoring elements have a mid-value of 5.
514. Mr Holmes advised<sup>291</sup> that the first element has a matrix of vigour and vitality against age and health from which to draw a score with the value range between 2 and 10. To achieve a score of 5, the tree needs to be 41-60 years old and have a vitality and vigour top score to get the 5 points.
515. In addition, he advised that tree size is also a limiting factor as only those trees that are up to 25% larger than average are able to be scored at a 5. Less than 24% get 0 and greater than 25% get 10 points<sup>292</sup>.
516. Mr Holmes told us that the only tree<sup>293</sup> that he has identified as most likely to be evaluated and to reach this score of 20 is the Copper Beech tree (T33). Mr Holmes scored the Copper Beech tree a total of 21<sup>294</sup>. Furthermore, it was his opinion that there are no other trees within the plan change area that would satisfy the criteria for protection as a Notable tree(s) under the AUP(OP).
517. A detailed nomination and evaluation form for this candidate tree has been included as Appendix IV in the Arboricultural Assessment Report prepared by Mr Holmes. Mr West Fynn, Council's Heritage Arborist, advised he can support the nomination for further review and confirmation by Council's Heritage Team. Ms Leung recommended<sup>295</sup> that whether the Copper Beech tree is categorised as a Notable tree or not, it should be retained and incorporated into the Structure Plan and continue to contribute to the local area of its iconic outstanding amenity, aesthetic values and ecosystem services.

---

<sup>288</sup> Statement of Evidence of Mr Allan Holmes dated 31 March 2025 at paragraph [6.3]

<sup>289</sup> Notable Tree Evaluation 298 Riverhead Road, Riverhead dated September 2024 at pages 3-4

<sup>290</sup> Statement of Evidence of Mr Allan Holmes dated 31 March 2025 at paragraph [6.7]

<sup>291</sup> Statement of Evidence of Mr Allan Holmes dated 31 March 2025 at paragraph [6.7]

<sup>292</sup> Statement of Evidence of Mr Allan Holmes dated 31 March 2025 at paragraph [6.8]

<sup>293</sup> Statement of Evidence of Mr Allan Holmes dated 31 March 2025 at paragraph [6.9]

<sup>294</sup> Notable Tree Evaluation 298 Riverhead Road, Riverhead at page 6

<sup>295</sup> Arboricultural Memorandum for the Plan Change for 100 Riverhead Road Dairy Flat dated 5 September 2024 at paragraph [4.4]

518. Mr Cook recognised in his evidence<sup>296</sup> that there are a number of submissions which seek the retention of mature trees within the Riverhead Precinct.
519. We note that the proposed precinct provisions seek to incorporate the Copper Beech tree and other mature trees within the plan change area into public open spaces, 'where this is possible'.
520. Mr Cook clarified that PC 100 does not propose to schedule the Copper Beech tree and that it has only been identified by Mr Holmes as worthy for protection<sup>297</sup>. He advised that Policy 13 seeks to retain the Beech tree identified on IX.10.2 Riverhead: Precinct plan 2 and other mature trees, 'where possible'<sup>298</sup>. This is reinforced through matters of discretion IX.8.1(2)(f) / assessment criteria IX.8.2(2)(l), as part of considering an application for subdivision.
521. It was Mr Cook's view that the proposed policy framework is the most efficient and effective method for encouraging the retention of trees within the Riverhead Precinct, while ensuring there is flexibility to achieve an efficient urban layout<sup>299</sup>.
522. It is Mr Wren's opinion<sup>300</sup> that the Copper Beech tree should be scheduled as part of PC 100 as it meets the criteria for scheduling. Mr Wren's view is that the use of assessment criteria as notified is insufficient to ensure its retention.
523. Mr Wren's opinion appears to be based upon Ms Leung's and Mr Fynn's support for scheduling the Copper Beech tree<sup>301</sup>. Ms Leung also supports the retention of mature trees within the plan change area that are located within the margins of streams and wetlands and within road reserves.
524. The Riverhead Community Association consider that based on the evidence of both the Council's and the Applicant's Arborist, as this is the only tree of Notable quality in the entire 80-hectare site it warrants protection under PC 100, irrespective of whether it is located within an open space<sup>302</sup>.

#### Finding on whether to schedule the Copper Beech Tree

525. Having undertaken a site visit to view the Copper Beech tree, we agree with Mr Holmes that this is a dominant tree located at the front of the property, so it is highly visible to passing traffic and clearly stands out from the other trees located in the plan change area. The tree shows good signs of vigour and vitality.
526. We find that the Copper Beech tree should be scheduled as a Notable tree. All three of the arborist experts agree that the tree should be scheduled based upon both the arboricultural assessment and the notable tree evaluation assessment that has been undertaken by Mr Holmes.

---

<sup>296</sup> Statement of Evidence of Mr Cook dated 31 March 2025 at paragraph [15.10]

<sup>297</sup> Statement of Evidence of Mr Cook dated 31 March 2025 at paragraph [15.10]

<sup>298</sup> Statement of Evidence of Mr Cook dated 31 March 2025 at paragraph [15.11]

<sup>299</sup> Statement of Evidence of Mr Cook dated 31 March 2025 at paragraph [15.12]

<sup>300</sup> JWS Planning dated 9 September 2025 at paragraph [3.11.2]

<sup>301</sup> Hearing Report at paragraph [243]

<sup>302</sup> Riverhead Community Association Submission Statement, page 23

527. Auckland Council has proposed criteria for evaluating the importance of trees and the level of significance required to be considered for inclusion in the Notable Tree Schedule. We note that there are three types of criteria: Special Factors (stand alone), Negative Factors and Tree Specific Factors.
528. The special factor criteria are stand alone which means that if a tree or group of trees meets any one criterion then it is deemed notable. The tree-specific criteria require a cumulative assessment. For a tree, or group of trees to be notable, it must have a cumulative score of 20 or more out of 40 using the scoring system described in Appendix 1 of the nomination form.
529. Both the special factor and tree-specific criteria are used in combination to determine whether a tree or group of trees is notable. A tree will be notable if it meets only one of the special factors or the score threshold for tree-specific criteria.
530. In addition, the assessment against the Special Factor and Tree Specific criteria is then balanced by taking into account the potential negative effects of the tree. In situations where negative effects occur then these must be offset against the benefits of protecting a notable tree. Most hazards and all nuisance effects can be managed but in instances where they are unmanageable a tree will not be scheduled as notable.
531. The Special Factor criterion that the Copper Beech tree meets is 'E Intrinsic'. Mr Holmes has recommended the tree be nominated for its size, age, vigour, vitality and visual contribution. Mr Holmes also scored the Copper Beech tree a cumulative score of 21 out of 40 in relation to Tree Specific factors. This qualifies the tree as notable.
532. Mr Holmes identified that there are several factors that could weigh against the trees' long-term protection. He identified shade, leaf fall and root development of the tree as possible negative impacts on human health or on property. However, Mr Holmes considered these factors are all manageable through arboricultural management and that suitable separation distances could also be imposed through the plan change process to further reduce the negative impacts and move people and property away from the tree and that the benefits of protecting the notable tree prevail.
533. We accept Mr Holmes independent expert evaluation of the Copper Beech tree and find that it is a worthy addition to Auckland's Notable Tree Schedule.
534. This finding requires consequential amendments be made to the precinct provisions, in acknowledgment of the scheduling of this Notable Copper Beech tree. The following amendments have been made to the precinct provisions:
- Policy 13(b) deleted the wording, 'where possible', as the Copper Beech tree is now scheduled;
  - Assessment criteria IX.8.2(2)(I), now focusses on retaining mature trees that are worthy of protection, in acknowledgment that the Cooper Beech tree is scheduled, and therefore already protected.
  - The legend in IX.10.2 Riverhead: Precinct plan 2 has been amended to state 'Notable Copper Beech tree'.

## STATUTORY PROVISIONS

535. The RMA sets out a range of matters that must be addressed when considering a plan change, as identified in the s32 report accompanying the notified plan change. We find that the plan change:
- a. Gives effect to the relevant statutory documents including the:
    - i. National Policy Statement on Urban Development 2020 – updated May 2022 (NPS-UD);
    - ii. National Policy Statement for Natural Hazards 2025 (NPS-NH);
    - iii. National Policy Statement for Infrastructure 2025 (NPS-I);
    - iv. National Policy Statement for Freshwater Management Amendment 2025 (NPS-FM);
    - v. National Policy Statement for Indigenous Biodiversity Amendment 2025 (NPS-IB);
    - vi. National Policy Statement for Electricity Networks Amendment 2025 (NPS-EN);
    - vii. NZ Coastal Policy Statement Amendment 2025 (NZCPS); and
    - viii. Hauraki Gulf Marine Park Act 2000.
  - b. Gives effect to the RPS, in particular B2.2 – Urban Growth and Form, B2.3 Quality Built Environment, B2.5 Commercial and Industrial Growth, B2.2 Open Space and Recreation Facilities, B3.2 – Infrastructure, B3.3 Transport, as well as Chapter B6 - Mana Whenua, Chapter B7 - Natural Resources and Chapter B10 Environmental Risk; and
  - c. Is consistent with the Auckland Plan 2050; and
  - d. Will provide the necessary infrastructure prerequisites in order to enable PC 100 to be advanced ahead of the timing set out in the FDS.
536. We note that the planners carried out comprehensive assessments against all relevant statutory and non-statutory documents as set out in the s42A Hearing Report, the Addendum Hearing Report and in expert evidence.
537. We generally agree with and rely on the assessment undertaken by Mr Cook in relation to the relevant statutory and non-statutory documents listed above. In doing so, we find that PC 100 will give effect to the relevant higher order policy documents, including the above National Policy Statements in particular the NPS-UD, the NPS-NH, the NPS-I as well as the RPS. PC 100 is consistent with its Structure Plan, it will provide for planned residential growth, and it is able to be serviced by infrastructure including roading and three waters.

538. As discussed earlier, we acknowledge that this request brings forward an out-of-sequence identified growth area. We find that PC 100 will provide for:
- Significant development capacity that will contribute to a well-functioning urban environment, which is well connected along transport corridors (Objective 6 and Policy 8 of the NPS-UD);
  - More business to locate in areas that are near centres (Objective 3 of the NPS-UD);
  - Improved housing affordability by supporting competitive land and development markets (Objective 2 of the NPS-UD);
  - Robust strategic planning and the need to integrate urban development with infrastructure (Objective 6 of the NPS-UD); and
  - New Zealand's urban environments to support reductions in greenhouse gas emissions and to be resilient to the current and future effects of climate change (Objective 8 and Policy 1(e) of the NPS-UD).
539. In relation to the matters around the integration of infrastructure, it is critical that subdivision and development is required to integrate with the delivery of supporting infrastructure. The amended precinct provisions, which we have largely drawn on from the expert conferencing sessions, will ensure that transport and infrastructure is planned, funded and staged to integrate with urban growth (Objective 6 of the NPS-UD).
540. Similar direction is embodied in the AUP(OP) which identifies (among other matters) the need for a quality compact urban form with resilient, efficient and effective infrastructure (Objective B3.2.1(1)). It also emphasises the need for infrastructure planning and land use planning to be integrated to service growth efficiently (Objective B3.2.1(1)) and recognises the value of investment in planned and built infrastructure (Policy B3.2.2(2)). We find that the PC 100 precinct provisions, as amended, will appropriately address all of the above matters.

## SECTION 32AA EVALUATION

541. Section 32AA of the RMA requires a further evaluation for any changes that are proposed to the notified plan change after the section 32 evaluation was carried out.<sup>303</sup> This further evaluation must be undertaken at a level of detail that corresponds to the scale and significance of the changes.<sup>304</sup>
542. In our view this decision, which among other things addresses the modifications that have been made to the provisions of PC 100, satisfies our section 32AA obligations and is the most appropriate means of achieving the purpose of the RMA by reference to s32.

---

<sup>303</sup> RMA, section 32AA(1)(a)

<sup>304</sup> RMA, section 32AA(1)(c)

## PART 2 OF THE RMA

543. Section 32(1)(a) of the RMA requires assessment of whether the objectives of a plan change are the most appropriate way for achieving the purpose of the RMA in Part 2. Section 72 of the Act also states that the purpose of the preparation, implementation, and administration of district plans is to assist territorial authorities to carry out their functions in order to achieve the purpose of the RMA. In addition, section 74(1) provides that a territorial authority must prepare and change its district plan in accordance with the provisions of Part 2. While this is a private plan change application, these provisions also apply, as the Council in considering a private plan change, and if it is approved, will need to amend the AUP(OP) accordingly.
544. For all of the reasons set out in this decision, we are satisfied that the matters set out in sections 6, 7 and 8 of the RMA have been addressed. PC 100 and its provisions, as we have modified them, have recognised and provided for, have had particular regard to, and have taken into account, those relevant section 6, 7 and 8 matters.
545. Finally, in terms of section 5 of the RMA, it is our finding that the provisions of PC 100 in s32 and s32AA terms, are consistent with, and are the most appropriate way, to achieve the purpose of the Act. PC 100 will enable the efficient development of the land for residential and commercial purposes which will enable people and communities to provide for their social, economic, and cultural well-being while avoiding, remedying, or mitigating any adverse effects on the environment.

## DECISION

546. That pursuant to Schedule 1, Clause 10 of the Resource Management Act 1991, Proposed Plan Change – 100 Riverhead by Riverhead Landowners Group to the Auckland Unitary Plan (Operative in Part) be approved, subject to the modifications as set out in this decision.
547. Submissions on PC 100 are:
- **Accepted** where they supported the plan change, or where we have accepted the modifications to PC 100, as set out in the submission;
  - **Accepted in part** where the submission supported the plan change but we have made modification to it in relation to other submissions, or have only partially agreed to modifications to PC 100 as set out in the submission, or
  - **Rejected** where the submission sought to decline the plan change, or we have not modified the plan change as requested by the submission.
548. It is our overall findings that for the reasons set out above, PC 100 together with the application of the precinct provisions is the most appropriate means of achieving the objectives of the AUP(OP) and the purpose of the RMA. The precinct provisions (attached as **Appendix 1** to this decision) are the most effective and efficient when regard is had to the costs and benefits associated with those provisions relative to the alternatives.
549. **Appendix 2** sets out a table with our decision on each submission point.

550. In addition to the reasons set out above, the overall reasons for the decision are that PC 100:
- a. is supported by necessary evaluation in accordance with section 32 and section 32AA;
  - b. gives effect to the National Policy Statement on Urban Development 2020 – updated May 2022 (NPS-UD);
  - c. gives effect to the National Policy Statement for Natural Hazards 2025 (NPS-NH);
  - d. gives effect to the National Policy Statement for Infrastructure 2025 (NPS-I);
  - e. gives effect to the National Policy Statement for Freshwater Management Amendment 2025 (NPS-FM);
  - f. gives effect to the National Policy Statement for Indigenous Biodiversity Amendment 2025 (NPS-IB);
  - g. gives effect to the National Policy Statement for Electricity Networks Amendment 2025 (NPS-EN);
  - h. gives effect to the NZ Coastal Policy Statement Amendment 2025 (NZCPS);
  - i. gives effect to the Hauraki Gulf Marine Park Act 2000;
  - j. gives effect to the Auckland Regional Policy Statement; and
  - k. satisfies Part 2 of the RMA.



Karyn Kurzeja  
Chairperson

Date: 19 March 2026

## PRIVATE PLAN CHANGE IX – RIVERHEAD PRECINCT – Decision Version

This document is the version of the Plan Change 100 approved by and attached to the decision of the Hearing Panel dated 19 March 2026 and reflects the approved changes made to the notified plan change by the hearing panel. The document indicates the changes made as follows:

Amendments proposed by the Applicant within the 31 March 2025 evidence version and 12 May 2025 rebuttal evidence version are shown with text to be deleted as ~~struck through~~ and text to be added as underlined and black text.

Amendments proposed by the Applicant following the PC100 hearing and expert conferencing are shown with text to be deleted as ~~struck through~~ and text to be added as underlined and yellow highlight.

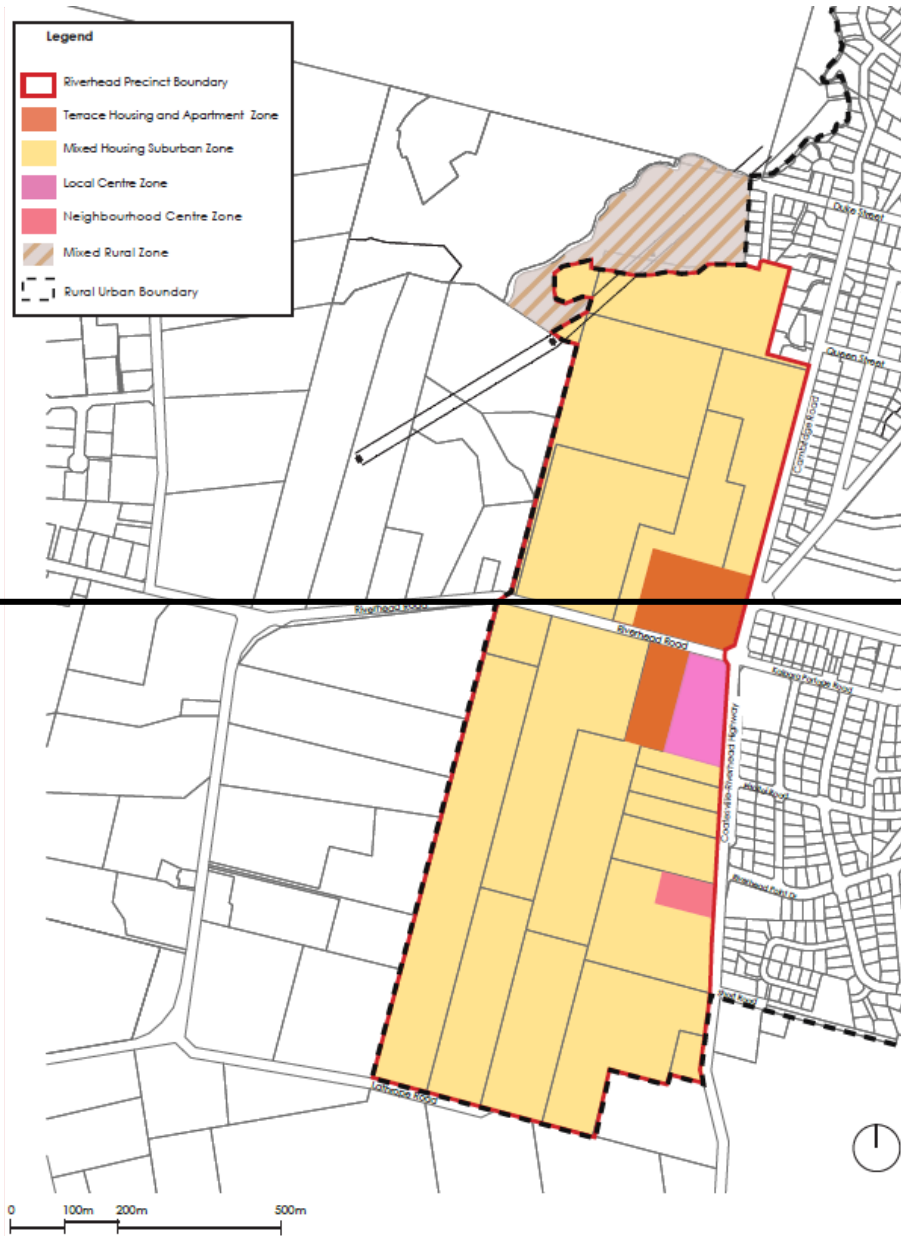
Amendments proposed by the applicant following an integration check with PC120 are shown with text to be deleted as ~~struck through~~ and text to be added as underlined and purple highlight.

Amendments proposed by the applicant following the re-convened hearing are shown with text to be deleted as ~~struck through~~ and text to be added as underlined and green highlight.

Amendments made by the Hearing Panel following deliberations are shown with text to be deleted as ~~struck through~~ and text to be added as underlined and blue highlight.

Note: All changes are shown to the notified version of PC100.



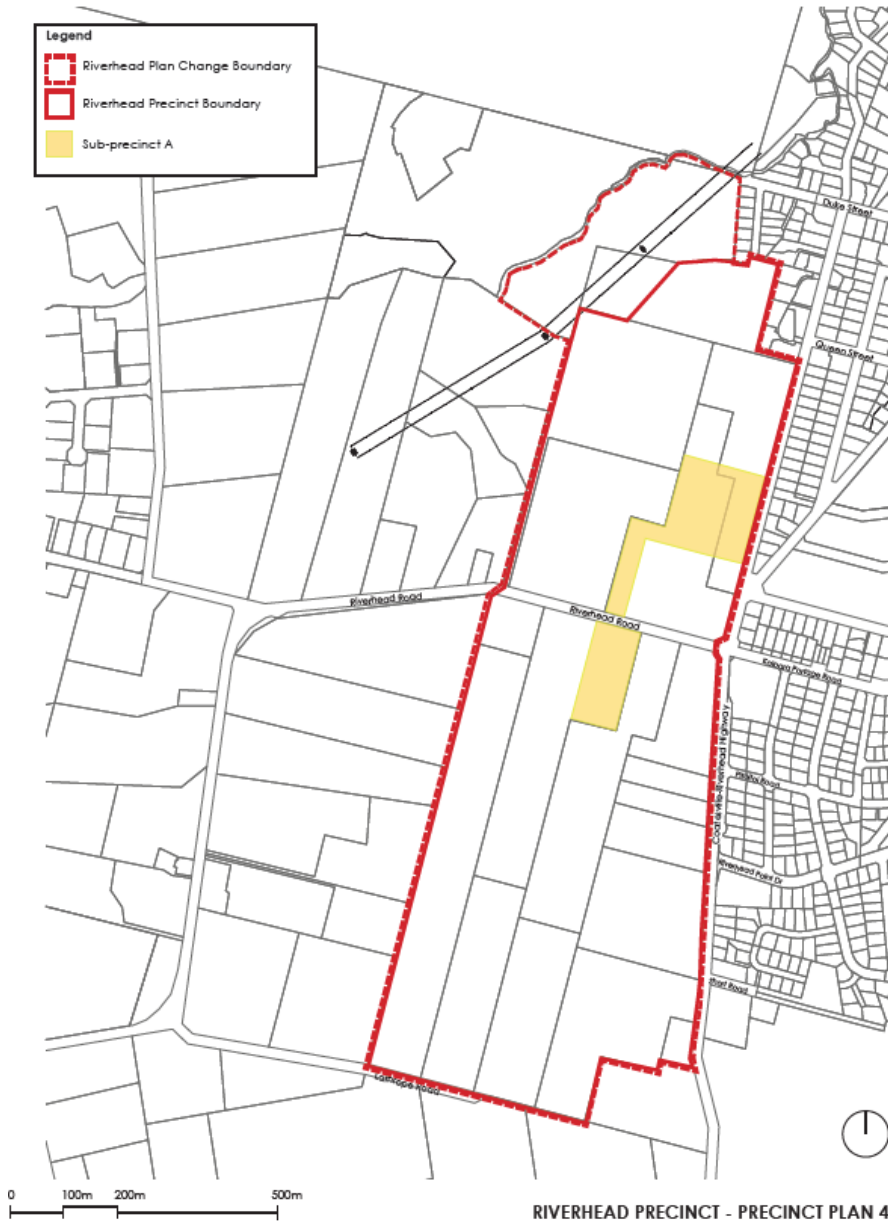






**Commented [B&A3]:** Amendments to RUB and Zone boundary as per Planning JWS paragraph 3.1.2 bullet 2

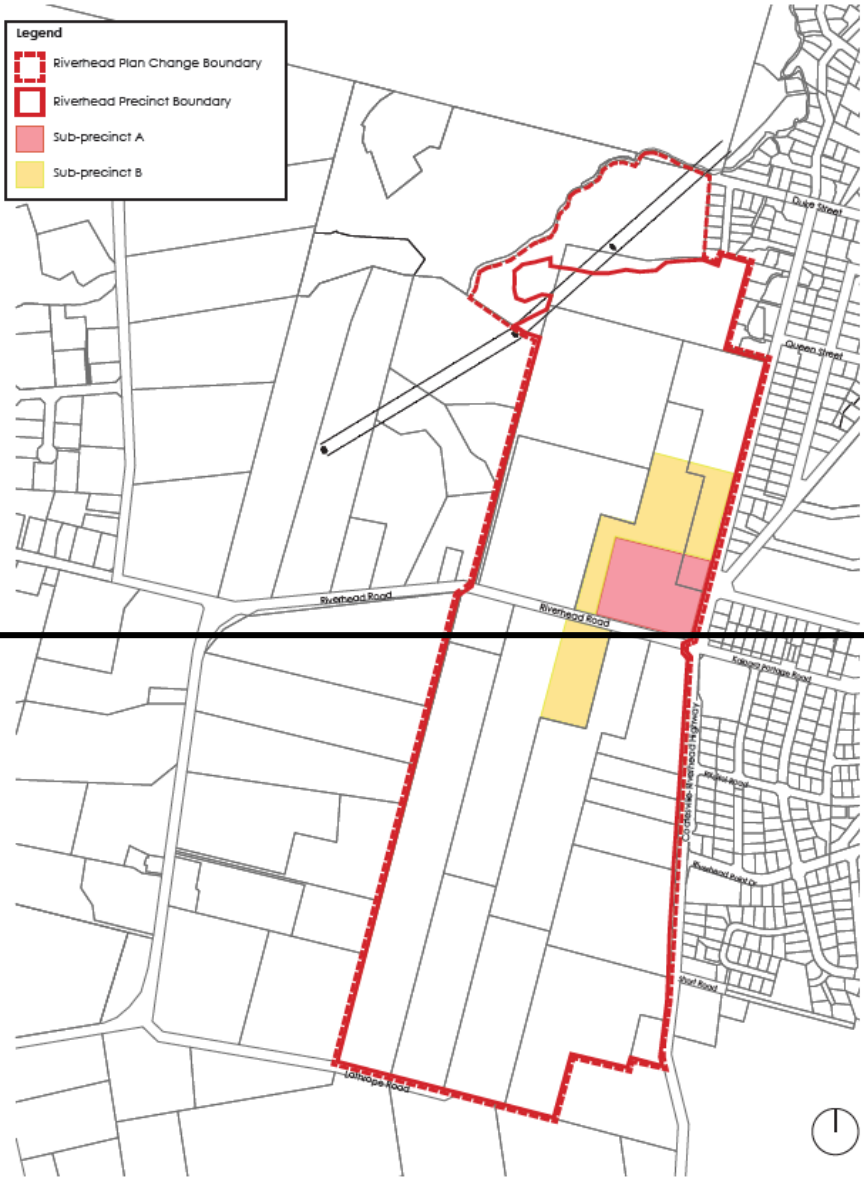
# Riverhead precinct plan

**Commented [B&A4]:** Consequential to Auckland Transport (161.20, 161.21).

**Commented [B&A5]:** Amendments to RUB and Zone boundary as per Planning JWS paragraph 3.1.2 bullet 2



- Legend**
-  Riverhead Plan Change Boundary
  -  Riverhead Precinct Boundary
  -  Sub-precinct A
  -  Sub-precinct B





**RIVERHEAD PRECINCT - PRECINCT PLAN 4  
Sub-precincts**

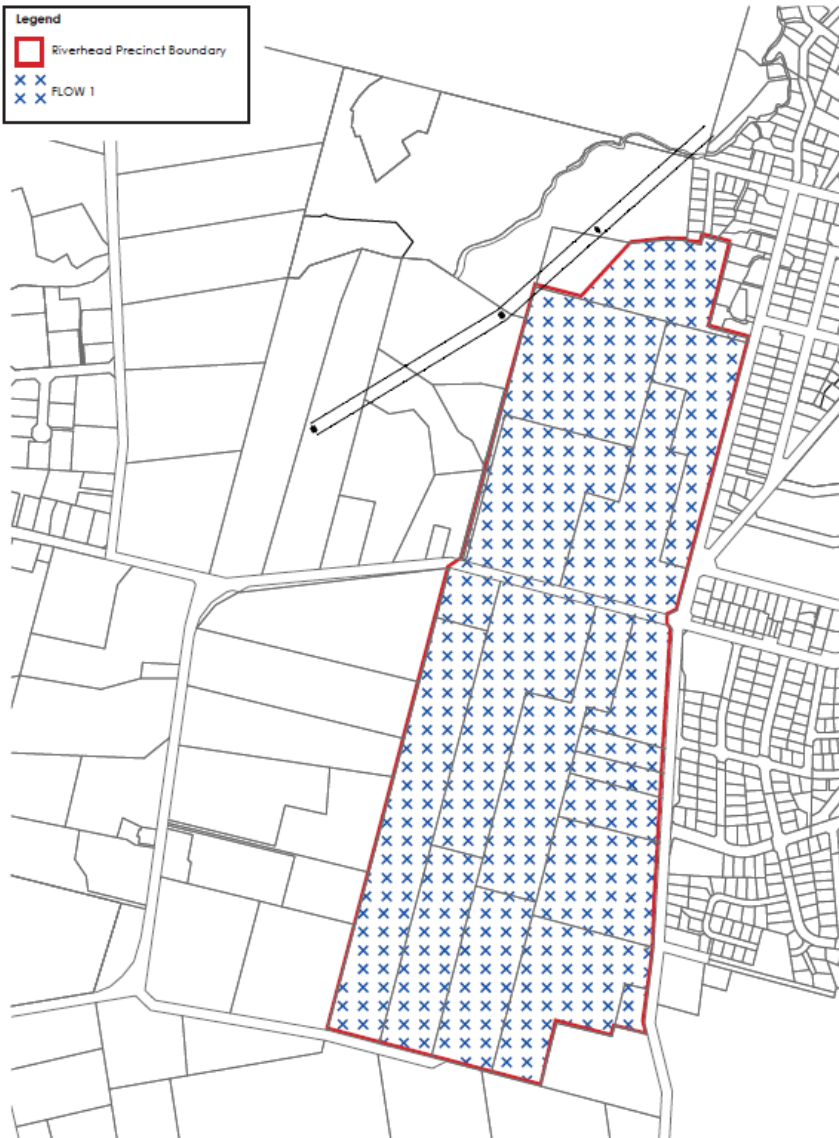
**Commented [B&A6]:** Amendments to RUB and Zone boundary as per Planning JWS paragraph 3.1.2 bullet 2



### Riverhead Stormwater Management Area Control (Flow 1)

**Legend**

-  Riverhead Precinct Boundary
-  FLOW 1




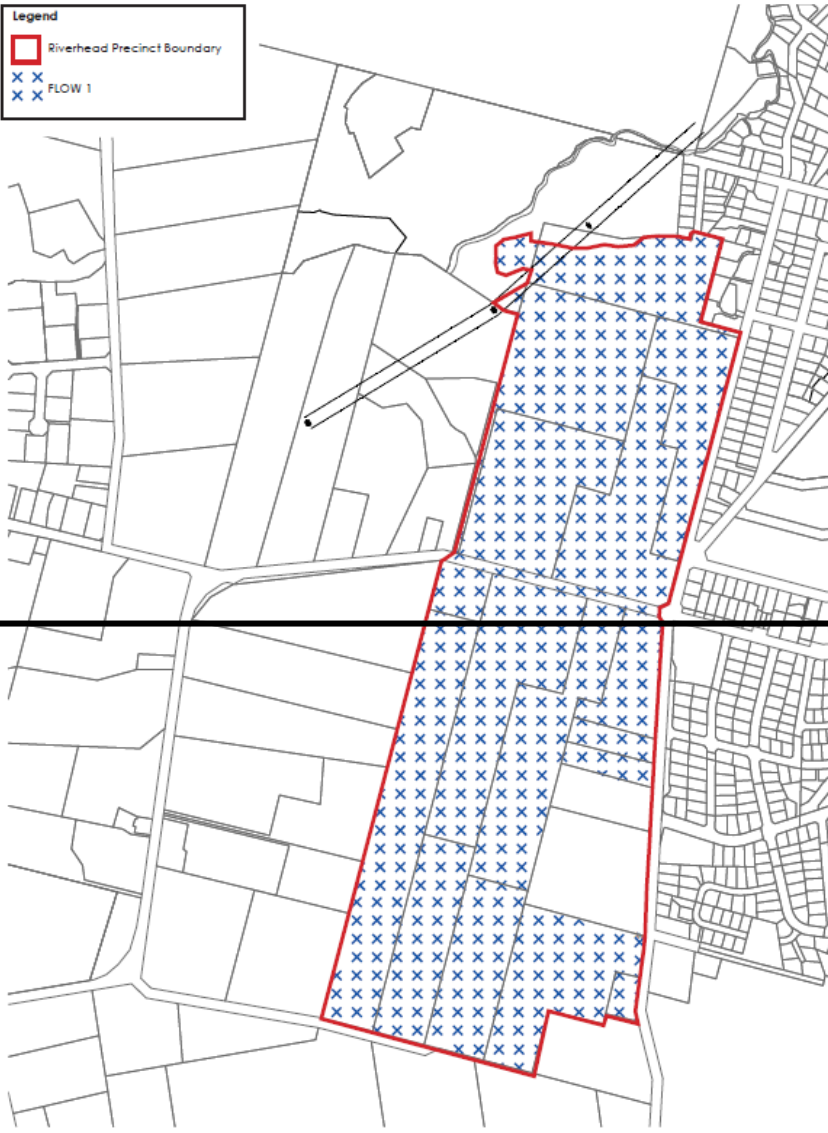
RIVERHEAD PRECINCT -  
STORMWATER MANAGEMENT AREA CONTROL

**Commented [B&A8]:** Amendments to RUB and Zone boundary as per Planning JWS paragraph 3.1.2 bullet 2

**Commented [B&A9]:** Apply Flow 1 to whole of precinct area. s42A report/Auckland Council.

**Legend**

-  Riverhead Precinct Boundary
-  FLOW 1



RIVERHEAD PRECINCT -  
STORMWATER MANAGEMENT AREA CONTROL

**Commented [B&A10]:** Amendments to RUB and Zone boundary as per Planning JWS paragraph 3.1.2 bullet 2

## **IX. Riverhead Precinct**

### **IX.1. Precinct description**

The Riverhead Precinct applies to approximately ~~74ha~~ 75.5ha of land with a contiguous boundary to the existing urban settlement of Riverhead.

**Commented [B&A11]:** Minor correction.

The purpose of the Riverhead Precinct is to provide for the development of a new, comprehensively planned residential community as an extension to Riverhead Village that supports a well-functioning urban environment and a quality compact built form.

A Local Centre is provided at the intersection of Coatesville-Riverhead Highway and Riverhead Road. This centre will provide for the establishment of retail to meet the day to day needs of residents and some increased employment opportunities in a central location to enhance walkability.

The precinct provides for a range of residential densities, including higher residential densities close to the Local Centre and the intersection of Coatesville-Riverhead Highway and Riverhead Road. Medium residential densities are enabled in the remainder of the precinct, with height generally limited to two storey development to respond to the built character of the existing Riverhead settlement.

Sub-Precinct A within the Riverhead Precinct is zoned Residential – Mixed Housing Suburban and provides for a transition in building height between the Residential – Terrace Housing and Apartment Buildings zone and the surrounding Residential – Mixed Housing Suburban zone, where height has been limited to two storeys to respond to the existing built character of the Riverhead settlement.

~~There are two Sub-precincts within the Riverhead Precinct:~~

- ~~• Sub-precinct A is zoned Residential – Terrace Housing and Apartment Building and provides for the greatest height and residential densities at a key intersection location adjacent to the Local Centre Zone and public transport facilities. A wider range of non-residential activities is provided for at ground floor.~~
- ~~• Sub-precinct B is zoned Residential Mixed Housing Suburban and provides for a transition in building height between Sub-precinct A and the surrounding Mixed Housing Suburban area where height has been limited to two storeys to respond to the existing built character of the Riverhead settlement.~~

**Commented [B&A12]:** Consequential to Auckland Transport (161.20, 161.21).

The precinct emphasises the need for development to contribute to a unique sense of place for Riverhead, acknowledging the presence of Riverhead Forest, the unnamed tributary of the ~~Rangitōpuni~~ Rangitōpuni Stream and the surrounding rural environment, while integrating with the existing settlement at Riverhead. In particular, there is a need to manage stormwater, meet open space needs, and establish connections for all modes of transport through the precinct, and between the precinct and the existing settlement of Riverhead, and realising In response, the precinct seeks to realise the opportunity to establish green corridors through the precinct. Green corridors are multi-purpose public spaces which provide for amenity informal recreation, ecological, stormwater and/or movement functions that are and integrated with, or are adjacent to, the street network and open spaces (including the two indicative neighbourhood parks). ~~In particular, there is a need to manage stormwater, meet open space needs, and establish connections for~~

**Commented [B&A13]:** Amendments as per Planning JWS paragraph 3.2.2

~~all modes of transport through the precinct, and between the precinct and the existing settlement of Riverhead.~~

**Commented [B&A14]:** Consequential to Riverhead Community Association (114.28) and Auckland Council (186.7, 186.9).

The precinct seeks to enable the transition from rural to urban development, while recognising the cultural values and relationships that Te Kawerau ā Maki, Ngāti Whātua o Kaipara and other interested iwi have with the land in Riverhead as part of the Māori cultural landscape. The wider Riverhead area is an important cross-roads to different cultural districts being situated between Te Awa Kumeū (Kumeū River) and Manga Rangitōpuni (Rangitōpuni Stream) on the productive alluvial plains between Pukeharakeke and Te Ahu (the Riverhead Forest hill country) and Nga Rau Pou ā Maki (the Waitākere Ranges). This wider area contains important historical kāinga, pā, ara and tōanga (travel routes), wāhi tapu, and food and resource gathering areas. This includes peacemaking areas such as Rangitōpuni between Te Kawerau ā Maki and Te Taou, important Te Kawerau pūrakau such as related to Ruarangi hāerere, and Treaty Settlement assets including the adjacent Riverhead Forest.

Cultural values and associations encompass the geological, ecological, and wāhi tupuna within and adjoining the precinct. In particular Te Tōangaroa (Kaipara Portage) which crosses east-west near the southern part of the precinct and the Papakoura Awa in the north.

The transport and other infrastructure networks within Riverhead will be progressively upgraded over time to support development in the precinct. The precinct includes provisions to ensure that the subdivision and development of land ~~for development~~ is coordinated with the transport and infrastructure upgrades necessary to manage and mitigate potential adverse effects on the local and wider transport network.

**Commented [B&A15]:** Minor correction.

**Commented [KK16]:** Changes adopted from Ms Heppelthwaite's Summary Statement.

Upgrades to the local and wider transport network to support development in the precinct have been identified and provision made for these upgrades to be coordinated with development. Provision is also made for the future widening of Riverhead Road within the precinct area.

**Commented [B&A17]:** Consequential to Auckland Transport (161.5).

Subdivision and development within the Riverhead Precinct will need to be coordinated with the availability of water supply and wastewater infrastructure, and can be undertaken in stages where there is capacity within the public reticulated network for water supply and wastewater. There is some existing water supply and wastewater infrastructure capacity available to service development within the Riverhead Precinct. Additional capacity will be provided through a series of staged upgrades, which may include interim upgrades.

**Commented [B&A18]:** Amendments as per WWW/WS JWS #3 3.3.1 and 3.9.1

**Commented [VW19]:** Panel adopted based on M. Tollemaches evidence.

**Commented [B&A20]:** Amendments as per WWW/WS JWS #3 3.4.2 and 3.10.1

**Commented [B&A21]:** Auckland Council (186.4), Watercare Services Limited (218.5).

Acoustic attenuation provisions are contained within the precinct to protect activities sensitive to noise from adverse effects arising from the road traffic noise associated with the operation of the Coatesville-Riverhead Highway and Riverhead Road arterials.

The National Grid Corridor clips the north-western corner of the precinct.

The zoning of land within this precinct is Residential – Terrace Housing and Apartment Buildings zone, Residential – Mixed Housing Suburban zone, and Business – Local Centre zone and Business – Neighbourhood Centre.

**Commented [B&A22]:** Amendments to Neighbourhood Zone as per Luxembourg Development Company Submission 205.3

All relevant overlay, Auckland-wide and zone provisions apply in this precinct unless otherwise specified below.

## IX.2. Objectives

- (1) The Riverhead Precinct is a well-functioning urban environment that integrates with the existing Riverhead settlement, the natural environment and respects Mana Whenua values.
- (2) A variety of housing types and sizes are provided that respond to:
  - (a) Housing needs and demand; and
  - (b) The neighbourhood's planned built character.
- (3) Activities in the Business – Local Centre zone provide for the day-to-day needs of the local community and local employment opportunities. and complement the function, role and amenity of the City Centre Zone, Business – Metropolitan Centre Zone and Business – Town Centre Zone.
- (4) Access to, ~~and from~~ and within the precinct for all modes of transport occurs in a safe, effective and efficient manner ~~for all modes of transport~~ and mitigates the adverse effects on the surrounding road network.
- (5) Subdivision and development are coordinated with the supply of sufficient transport, stormwater, water supply, wastewater, energy and communications infrastructure.

(5A) Subdivision and development does not occur in advance of the availability of the required transport infrastructure being operational.

(5B) Subdivision and development does not occur in advance of the availability and capacity of bulk water supply and bulk wastewater infrastructure, except where an interim solution and associated decommissioning for water and / or wastewater servicing is provided.

(5CA) The design and layout of subdivision and development enables opportunities for integration between open space, ecological, stormwater management and/or movement functions within multi-purpose green corridors.

- (6) Stormwater is managed to avoid, as far as practicable, or otherwise minimise or mitigate, adverse effects on the receiving environment.
- (7) ~~Identified~~ Existing ecological values within wetland and stream habitats are maintained, protected, restored or ~~and~~ enhanced.
- (8) Development is supported by social facilities, including education and healthcare facilities.
- (9) Te Kawerau ā Maki and Ngāti Whātua ō Kaipara (as well as any other relevant tangata whenua) cultural values and their relationship associated with the Māori cultural landscapes, including ancestral lands, water, sites, wāhi tapu, and other taonga, in the Riverhead Precinct are identified, recognised, protected, and enhanced.
- (10) Development provides for future road widening on Riverhead Road.

**Commented [B&A23]:** Consequential to Watercare Services Limited (218.6).

**Commented [B&A24]:** Amendments as per Planning JWS paragraph 3.3.1

**Commented [B&A25]:** Riverhead Community Association (114.28).

**Commented [B&A26]:** s42A Report recommendation.

**Commented [B&A27]:** s42A Report recommendation, Auckland Transport (161.9).

- (11) Activities sensitive to noise adjacent to Coatesville-Riverhead Highway and Riverhead Road are designed to minimise adverse effects on people's health and residential amenity while they are indoors.

### IX.3. Policies

#### Land Use

- (1) ~~[deleted] Provide for high density residential development and supporting non-residential activities compatible with residential amenity values in Sub-precinct A.~~
- (2) Enable a variety of housing types with a mix of densities within the precinct including attached and detached dwellings, and apartments.
- (3) Encourage appropriately scaled office activities, including co-working spaces, to establish Encourage the establishment of activities in the Local Centre zone to that provide for the day-to-day needs of the community. local employment opportunities and support the surrounding land uses in Riverhead-Precinct.

**Commented [B&A28]:** Consequential to Auckland Transport (161.20, 161.21).

#### Transport, infrastructure and staging

- (3A) Require subdivision and development in the precinct to be coordinated with the provision of sufficient transport, stormwater (including the upgrade to the culvert under Riverhead Road), wastewater, water supply, energy and telecommunications infrastructure.
- (4) Require the occupation of buildings in the precinct to subdivision and development to be coordinated with the required transport infrastructure road upgrades identified in the precinct standards to minimise manage the adverse effects of development on the safety, efficiency and effectiveness of the surrounding road network.
- (5) Require development with frontage to Riverhead Road to provide for future road widening.
- ~~(5) Require subdivision and development in the precinct to be coordinated with the provision of sufficient stormwater, wastewater, water supply, energy and telecommunications infrastructure.~~
- (5A) Require the provision of water supply and wastewater infrastructure with sufficient capacity to service subdivision and development and ensure that it is delivered in conjunction with subdivision and development as it proceeds within the precinct area.
- (5B) Avoid subdivision and development progressing ahead of the provision of bulk water supply and bulk wastewater infrastructure with sufficient capacity to service subdivision and development within the precinct.
- (6) Provide for new social facilities, including education facilities, that meet the needs of the community.
- (7) Ensure that activities sensitive to noise adjacent to Coatesville-Riverhead Highway and Riverhead Road are designed with acoustic attenuation measures to minimise adverse effects on people's health and residential amenity while they are indoors.

**Commented [B&A29]:** Auckland Council (186.7, 186.9).

**Commented [B&A30]:** Correction to achieve consistency with Standard IX.6.1.

**Commented [B&A31]:** Auckland Transport (161.11).

**Commented [B&A32]:** Minor formatting change - this objective has been relocated as Objective 3A.

**Commented [B&A33]:** Consequential to Watercare Services Limited (218.8), consequential to Auckland Council (186.5).

**Commented [KK34]:** Panel has adopted evidence of Allwood (Watercare) and Tollemache with proposed 'avoid' policy until the provision of bulk infrastructure.

*Street network, built form and open space*

- (8) Require the main collector roads to be provided generally in the locations shown in IX.10.2 Riverhead: Precinct plan 2, while allowing for variation where it would achieve a highly-connected street layout that integrates with the surrounding existing and proposed transport network.
- (9) Require the key local roads and pedestrian connections to be provided generally in the locations shown in IX.10.2 Riverhead: Precinct plan 2, while allowing for variation where it would achieve a highly connected street layout of streets and pedestrian connections that integrates with the collector road network within the precinct and surrounding transport network.
- (10) Ensure that subdivision and development provides a local road network that achieves a highly-connected street layout and integrates with the collector road network within the precinct and the surrounding existing and proposed transport network, and supports the safety and amenity of the open space network.
- (11) Require streets to be attractively designed and to appropriately provide for all transport modes by:
- (a) providing ~~for~~ safe separated access for cyclists and pedestrians on arterial and collector roads;
  - (b) providing a level of landscaping that is appropriate for the function of the street; ~~and~~
  - (c) providing for the safe and efficient movement of vehicles including public transport;
  - (d) providing upgrades to existing road frontages of the precinct to an urban standard and pedestrian connections to the existing Riverhead urban area;
  - (e) providing safe routes and crossings for pedestrians and cyclists; and
  - (f) enabling the provision for upgraded public transport facilities on Coatesville-Riverhead Highway.
- (12) Provide safe connections to public transport facilities and social infrastructure such as open space and schools.
- (13) In addition to matters (a)-(c) of Policy E38.3.18, ensure that the location and design of ~~publicly accessible~~ public open spaces contribute to a sense of place and a quality network of open spaces for Riverhead, including by incorporating natural features such as:
- (a) Wetlands and streams;
  - (b) The Notable Copper Beech tree identified on IX.10.2 Riverhead: Precinct plan 2; ~~where possible~~; and
  - (c) Any other mature trees that are worthy of retention, where possible.
- (14) Encourage the provision of integrated a continuous and connected multi-purpose green corridors in the locations indicatively shown on IX.10.2 Riverhead: Precinct plan 2, which achieves the following outcomes:

**Commented [B&A35]:** Auckland Transport (161.13).

**Commented [B&A36]:** Auckland Transport (161.13).

**Commented [B&A37]:** Auckland Transport (161.14).

**Commented [B&A38]:** Auckland Transport (161.15).

**Commented [B&A39]:** Auckland Transport (161.16).

**Commented [KK40]:** Agree with Ms Heppelthwaite

**Commented [B&A41]:** Auckland Transport (161.16), with modification to (f).

**Commented [B&A42]:** Minor correction.

**Commented [KK43]:** Consequential amendment

**Commented [B&A44]:** Good Planet submitters (205.15), consequential to Auckland Council (186.7, 186.9).

(a) Integrates stormwater management, ~~passive recreation open space opportunities~~ and active transport mode connections, to promote the efficient use of land;

**Commented [B&A45]:** Amendments as per Planning JWS paragraph 3.3.1

(b) In achieving the outcomes in Policy 13(a), encourage:

(i) ~~Provides a~~Additional amenity for the key north-south and east-west movement networks; ~~and~~

(ii) ~~Promotes Additional~~ ecological linkages ~~benefits through the use of indigenous vegetation and canopy planting Precinct; and~~

(iii) ~~Co-locates Incorporates Incorporation of smaller open spaces along the multi purpose green corridor to achieve a connected an integrated network of open space.~~

(15) Require development adjacent to rural zones to manage potential reverse sensitivity effects on those zones through a building setback.

(16) Encourage higher buildings which will act as marker buildings at the Coatesville-Riverhead Highway and Riverhead ~~Road~~ intersection, support the legibility of a new ~~local~~ centre and reinforce the role of Memorial Park as the heart of the settlement.

(17) Encourage building heights throughout the Mixed Housing Suburban zone that:

(a) Provide for three storey development within Sub-precinct ~~A B~~ to enable a transition in height between the five and two storey development in the adjacent areas.

**Commented [B&A46]:** Consequential to Auckland Transport (161.20, 161.21).

(b) Enable three storey development within the Mixed Housing Suburban zone where sites overlook public open space to take advantage of amenity and outlook of public open spaces and promote passive surveillance.

#### Stormwater management

(18) Require subdivision and development to be consistent with the water sensitive approach outlined in the ~~approved supporting~~ stormwater management plan, including ~~by:~~

**Commented [KK47]:** Deleted 'supporting' and inserted 'approved' as more common and is now consistent with the wording in the stormwater standards below.

(a) ~~Providing a central stormwater management treatment spine through the precinct in general accordance with the multi purpose green corridor in the locations indicatively shown on IX.10.2 Riverhead: Precinct plan 2;~~

**Commented [B&A48]:** Consequential to Auckland Council (186.7, 186.9).

(b) Applying water sensitive design to achieve water quality and hydrology mitigation;

(c) Requiring the use of inert building materials to eliminate or minimise the generation and discharge of contaminants;

(d) Requiring treatment of runoff from public road carriageways and publicly accessible carparks by a water quality device designed in accordance with GD01;

(e) Requiring runoff from other trafficked impervious surfaces to apply a water sensitive approach to treat contaminant generating surfaces, including cumulative effects of lower contaminant generating surfaces;

- (f) Providing indigenous planting on the riparian margins of permanent or intermittent streams; and
- (g) Ensuring development is coordinated with sufficient stormwater infrastructure.

Ecology

- (19) Contribute to improvements to water quality, indigenous fauna habitat and biodiversity, including by providing indigenous planting on the riparian margins and wetland buffers of permanent and intermittent streams and natural wetlands, and within multi-purpose green corridors where practicable.

**Commented [B&A49]:** s42A Report recommendation.

**Commented [B&A50]:** Consequential to Riverhead Community Association (114.28).

Mana Whenua values

- (20) Recognise, protect and enhance the cultural values and relationships associated with the cultural landscapes at Riverhead by:
  - (a) Including Te Kawerau ā Maki and Ngāti Whātua ō Kaipara (and any other relevant tangata whenua) in resource consenting, including through provision of cultural impact assessments or other engagement;
  - (b) Acknowledging the key views and spiritual connection identified on IX.10.1 Riverhead: Precinct plan 1 in the layout and/or design of development; in particular, sightlines to Te Ahu and Pukeharakeke, and connections to Papakoura Awa and Te Tōangaroa;
    - (i) Providing opportunities to express the relationship of Mana Whenua with the precinct through the establishment of a cultural narrative and/or art, including but not limited to:
      - (ii) The cross roads between several takiwa including Kaipara, Waitākere, Te Whenua Roa ō Kahu, and on to Waitematā;
      - (iii) Ancient footprints of the tūpuna of Te Kawerau ā Maki and Ngāti Whātua ō Kaipara;
      - (iv) Connections to the hills to the north and the awa;
      - (v) References to the natural features or resources of cultural significance;
  - (c) Identifying opportunities early to incorporate traditional names or other names put forward by Te Kawerau ā Maki and Ngāti Whātua ō Kaipara into open space areas, roads, or other community spaces;
  - (d) Taking an integrated approach to the management **of** stormwater which protects and enhances the mauri of freshwater, in particular with regard to Papakoura Awa; and
  - (e) Ensuring the design of streets and publicly accessible open spaces incorporates Te Aranga design principles.

**IX.4. Activity table**

All relevant overlay, Auckland-wide and zone activity tables apply in this precinct except for the following:

**All Sub-Precincts**

- H4 Residential – Mixed Housing Suburban Zone:
  - H4.4.1(A3) Up to three dwellings per site
  - H4.4.1(A4) Four or more dwellings per site

**Sub-precinct A**

- ~~H6 Residential – Terrace Housing and Apartment Buildings Zone:~~
  - ~~H6.4.1(A15) Restaurants and cafes up to 100m<sup>2</sup> gross floor area per site~~
  - ~~H6.4.1(A25) Healthcare facilities up to 200m<sup>2</sup> gross floor area per site~~

Activity Table IX.4.1 specifies the activity status of subdivision and development in the Riverhead Precinct pursuant to sections 9(3) and 11 of the Resource Management Act 1991.

**Table IX.4.1 Activity table – Precinct-wide activities**

Activity	Activity status
<b>Subdivision and Development</b>	
(A1)	New buildings prior to subdivision RD
(A2)	Infringements to IX6.2 Road Widening Setback along Riverhead Road D
(A2A)	Buildings for up to 3 residential dwellings per site in the Mixed Housing Suburban Zone P
(A2B)	Buildings for more than 3 residential dwellings per site in the Mixed Housing Suburban Zone that comply with Standards IX6.7. Building height within the Mixed Housing Suburban Zone, IX6.8. Height in Relation to Boundary within the Mixed Housing Suburban Zone, IX6.9. Yards within the Mixed Housing Suburban Zone RD
<b>Subdivision</b>	
(A3)	Subdivision, including subdivision establishing private roads RD
(A4)	Subdivision and development <del>Development</del> that does not comply with Standard IX.6.1A(4) Staging of <b>Subdivision and</b> Development with Transport Upgrades D-NC
(A5)	Subdivision and development <del>Development</del> that does not comply with Standard IX.6.1(2) <del>(56)</del> Staging of <b>Subdivision and</b> Development with Transport Upgrades <u>and Appendix 2: Road function and design elements table - External roads to the Precinct</u> RD

**Commented [B&A51]:** Consequential to Auckland Transport (161.20, 161.21).

**Commented [B&A52]:** Auckland Transport (161.17).

**Commented [B&A53]:** Auckland Transport (161.17).

**Commented [B&A54]:** Amendments as per Planning JWS paragraph 3.4.3

**Commented [B&A55]:** Minor correction.

(A6)	Subdivision and development that does not comply with <u>Standard IX.6.2A and Appendix 1: Road function and design elements table - Internal roads within the Precinct, and / or Appendix 2: Road function and design elements table - External roads to the Precinct</u>	RD
(A7)	<u>Subdivision and development that does not comply with IX.6.17. Wastewater and Potable Water Connections</u>	NC
(A8)	<u>Development not complying with IX.6.18 Activities sensitive to noise adjacent to Coatesville-Riverhead Highway or Riverhead Road</u>	RD

Commented [B&A56]: Amendments are as per Planning JWS paragraph 3.7.2

Table IX.4.2 Activity table – Sub-precinct A activities

Activity		Activity status
<b>Commerce</b>		
(A7)	Restaurants and cafes up to 250m <sup>2</sup> gross floor area per site	P
(A8)	Retail up to 100m <sup>2</sup> gross floor area per site	P
<b>Community</b>		
(A9)	Healthcare facility up to 250m <sup>2</sup> gross floor area per site	RD

Commented [B&A57]: Auckland Transport (161.20, 161.21).

## IX.5. Notification

(1) Any application for the following activities a restricted discretionary activity listed in Table IX.4.1 Activity table above, will be considered without public or limited notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under sections 95A(9) or 95B(10) of the Resource Management Act 1991:-

(a) New buildings prior to subdivision; and

(b) Buildings for more than 3 residential dwellings per site in the Mixed Housing Suburban Zone that comply with Standards IX6.7. Building height within the Mixed Housing Suburban Zone, IX6.8. Height in Relation to Boundary within the Mixed Housing Suburban Zone, IX6.9. Yards within the Mixed Housing Suburban Zone.

Any application for resource consent for an activity listed in Table IX.4.1 Activity table above and which is not listed in IX.5(1) will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.

(2) When deciding on who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

Commented [B&A58]: Consequential to Auckland Transport (161.23).

Commented [KK59]: Panel finds that normal tests for notification should apply in all circumstances. Agree with NZTA submission point 167.3.

## IX.6. Standards

All relevant overlay, Auckland-wide and zone standards apply in this precinct except for the following:

### Precinct-wide

- H4 Residential – Mixed Housing Suburban Zone Standards:
  - H4.6.4 Building height
  - H4.6.5 Height in relation to boundary
  - H4.6.6 Alternative height in relation to boundary
  - H4.6.7 Yards
  - H4.6.8 Maximum impervious area
  - H4.6.9 Building coverage
  - H4.6.10 Landscaped area
  - H4.6.11 Outlook space
  - H4.6.13 Outdoor living space
- E27.6.1 – Trip Generation

All activities, ~~except activities listed in Activity Table IX.4.1 (A2B), listed as permitted and restricted discretionary in Activity Table IX.4.1, Activity Table IX.4.2, Activity Table H11.4.1, Activity Table H12.4.1, Activity Table H6.4.1 and Activity Table H4.4.1 must comply with the following permitted activity standards.~~

Activities listed in Activity Table IX.4.1(A2B) are not required to comply with standards IX6.10. Building coverage within the Mixed Housing Suburban Zone, IX6.11. Landscaped area within the Mixed Housing Suburban Zone, IX6.12. Maximum impervious area within the Mixed Housing Suburban Zone, IX6.13. Outlook space within the Mixed Housing Suburban Zone, IX6.14. Outdoor living space within the Mixed Housing Suburban Zone, IX6.15. Windows to the street within the Mixed Housing Suburban Zone, H54.6.132 Daylight, H54.6.154 Front, side and rear fences and walls, and H54.6.165 Minimum dwelling size, but must comply with all the other following permitted activity standards.

### IX.6.1. Standards

#### IX.6.1A Staging of subdivision and development with transport road upgrades – State Highway 16 and Coatesville-Riverhead Highway |||

Purpose: To manage the adverse effects of traffic on the safety and efficiency of State Highway 16 and Coatesville-Riverhead Highway by ensuring subdivision and development is coordinated with identified road upgrades.

- (1) Development Subdivision or development within the Riverhead Precinct must not exceed the thresholds in Table IX.6.1A.1 until such time that the identified infrastructure upgrades are provided in accordance with Standard IX.6.1A(2).

**Commented [KK60]:** Deletion for clarity that for Activity Table IX.4.1 (A2B) compliance is required for transport and infrastructure upgrades etc permitted activity standards as per Watercare Submission

**Commented [B&A61]:** Amendment to correct error - MHS standards should be referenced not MHU standards.

**Commented [B&A62]:** s42A Report recommendation, consequential to Auckland Council (186.10).

**Commented [B&A63]:** Rebuttal evidence amendments in response to and consequential to Auckland Transport (161.25).

**Table IX.6.1A.1 Staging of transport upgrades**

<b>Column 1</b> <b>Development Subdivision or development enabled by Transport Infrastructure in column 2</b>	<b>Column 2</b> <b>Transport infrastructure required to enable activities subdivision or development in column 1</b>
(a) <del>Occupation of n</del> New dwellings	Upgrade of the Coatesville-Riverhead Highway / State Highway intersection to a roundabout; and Upgrade of the Coatesville-Riverhead Highway / Old Railway Road intersection to provide a right turn bay; and Upgrade of the Coatesville-Riverhead Highway / Riverland Road intersection to provide a right turn bay.
(b) <del>Development exceeding the occupation of 910 765 new dwellings and 240 608 new units within a retirement village; or</del> Development exceeding the occupation of 1050 <del>925</del> 590 new dwellings	The provision of two eastbound lanes in each direction on State Highway 16 from Coatesville-Riverhead Highway to Brigham Creek Road;

**Commented [B&A65]:** Amendments as per Transport JWS #1 paragraph 3.3.2

**Commented [KK64]:** Deletion of first sentence in Column 1, row (b) regarding split scenario between new dwellings and retirement village as no retirement village is consented. Likewise for 2(b) and (c) below and any further references throughout the precinct.

(2) Applications for resource consent for development will be deemed to comply with Standard IX.6.1A(1) if the infrastructure identified within column 2 is:

- (a) Constructed and operational prior to lodgement of the resource consent application; or
- (b) Under construction with the relevant consents and/or designations being given effect to prior to the lodgement of the resource consent application and that the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational prior to occupation of new dwellings and/or units within a retirement village; or
- (c) Proposed to be constructed by the applicant as part of a resource consent application and/or other relevant approval process, and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational prior to occupation of new dwellings and/or units within a retirement village.

**Commented [B&A66]:** Minor correction.

~~(3) Applications for resource consent for development will be deemed to comply with Standard IX.6.1A(1) row (b):~~

- (a) ~~If four lanes are constructed on State Highway 16 from Coatesville Riverhead Highway to Brigham Creek Road as part of an upgrade to State Highway 16;~~  
or
- (b) ~~An alternative State Highway route is constructed between Brigham Creek Road and Kumeu;~~
- (3) To ensure the occupation of new dwellings does not occur in advance of the relevant infrastructure upgrades being completed and operational, ~~Any~~ any land use consent application lodged in terms of IX.6.1A(2) (b) or (c) above must provide for the avoidance of the occupation of dwellings ~~and/or units within a retirement village~~ until such time as ~~confirm the applicant's express agreement in terms of 108AA(1)(a) of the RMA to the imposition of consent conditions requiring (as relevant) that no be occupied until~~ the relevant infrastructure upgrades are constructed and operational.
- (4) Applications for resource consent for subdivision will be deemed to comply with Standard IX.6.1A(1) if the infrastructure identified within column 2 is:
- (a) Constructed and operational prior to lodgement of the subdivision application; or
- (b) Under construction with the relevant consents and/or designations being given effect to prior to the lodgement of the subdivision application and that the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational prior to the issue of a section 224(c) certificate; or
- (c) Proposed to be constructed by the applicant as part of a subdivision application and/or other relevant approval process, and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational prior to issue of a section 224(c) certificate.
- (5) Any subdivision consent application lodged in terms of IX.6.1A(4) (b) or (c) is deemed to comply upon confirmation of the applicant's express agreement in terms of 108AA(1)(a) of the RMA to the imposition of consent conditions requiring that:
- (a) No section 224(c) certificate shall be issued and no subdivision survey plan shall be deposited until the relevant infrastructure upgrades are constructed and operational; or
- (b) A consent notice be registered on the Record of Title of all new lots that no new dwellings shall be occupied until the relevant infrastructure upgrades are constructed and operational.
- (6) For the purpose of this standard:
- (a) 'Occupation' and 'occupied' mean occupation and use for the purposes permitted by the resource consent but not including occupation by personnel engaged in construction, fitting out or decoration; and
- (b) 'Operational' means the relevant upgrade is available for use and open to all mode users;- and

**Commented [B&A67]:** Minor formatting change - standard IX.6.1A(3) has been relocated as standard IX.6.1A(7).

(c) 'Dwelling' means buildings for those activities that have a valid land use consent or a subdivision that has a section 224(c) certificate that creates additional vacant lots.

(7) Applications for resource consent for development will be deemed to comply with Standard IX.6.1A(1) row (b) where:

- (a) ~~if four~~ Four lanes are constructed on State Highway 16 from Coatesville-Riverhead Highway to Brigham Creek Road as part of an upgrade to State Highway 16; or
- (b) An alternative State Highway route is constructed between Brigham Creek Road and Kumeu.

Commented [B&A68]: Minor correction.

#### IX.6.1. Staging of subdivision and development with transport upgrades

Purpose:

- To manage the adverse effects of traffic on the safety and efficiency of the surrounding road network for all modes of transport by ensuring subdivision and development is coordinated with identified transport infrastructure and road upgrades.
- To ensure that transport upgrades comply with Appendix 2 Road function and design elements tables – External roads to the precinct.
- To achieve the integration of land use and transport.

Commented [B&A69]: Rebuttal evidence amendments in response to and consequential to Auckland Transport (161.25).

Commented [B&A70]: Auckland Transport (161.26).

Commented [KK71]: As per Heppethwaite's evidence.

(1) ~~Prior to occupation of any new dwelling within the Riverhead Precinct, the following transport infrastructure must be provided in accordance Standard IX.6.1(6) constructed and operational:~~

Commented [B&A72]: Auckland Transport (161.27).

~~(a) Upgrade of the Coatesville-Riverhead Highway / Main Road (SH16) intersection to a roundabout, as part of the SH16 Brigham Creek to Waimauku project, led by Waka Kotahi NZ Transport Agency.~~

Commented [B&A73]: Consequential to NZ Transport Agency Waka Kotahi (NZTA) submission paragraph 4.

~~(b) Upgrade of the Coatesville-Riverhead Highway / Old Railway Road intersection to provide a right turn bay.~~

~~(c) Upgrade of the Coatesville-Riverhead Highway / Riverland Road intersection to provide a right turn bay.~~

(1) Prior to occupation of any new building on a site or issue of a section 224(c) certificate for a subdivision with a new lot with vehicle access to and/or from Coatesville-Riverhead Highway, the following road infrastructure upgrades must be provided in accordance with Standard IX.6.1(5)(6) constructed and operational:

Commented [B&A74]: Auckland Transport (161.27).

(a) Upgrade and urbanise Coatesville-Riverhead Highway from 80m south of Short Road to the Coatesville-Riverhead Highway / Riverhead Road roundabout, including walking/cycling infrastructure, along and across Coatesville-Riverhead Highway, gateway treatment and public transport infrastructure in accordance with IX.10.3 Riverhead: Precinct plan 3 and IX.11.2 Appendix 2; and

Commented [B&A75]: s42A Report recommendation.

- (b) Upgrade and urbanise the Coatesville-Riverhead Highway / Riverhead Road roundabout, in accordance with IX.10.3 Riverhead: Precinct plan 3 and IX.11.2 Appendix 2.
- (2) Prior to occupation of any new building on a site or issue of a section 224(c) certificate for a subdivision with a new lot with vehicle access to and/or from Riverhead Road, the following road infrastructure upgrades must be provided in accordance with Standard IX.6.1(56) constructed and operational:
- (a) Upgrade and urbanise Coatesville-Riverhead Highway from 80m south of Short Road to the Coatesville-Riverhead Highway / Riverhead Road roundabout, including walking/cycling infrastructure, along and across Coatesville-Riverhead Highway, gateway treatment and public transport infrastructure in accordance with IX.10.3 Riverhead: Precinct plan 3 and IX.11.2 Appendix 2; and
- (b) Upgrade and urbanise the Coatesville-Riverhead Highway / Riverhead Road roundabout, in accordance with IX.10.3 Riverhead: Precinct plan 3 and IX.11.2 Appendix 2; and
- (c) Upgrade and urbanise Riverhead Road, from the eastern western boundary of 307 Riverhead Road to Coatesville-Riverhead Highway, including walking/cycling infrastructure, gateway threshold treatment, and public transport infrastructure in accordance with IX.10.3 Riverhead: Precinct plan 3 and IX.11.2 Appendix 2.
- (3) Prior to occupation of any new building on a site or issue of a section 224(c) certificate for a subdivision with a new lot with vehicle access to and/or from Lathrope Road, the following road infrastructure upgrades must be provided in accordance with Standard IX.6.1(56) constructed and operational:
- (a) Upgrade Lathrope Road between Riverhead Road and the new access point, in accordance with IX.10.3 Riverhead: Precinct plan 3 and Appendix 2; and
- (b) Upgrade the Riverhead Road/Lathrope Road intersection to a Give-Way controlled intersection, in accordance with IX.10.3 Riverhead: Precinct plan 3 and IX.11.2 Appendix 2.
- (4) Prior to occupation of any new building on a site or issue of a section 224(c) certificate for a subdivision with a new lot with vehicle access to and/or from Cambridge Road, the following road infrastructure upgrades must be provided in accordance with Standard IX.6.1(56) constructed and operational:
- (a) A new footpath on the western side of Cambridge Road between Queen Street and Riverhead Road Coatesville Riverhead Highway in accordance with IX.10.3 Riverhead: Precinct plan 3 and IX.11.2 Appendix 2;
- (b) Upgrade and urbanise the existing carriageway of the formed portion of Cambridge Road south of Queen Street to an urban standard, in accordance with IX.10.3 Precinct Plan 3 and IX.11.2 Appendix 2;
- (c) A new footpath on the northern side of Queen Street between Coatesville-Riverhead Highway and Cambridge Road in accordance with IX.10.3 Riverhead: Precinct plan 3 and IX.11.2 Appendix 2; and

**Commented [B&A76]:** Auckland Transport (161.27).

**Commented [B&A77]:** s42A Report recommendation.

**Commented [B&A78]:** s42A Report recommendation.

**Commented [B&A79]:** Auckland Transport (161.30).

**Commented [B&A80]:** Auckland Transport (161.27).

**Commented [B&A81]:** Auckland Transport (161.27).

**Commented [B&A82]:** Consequential to Z Energy Limited (203.1).

**Commented [B&A83]:** Consequential to Auckland Transport (161.30).

**Commented [B&A84]:** Auckland Transport (161.30).

(d) An additional pedestrian crossing facility on Coatesville-Riverhead Highway between Edward Street and Princes Street.

(5) Applications for resource consent for development or subdivision will be deemed to comply with Standards IX.6.1(1) - (45) if the infrastructure identified within each standard is:

**Commented [B&A85]:** Auckland Transport (161.25), consequential to Auckland Transport (161.18).

(a) Constructed and operational prior to lodgement of the resource consent application; or

(b) Under construction with the relevant consents and/or designations being given effect to prior to the lodgement of the resource consent application and that the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational prior to occupation of new buildings; or:-

- (i) ~~Dwellings, where IX.6.1(1) applies; or~~
- (ii) ~~Buildings, where IX.6.1(2) - (5) apply; or~~

**Commented [B&A86]:** Minor correction.

(c) Proposed to be constructed by the applicant as part of a resource consent application and/or other relevant approval process, and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational prior to occupation of new buildings.:-

- (i) ~~Dwellings, where IX.6.1(1) applies; or~~
- (ii) ~~Buildings, where IX.6.1(2) - (5) apply.~~

(6) To ensure the occupation of new buildings does not occur in advance of the relevant infrastructure upgrades being completed and operational, any Any land use consent must provide for the avoidance of the occupation of dwellings until such time as application lodged in terms of IX6.1(56) (b) or (c) above must confirm the applicant's express agreement in terms of 108AA(1)(a) of the RMA to the imposition of consent conditions requiring (as relevant) that no dwellings or buildings shall should be occupied until the relevant infrastructure upgrades are constructed and operational.

(7) Applications for resource consent for subdivision will be deemed to comply with Standard IX.6.1(1) - (4) if the infrastructure identified within each standard is:

(a) Constructed and operational prior to lodgement of the subdivision application; or

(b) Under construction with the relevant consents and/or designations being given effect to prior to the lodgement of the subdivision application and that the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational prior to the issue of a section 224(c) certificate; or

(c) Proposed to be constructed by the applicant as part of a subdivision application and/or other relevant approval process, and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational prior to issue of a section 224(c) certificate.

(8) Any subdivision consent application lodged in terms of IX.6.1 (7) (b) or (c) is deemed to comply upon confirmation of the applicant's express agreement in terms of 108AA(1)(a) of the RMA to the imposition of consent conditions requiring that:

(a) No section 224(c) certificate shall be issued and no subdivision survey plan shall be deposited until the relevant infrastructure upgrades are constructed and operational; or

(b) A consent notice be registered on the Record of Title of all new lots that no new dwellings shall be occupied until the relevant infrastructure upgrades are constructed and operational.

(9) For the purpose of this standard:

(a) 'Occupation' and 'occupied' mean occupation and use for the purposes permitted by the resource consent but not including occupation by personnel engaged in construction, fitting out or decoration; and

(b) 'Operational' means the relevant upgrade is available for use and open to all mode users; and

(c) 'Buildings' means buildings for activities that have a valid land use consent or a subdivision that has a section 224(c) certificate that creates additional vacant lots.

#### **IX.6.2A Road design**

Purpose: To ensure that road design meets functional requirements and accommodates the necessary design elements. To ensure that development and/or subdivision complies with IX.11.1 Appendix 1 Road function and design elements table – Internal roads within the Precinct

(1) Any development and/or subdivision that includes the construction of new roads must comply with IX.11.1 Appendix 1 Road function and design elements table – Internal roads within the Precinct.

**Commented [B&A87]:** Consequential to Auckland Transport (161.41).

**Commented [B&A88]:** Auckland Transport (161.41)/statement of evidence of Cath Heppelthwaite.

#### **IX6.2. Road widening setback along Riverhead Road**

Purpose: To provide for the future required widening of Riverhead Road.

(1) A 2m wide road widening setback must be provided along that part of the frontage of the land adjoining Riverhead Road shown as subject to the Required 'Indicative Road Widening Required' notation on the IX.10.3 Riverhead: Precinct plan 3.

(2) The setback must be measured from the legal road boundary that existed at the year of 2022. No buildings, structures or parts of a building shall be constructed within this 2m wide setback.

(3) Any minimum front yard setback required in the underlying zoning for the land adjoining Riverhead Road shall be measured from this 2m wide road widening setback.

**Commented [B&A89]:** Auckland Transport (161.31).

#### **IX.6.3. Riparian margin and wetland buffers**

Purpose: To contribute to improvements to water quality, habitat and biodiversity.

(1) Riparian margins of permanent or intermittent streams must be planted either side to a minimum width of 10m measured from the top of bank of the stream, and the

**Commented [B&A90]:** s42A Report recommendation.

**Commented [B&A91]:** s42A Report recommendation with revised wording for clarity.

buffer of natural wetlands must be planted to a minimum width of 10m measured from the wetted edge of a natural wetland, provided that:

- (a) This rule shall not apply to road crossings over streams;
- (b) Walkways and cycleways must not locate within the 10m riparian planting area; and
- (c) The riparian margin and wetland buffer planting areas is are vested in Council or protected and maintained in perpetuity by an appropriate legal mechanism.

Commented [B&A92]: s42A Report recommendation.

Commented [B&A93]: s42A Report recommendation.

#### **IX.6.4. Stormwater quality**

Purpose: To ensure that stormwater is managed and treated prior to discharge to maintain and enhance the health and ecological values of the receiving environment.

- (1) Stormwater runoff from new, or redeveloped, high contaminant generating carparks, all publicly accessible carparks exposed to rainfall, and all roads must be treated with a stormwater management device(s) meeting the following standards:
  - (a) The device or system must be sized and designed in accordance with 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'; or
  - (b) Where alternative devices are proposed, the device must demonstrate it is designed to achieve an equivalent level of contaminant or sediment removal performance to that of 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'.
- (2) For all other trafficked impervious surfaces, water quality treatment in accordance with the approved stormwater management plan must be installed.
- (3) New buildings, and additions to buildings must be constructed using inert cladding, roofing, spouting and building materials that avoid the use of high contaminant yielding building products which have:
  - (a) Exposed surface(s) or surface coating of metallic zinc of any alloy containing greater than 10% zinc; or
  - (b) Exposed surface(s) or surface coating of metallic copper or any alloy containing greater than 10% copper; or
  - (c) Exposed treated timber surface(s) or any roof material with a copper-containing or zinc-containing algaecide.

#### **IX.6.5. Rural interface setback**

Purpose: To provide a buffer between residential activities within the Precinct and the neighbouring Mixed Rural zone to mitigate reverse sensitivity effects.

- (1) A building or parts of a building must be set back from the relevant boundary by the minimum depth listed in Table IX.6.5.1.

**Table IX.6.5.1 Rural Interface Setback**

Yard	Minimum depth
Rear	5m where the rear boundary adjoins the Rural – Mixed Rural Zone
Side	5m where the side boundary adjoins the Rural – Mixed Rural Zone

Note 1: A side or rear yard is only required along that part of the side or rear boundary adjoining the Rural – Mixed Rural Zone.

**IX.6.6. Fences adjoining publicly accessible open space**

Purpose: To ensure development positively contributes to the visual quality and interest of publicly accessible open spaces.

- (1) Fences, or walls, or a combination of these structures, within a side or rear yard adjoining a publicly accessible open space (excluding roads) must not exceed the heights specified below, measured from the ground level at the boundary:
  - (a) 1.2m in height, or;
  - (b) 1.8m in height if the fence is at least 50 per cent visually open.

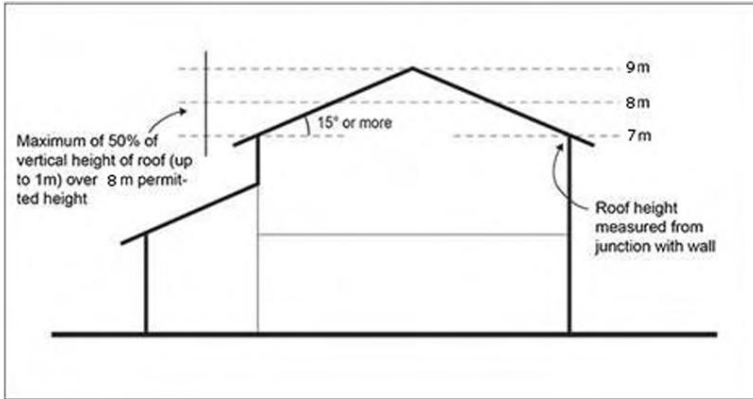
**IX.6.7. Building height within the Mixed Housing Suburban Zone**

Purpose: To manage the height of buildings to achieve an urban built character of generally two storeys, with three storey development adjoining the Terrace Housing and Apartment Buildings zone and the Local Centre zone to enable a transition in height between the five and two storey development in the adjacent areas.

- (1) In Sub-precinct **A B**, Standard H5.6.4. Building height applies.
- (2) In the remainder of the Residential – Mixed Housing Suburban zone, buildings must not exceed 8m in height, except that 50% of a building's roof in elevation, measured vertically from the junction between wall and roof, may exceed this height by 1m, where the entire roof slopes 15° or more, as shown on the following diagram:

**Commented [B&A94]:** Consequential to Auckland Transport (161.20, 161.21).

Figure IX 6.7.1 Building height in the Mixed Housing Suburban Zone not located within Sub-precinct A B.



Commented [B&A95]: Consequential to Auckland Transport (161.20, 161.21).

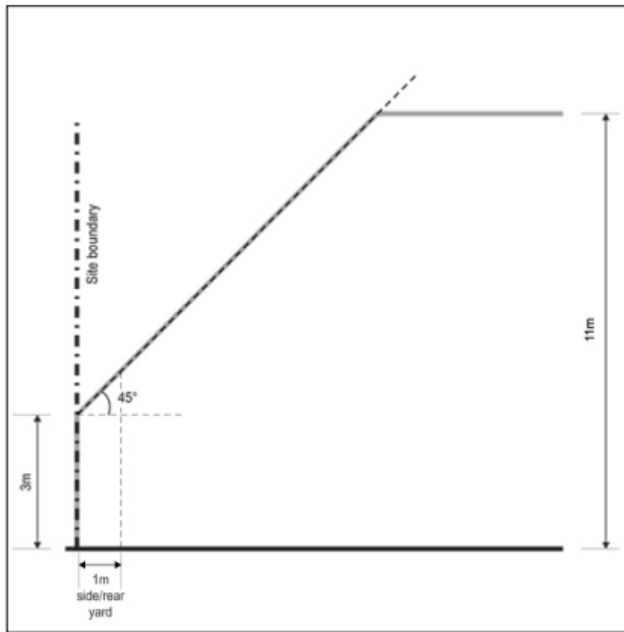
#### IX.6.8. Height in Relation to Boundary within the Mixed Housing Suburban Zone

Purpose: to manage the height and bulk of buildings at boundaries to maintain a reasonable level of sunlight access, privacy and minimise adverse visual dominance effects to immediate neighbours.

(1) Standard H5.6.5 Height in relation to boundary applies within the Mixed Housing Suburban zone. Buildings must not project beyond a 45 degree recession plane measured from a point 3m vertically above ground level along side and rear boundaries, as shown in Figure IX.6.8.1 Height in relation to boundary below.

Commented [B&A96]: Amendment to address that Standard H5.6.5 is proposed to be deleted through PC120

Figure IX.6.8.1 Height in relation to boundary



(2) Standard IX.6.8(1) above does not apply to a boundary, or part of a boundary, adjoining any of the following:

- a) a Business – City Centre Zone; Business – Metropolitan Centre Zone; Business – Town Centre Zone; Business – Local Centre Zone; Business – Neighbourhood Centre Zone; Business – Mixed Use Zone; Business – General Business Zone; Business – Business Park Zone; Business – Light Industry Zone and Business – Heavy Industry Zone; or
- b) sites within the Open Space – Conservation Zone; Open Space – Informal Recreation Zone; Open Space – Sports and Active Recreation Zone; Open Space – Civic Spaces Zone; or the Open Space – Community Zone:
  - (i) that are greater than 2000m<sup>2</sup>;
  - (ii) where that part of the site in (i) is greater than 20 metres in width, when measured perpendicular to the shared boundary; and
  - (iii) Where an open space comprises multiple sites but has a common open space zoning, the entire zone will be treated as a single site for the purpose of applying the standards listed below.

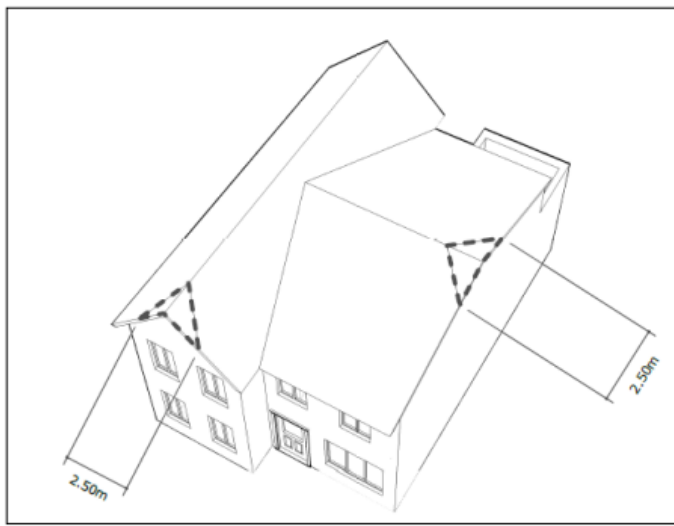
(3) Standard IX.6.8(1) above does not apply to site boundaries where there is an existing common wall between two buildings on adjacent sites or where a common wall is proposed.

(4) Where the boundary forms part of a legal right of way, entrance strip, access site or pedestrian access way, the control in Standard IX.6.8(1) applies from the farthest boundary of that legal right of way, entrance strip, access site or pedestrian access way.

(5) A gable end, dormer or roof may project beyond the recession plane where that portion beyond the recession plane is:

- a) no greater than 1.5m<sup>2</sup> in area and no greater than 1m in height; and
- b) no greater than 2.5m cumulatively in length measured along the edge of the roof as shown in Figure IX.6.8.2 Exceptions for gable ends and dormer and roof projections below.

**Figure IX.6.8.2 Exceptions for gable ends and dormer and roof projections**



(6) No more than two gable end, dormer or roof projections are allowed for every 6m length of site boundary.

(7) The height in relation to boundary standard does not apply to existing or proposed internal boundaries within a site.

#### **IX.6.9. Yards within the Mixed Housing Suburban Zone**

Purpose:

- to create a suburban streetscape character and provide sufficient space for landscaping within the front yard;
- to maintain a reasonable standard of residential amenity for adjoining sites;
- to ensure buildings are adequately set back from lakes, streams and the coastal edge to maintain water quality and provide protection from natural hazards; and

- to enable buildings and services on the site or adjoining sites to be adequately maintained.

(1) A building or parts of a building must be set back from the relevant boundary by the minimum depth listed in Table IX.6.9.1 Yards below.

Table IX.6.9.1 Yards

Yard	Minimum depth
Front	3m from a front boundary which adjoins Coatesville-Riverhead Highway, Riverhead Road, and Cambridge Road  2.5m from all other front boundaries
Side	1m
Rear	1m
Riparian	10m from the edge of all permanent and intermittent streams
Lakeside	30m
Coastal protection yard	10m

**Commented [B&A97]:** Riverhead Community Association (114.10), Claire Walker (174.12).

#### IX.6.10. Building coverage within the Mixed Housing Suburban Zone

Purpose: to manage the extent of buildings on a site to achieve the planned urban character of buildings surrounded by open space.

(1) Standard H5.6.10(1) Building coverage applies within the Mixed Housing Suburban zone.

#### IX.6.11. Landscaped area within the Mixed Housing Suburban Zone

Purpose:

- to provide for quality living environments consistent with the planned urban built character of buildings within a generally spacious setting; and
- to maintain the landscaped character of the streetscape within the zone.

(1) A dwelling at ground floor level must have a landscaped area of a minimum of 20% of a developed site with grass or plants, and can include the canopy of trees regardless of the ground treatment below them.

(2) The landscaped area may be located on any part of the development site, and does not need to be associated with each dwelling.

(3) At least 50 per cent of the area of the front yard must comprise landscaped area.

**Commented [B&A98]:** Consequential to Riverhead Community Association (114.10), Claire Walker (174.12).

#### IX.6.12. Maximum impervious area within the Mixed Housing Suburban Zone

Purpose:

- to manage the amount of stormwater runoff generated by a development, particularly in relation to the capacity of the stormwater network and potential flood risks;
- to support the functioning of riparian yards, lakeside yards and coastal yards and water quality and ecology;
- to reinforce the building coverage and landscaped area standards;
- to limit paved areas on a site to improve the site's appearance and cumulatively maintain amenity values in a neighbourhood.

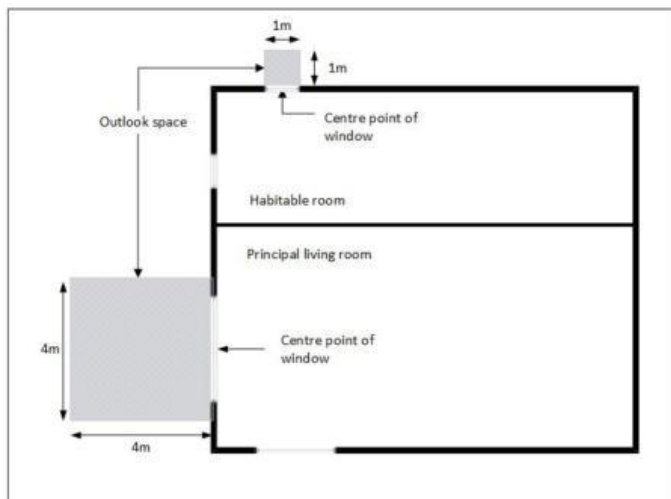
(1) Standard H5.6.9 Maximum impervious area applies within the Mixed Housing Suburban zone.

#### IX.6.13. Outlook space within the Mixed Housing Suburban Zone

Purpose:

- to ensure a reasonable standard of visual privacy between habitable rooms of different buildings, on the same or adjacent sites; and
- in combination with the daylight standard, manage visual dominance effects within a site by ensuring that habitable rooms have an outlook and sense of space.

- (1) An outlook space must be provided for each dwelling as specified in this clause.  
 (2) An outlook space must be provided from habitable room windows as shown in the diagram below:



- (3) The minimum dimensions for a required outlook space are as follows:
- (a) a principal living room must have an outlook space with a minimum dimension of 4 metres in depth and 4 metres in width; and

- (b) all other habitable rooms must have an outlook space with a minimum dimension of 1 metre in depth and 1 metre in width.
- (4) The width of the outlook space is measured from the centre point of the largest window on the building face to which it applies.
- (5) Outlook spaces may be over driveways and footpaths within the site or over a public street or other public open space.
- (6) Outlook spaces may overlap where they are on the same wall plane in the case of a multi-storey building.
- (7) Outlook spaces may be under or over a balcony.
- (8) Outlook spaces required from different rooms within the same building may overlap.
- (9) Outlook spaces must—
  - (a) be clear and unobstructed by buildings; and
  - (b) not extend over an outlook space or outdoor living space required by another dwelling.

**IX.6.14. Outdoor living space within the Mixed Housing Suburban Zone**

Purpose: to provide dwellings, supported residential care and boarding houses with outdoor living space that is of a functional size and dimension, has access to sunlight, and is accessible from the dwelling.

- (1) A dwelling at ground floor level must have an outdoor living space that is at least 20 square metres and that comprises ground floor, balcony, patio, or roof terrace space that,—
  - (a) where located at ground level, has no dimension less than 3 metres; and
  - (b) where provided in the form of a balcony, patio, or roof terrace, is at least 8 square metres and has a minimum dimension of 1.8 metres; and
  - (c) is accessible from the dwelling; and
  - (d) may be—
    - (i) grouped cumulatively by area in 1 communally accessible location; or
    - (ii) located directly adjacent to the unit; and
  - (e) is free of buildings, parking spaces, and servicing and manoeuvring areas.
- (2) A dwelling located above ground floor level must have an outdoor living space in the form of a balcony, patio, or roof terrace that—
  - (a) is at least 8 square metres and has a minimum dimension of 1.8 metres; and
  - (b) is accessible from the dwelling; and
  - (c) may be—
    - (i) grouped cumulatively by area in 1 communally accessible location, in which case it may be located at ground level; or

(ii) located directly adjacent to the unit.

**IX.6.15. Windows to the street within the Mixed Housing Suburban Zone**

Purpose: To provide for passive surveillance while maintaining privacy for residents and users.

- (1) Any dwelling facing the street must have a minimum of 20% of the street-facing façade in glazing. This can be in the form of windows or doors.

**IX.6.16. Riverhead Road Culvert Upgrade**

Purpose: To ensure that there is conveyance of surface flow in the Riverhead Road culvert.

- (1) Prior to development of land south of Riverhead Road that discharges stormwater north into the tributary to the Rangitōpuni Stream via the culvert under Riverhead Road, the culvert under Riverhead Road must be upgraded to accommodate conveyance of flow up to a 1 per cent AEP flood event.

**IX.6.17. Wastewater and Potable Water Connections**

Purpose: to ensure efficient delivery of wastewater and potable water infrastructure for Riverhead Precinct.

- (1) All subdivision and development shall be connected to a functioning and consented potable water and wastewater system (including treatment and associated discharge) with sufficient capacity to service that subdivision or development prior to:
  - a) In the case of subdivision, the issue of s224(c);
  - b) In the case of development only, the passed final inspection under the Building Act of any buildings (excluding those buildings not required to have a water or wastewater service).

**IX.6.18 Activities sensitive to noise adjacent to Coatesville-Riverhead Highway or Riverhead Road**

Purpose: to ensure activities sensitive to noise adjacent to Coatesville-Riverhead Highway or Riverhead Road are designed to protect people's health and residential amenity while they are indoors.

- (1) Any new building or alteration to an existing building containing Activities Sensitive to Noise (excluding non-habitable residential accessory buildings and garages/carports attached to dwellings) constructed within the specified distances from the road boundary of the roads identified in Table IX.6.18.1 below must be designed, constructed and maintained so that road traffic noise does not exceed 40 dB LAeq (24 hour) in all noise sensitive spaces.

**Table IX.6.18.1 Activities sensitive to noise**

Road	Distance from road boundary
------	-----------------------------

Commented [B&A99]: Auckland Council (186.7, 186.9)

Commented [B&A100]: Response to Commissioner Mark-Brown question at re-convened hearing (5/11/2025).

Note: "1 per cent AEP flood event" and "1 per cent AEP event" are the terms used in Chapter E36 Natural hazards and flooding under PC120. No reference to climate change scenarios is included in Chapter E36 or Chapter J Definitions relating to 1 per cent AEP.

Commented [B&A101]: Amendments in response to Planning JWS paragraph 3.6.3

Coatesville-Riverhead Highway	40m
Riverhead Road	35m

(2) If windows must be closed to achieve the design noise levels in Standard IX.6.18(1), the building must be designed, constructed and maintained with a mechanical ventilation system that meets the requirements of E25.6.10(3)(b) and (d) to (f).

(3) A design report must be submitted by a suitably qualified and experienced person to the Council demonstrating that compliance with Standards IX.6.18(1) and (2) can be achieved prior to the construction or alteration of any building containing an activity sensitive to noise located within the areas specified in IX.6.18(1). In the design, road noise is based on future predicted noise levels.

(4) For the purposes of this Standard, future predicted noise levels must be either based on computer noise modelling undertaken by a suitably qualified and experienced person on behalf of the Applicant or, for Coatesville-Riverhead Highway, those levels modelled as part of the Auckland Transport designation 1481 (Coatesville-Riverhead Highway).

(5) Should noise modelling undertaken on behalf of the Applicant be used for the purposes of the future predicted noise levels under this standard, modelling must be based on an assumed posted speed limit of 50km/h, the use of an asphaltic concrete surfacing (or equivalent low-noise road surfacing) and a traffic design year of 2048.

#### IX.7. Assessment – controlled activities

There are no controlled activities in this precinct.

#### IX.8. Assessment – restricted discretionary activities

##### IX.8.1. Matters of discretion

The Council will restrict its discretion to all of the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities in the overlays, Auckland-wide or zones provisions:

- (1) ~~[deleted] Healthcare facility up to 250m<sup>2</sup> gross floor area per site:~~
  - ~~(a) Matters of discretion H6.8.1(1) apply.~~
- (2) For new buildings prior to subdivision; and subdivision, including subdivision establishing private roads:
  - (a) Location and design of the collector roads, key local roads and connections with neighbouring sites to achieve an integrated street network, and appropriately provide for all modes;
  - (b) Provision of cycling and pedestrian networks and connections;

**Commented [B&A102]:** Consequential to Auckland Transport (161.20, 161.21).

**Commented [B&A103]:** Auckland Transport (161.34).

(ba) Design and sequencing of upgrades to the existing road network;

Commented [KK104]: As per evidence of Heppelthwaite

(c) Open space network;

(ca) Provision of the multipurpose green corridors;

Commented [B&A105]: Amendments as per Planning JWS paragraph 3.3.1

(d) Stormwater and flooding effects;

(e) Servicing infrastructure and servicing, including the provision and capacity of bulk water supply and wastewater infrastructure;

Commented [B&A106]: Consequential to Watercare Services Limited (218.14).

(f) Trees;

(g) The effects on cultural values and Māori Cultural Landscape values; and

(h) The imposition of consent conditions of the kind referred to in rule IX.6.1(6) and (7); and

(i) Matters of discretion IX.8.1(24)(a)-(gh) apply in addition to the matters of discretion in E38.12.1.

(3) For four or more dwellings on a site:

(a) The effects on the neighbourhood character, residential amenity, safety, and the surrounding residential areas from all of the following:

- (i) Building intensity, scale, location, form and appearance;
- (ii) Traffic; and
- (iii) Location and design of parking and access.

(b) All of the following standards:

- (i) Standard IX.6.10. Building coverage within the Mixed Housing Suburban Zone;
- (ii) Standard IX.6.11. Landscaped area within the Mixed Housing Suburban Zone;
- (iii) Standard IX.6.12. Maximum impervious area within the Mixed Housing Suburban Zone;
- (iv) Standard IX.6.13. Outlook space within the Mixed Housing Suburban Zone;
- (v) Standard IX.6.14. Outdoor living space within the Mixed Housing Suburban Zone;
- (vi) Standard IX.6.15. Windows to the street within the Mixed Housing Suburban Zone; and
- (vii) Standard H45.6.123 Daylight;
- (viii) Standard H45.6.145 Front, side and rear fences and walls; and
- (ix) Standard H45.6.156 Minimum dwelling size.

(c) Infrastructure and servicing, including the provision and capacity of bulk water supply and wastewater infrastructure;

Commented [B&A107]: Consequential to Watercare Services Limited (218.14).

(4) For occupation of ~~buildings dwellings~~ that does not comply with Standard IX.6.1(12)-(465) Staging of **subdivision and** development with transport upgrades, ~~Appendix 1: Road function and design elements table – Internal roads within Precinct, and / or Appendix 2: Road function and design elements table – External roads to the Precinct;~~

**Commented [B&A108]:** Minor correction.

- (a) Effects of traffic generation on the safety and operation of the surrounding road network;
- (b) Effects on pedestrian and cyclist connectivity and safety; and
- (c) Effects on public transport.

**Commented [B&A109]:** Consequential to Auckland Transport (161.41).

(4A) For subdivision and development that does not comply with Standard IX.6.1(12)-(46) for ~~Appendix 2: Road function and design elements table – External roads to the Precinct or Standard IX.6.2A Road design for Appendix 1: Road function and design elements table – Internal roads within the Precinct;~~

- (a) The design of the road and associated road reserve.
- (b) Design constraints.
- (c) Necessity for and extent of upgrade required, including any interim measures, and provision for integration with the transport network, active modes and public transport.

**Commented [B&A110]:** Consequential to Auckland Transport (161.41).

**Commented [B&A111]:** Amendment in response to Planning JWS paragraph 3.9.2

(5) For development that does not comply with Standard IX.6.3. Riparian margins and wetland buffers:

- (a) Effects on water quality, indigenous fauna habitat and biodiversity and stream habitat.

(6) For development that does not comply with Standard IX.6.4. Stormwater quality:

- (a) Matters of discretion E9.8.1(1) apply.

(7) For development that does not comply with Standard IX.6.5. Rural interface setback:

- (a) Reverse sensitivity effects.

(8) Infringement of Standard IX.6.6. Fences adjoining publicly accessible open space:

- (a) Effects on the amenity and safety of the open space.

(9) Infringement of Standard IX.6.7. Building height within the Mixed Housing Suburban Zone:

- (a) Within Sub-precinct ~~A B~~:
  - (i) Matters of discretion H5.8.1(4)2(a) apply.
- (b) Within the remainder of the Mixed Housing Suburban zone:
  - (i) The design and layout of buildings and development insofar as it affects the existing and future amenity values of open spaces; any policy which is relevant to the standard;
  - (ii) the purpose of the standard;

**Commented [B&A112]:** Consequential to Auckland Transport (161.20, 161.21).

**Commented [B&A113]:** Amendment to correct error – matters of discretion for infringements to building height should be referenced not 4+ dwellings

- (iii) the effects of the infringement of the standard;
  - (iv) the effects on the planned built character of the zone;
  - (v) the effects on the amenity of the neighbouring sites;
  - (vi) the effects of any special or unusual characteristic of the site which is relevant to the standard;
  - (vii) the characteristics of the development; and
  - (viii) any other matters specifically listed for the standard.
- (10) Infringement of Standard H6.5.5. Building height:
- (a) Matters of discretion H6.8.1(4) apply.
- (11) Infringement of Standard H11.6.1. Building height:
- (a) Matters of discretion H11.8.1(8) apply.
- (12) Infringement of Standard IX.6.8. Height in Relation to Boundary within the Mixed Housing Suburban Zone:
- (a) any policy which is relevant to the standard;
  - (b) the purpose of the standard;
  - (c) the effects of the infringement of the standard;
  - (d) the effects on the planned built character of the zone;
  - (e) the effects on the amenity of the neighbouring sites;
  - (f) the effects of any special or unusual characteristic of the site which is relevant to the standard;
  - (g) the characteristics of the development; and
  - (h) any other matters specifically listed for the standard.
- (13) Infringement of Standard IX.6.9. Yards within the Mixed Housing Suburban Zone; IX.6.10. Building coverage within the Mixed Housing Suburban Zone; IX.6.11. Landscaped area within the Mixed Housing Suburban Zone; IX.6.12. Maximum impervious area within the Mixed Housing Suburban Zone; IX.6.13. Outlook space within the Mixed Housing Suburban Zone; IX.6.14. Outdoor living space within the Mixed Housing Suburban Zone; IX.6.15. Windows to the street within the Mixed Housing Suburban Zone:
- (a) Matters of discretion H45.8.1(4) apply.
- (14) Infringement of Standard IX.6.16. Riverhead Road Culvert Upgrade
- (a) the likelihood and consequences of a flood event upstream;
  - (b) the proposed use of, necessity for and design of alternative solutions to mitigate the hazard.
- (15) Non-compliance with IX.6.18 Activities sensitive to noise adjacent to Coatesville-Riverhead Highway or Riverhead Road:
- (a) Effects on human health and residential amenity while people are indoors:

**Commented [B&A114]:** Consequential to Auckland Council (186.7, 186.9).

**(b) Building location or design features, topography or other alternative measures that will mitigate potential adverse health and amenity effects relating to road noise.**

**IX.8.2. Assessment criteria**

The Council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the overlays, Auckland-wide or zones provisions:

(1) [deleted] ~~Healthcare facility up to 250m<sup>2</sup> gross floor area per site.~~

~~(a) Assessment criteria HG 8.2(1) apply.~~

(2) For new buildings prior to subdivision, and subdivision, including subdivision establishing private roads:

Māori cultural landscape values

(a) The extent to which Māori cultural landscape values and associations of Te Kawerau ā Maki and Ngāti Whātua ō Kaipara (as well as any other relevant tangata whenua) with land and water are recognised and provided for including but not limited to:

(i) The key views and spiritual connection identified on IX.10.1 Riverhead: Precinct plan 1;

(ii) The cross roads between several takiwa including Kaipara, Waitakere, Te Whenua Roa o Kahu, and on to Waitemata;

(iii) Ancient footprints of the tūpuna of Te Kawerau ā Maki and Ngāti Whātua ō Kaipara;

(iv) Connections to the hills to the north and the awa;

(v) Freshwater quality; and

(vi) Mauri, particularly in relation to freshwater.

(b) The ability to incorporate mātauranga Māori and tikanga Māori, recognising and providing for the outcomes articulated by Mana Whenua;

(c) Whether consideration of practicable alternative methods, locations or designs that would avoid or mitigate the impact on the identified Māori cultural landscape values;

(d) The extent to which streets and public open spaces recognise the relationship of Mana Whenua with the Māori cultural landscape including through:

(i) The incorporation of design elements, art works, naming and historical information to reflect the values and relationship mana whenua have with the Riverhead area;

(ii) Locating and orientating streets and public open spaces to reference and respect the Māori cultural landscape values identified in IX.10.1 Riverhead: Precinct plan 1 where practicable;

**Commented [B&A115]:** Consequential to Auckland Transport (161.20, 161.21).

- (iii) Indigenous landscaping, vegetation and design including removal and replanting; and
- (iv) Maintenance of views and connections to and between important sites, places and areas, wāhi tapu and other taonga.

Location of roads and other transport connections

**Commented [B&A116]:** Auckland Transport (161.37).

- (e) Whether the collector roads, key local roads and key pedestrian active mode connections are provided generally in the locations shown on IX.10.2 Riverhead: Precinct Plan 2 to achieve a highly connected street layout and active mode network that integrates with the surrounding transport network. An alternative alignment that provides an equal or better degree of connectivity and amenity within and beyond the precinct may be appropriate, having regard to the following functional matters:
  - (i) The land ownership patterns, the presence of natural features, natural hazards, or contours or other constraints and how this impacts the placement of roads and active mode connections;
  - (ii) The need to achieve an efficient block structure and layout within the precinct suitable to the proposed activities; and
  - (iii) The constructability of roads and the ability for # them to be delivered by a single landowner and connected beyond any property boundary within the precinct.
- (f) Whether a high quality and integrated network of local roads (including collector and local roads) is provided within the precinct that has a good degree of accessibility including to public transport and supports a walkable street network. Whether roads and active mode connections are aligned to provide visual and physical connections to open spaces, including along the stream network, where the site conditions allow.

**Commented [B&A117]:** Auckland Transport (161.41)/statement of evidence of Cath Heppelthwaite.

**Commented [B&A118]:** Auckland Transport (161.38).

Design of roads

- (g) Whether the design of new collector and local roads or upgrade of existing roads accord with the road design details provided in IX.11.1 Appendix 1 and IX.11.2 Appendix 2.
- (h) Whether the layout of the street network provides a good degree of accessibility and supports a walkable street network. As a general principle, the length of a block should be no greater than 200m, and the perimeter of the block should be no greater than 600m.

**Commented [B&A119]:** Auckland Transport (161.39).

Open space network

- (i) Whether open spaces are provided in the locations generally consistent with the indicative locations shown on IX.10.2 Riverhead: Precinct plan 2.
- (j) Neighbourhood and suburb parks should have adequate street frontage to ensure they are visually prominent and safe.

Multi-purpose green corridor

**Commented [B&A120]:** Amendments as per Planning JWS paragraph 3.3.1

(k) Whether multi-purpose green corridors are provided in a manner consistent with Policy IX.3(1413).

(ka) Whether multi-purpose green corridors are provided in the locations generally consistent with the indicative locations shown on IX.10.2 Riverhead: Precinct plan 2.

#### Trees

(l) Whether mature trees that are worthy of retention, the Beech Tree identified on IX.10.2 Riverhead: Precinct plan 2 is are retained where possible.

#### Stormwater and flooding

(m) Whether development is in accordance with the approved Stormwater Management Plan and Policies E1.3(1)-(14).

(n) The design and efficacy of infrastructure and devices with consideration given to the likely effectiveness, ease of access, operation and integration with the surrounding environment.

(o) Whether the proposal ensures that development manages flooding effects upstream or and downstream of the site and in the Riverhead Precinct so that the risks to people and property (including infrastructure) are not increased for all flood events, up to a 100-year ARI flood event.

(p) The location, size, design and management of any interim flood attenuation areas that may be necessary to ensure that development does not increase flooding risks prior to upgrades of culverts.

#### Servicing Infrastructure and servicing

~~(q) Whether adequate water supply and wastewater infrastructure is provided at the time of subdivision or development.~~

~~(r) Whether there is adequate capacity in the existing stormwater and public reticulated water supply and wastewater network to service the proposed subdivision or development.~~

~~(s) Where adequate network capacity is not available, whether adequate mitigation is proposed.~~

~~(t) Whether water supply and wastewater infrastructure is provided, having regard to the relevant Water and Wastewater Servicing Strategy.~~

~~(u) Refer to policies IX.3(3A), and (5A) and (5B).~~

**Commented [B&A121]:** Consequential to Watercare Services Limited (218.14).

(3) For four or more dwellings on a site:

(a) The extent to which or whether the development achieves the purpose outlined in the following standards or what alternatives are provided that result in the same or a better outcome:

(i) Standard IX.6.10. Building coverage within the Mixed Housing Suburban Zone;

- (ii) Standard IX.6.11. Landscaped area within the Mixed Housing Suburban Zone;
  - (iii) Standard IX.6.12. Maximum impervious area within the Mixed Housing Suburban Zone;
  - (iv) Standard IX.6.13. Outlook space within the Mixed Housing Suburban Zone;
  - (v) Standard IX.6.14. Outdoor living space within the Mixed Housing Suburban Zone;
  - (vi) Standard IX.6.15. Windows to the street within the Mixed Housing Suburban Zone;
  - (vii) Standard ~~H45.6.123~~ Daylight;
  - (viii) Standard ~~H45.6.145~~ Front, side and rear fences and walls; and
  - (ix) Standard ~~H45.6.156~~ Minimum dwelling size.
- (b) The extent to which the development contributes to a variety of housing types at higher densities in the zone and is in keeping with the neighbourhood's planned built character of predominantly two storey buildings (attached or detached) by limiting the height, bulk and form of the development and managing the design and appearance as well as providing sufficient setbacks and landscaped areas.
- (c) The extent to which development achieves attractive and safe streets and public open space by:
- (i) providing doors, windows and/or balconies facing the street and public open spaces.
  - (ii) minimising tall, visually impermeable fences.
  - (iii) designing large scale development (generally more than 15 dwellings) to provide for variations in building form and/or façade design as viewed from streets and public open spaces.
  - (iv) optimising front yard landscaping.
  - (v) providing safe pedestrian access to buildings from the street.
  - (vi) minimising the visual dominance of garage doors, walkways or staircases to upper level dwellings, and carparking within buildings as viewed from streets or public open spaces.
- (d) The extent to which the height, bulk and location of the development maintains a reasonable standard of sunlight access and privacy and minimises visual dominance to adjoining sites;
- (e) The extent to which dwellings:
- (i) Orientate and locate windows to optimise privacy and encourage natural cross ventilation within the dwelling.
  - (ii) Optimise sunlight and daylight access based on orientation, function, window design and location, and depth of the dwelling floor space.

- (iii) Provide secure and conveniently accessible storage for the number and type of occupants the dwelling is designed to accommodate.
- (iv) Provide the necessary waste collection and recycling facilities in locations conveniently accessible and screens from streets and public open spaces.
- (f) The extent to which outdoor living space:
  - (i) Provides for access to sunlight.
  - (ii) Provides privacy between the outdoor living space of adjacent dwellings on the same site and between outdoor living space and the street.
  - (iii) When provided at ground level, is located on generally flat land or otherwise functional.
- (g) ~~refer to Policy H5.3(7);~~ **The extent to which the maximum impervious area on a site is restricted in order to manage the amount of stormwater runoff generated by a development and ensure that adverse effects on water quality, quantity and amenity values are avoided or mitigated;** and
- (h) infrastructure and servicing:
  - (i) Whether there is adequate capacity in the existing stormwater and public reticulated water supply and wastewater network to service the proposed development.
  - (ii) Where adequate network capacity is not available, whether adequate mitigation is proposed.
  - (iii) Whether water supply and wastewater infrastructure is provided, having regard to the relevant Water and Wastewater Servicing Strategy.
  - (iv) Refer to policies IX.3(3A), and (5A) and (5B).
- (4) ~~For subdivision and development that does occupation of buildings that does For development and subdivision that does not comply with Standard IX.6.1(2) (65)~~ Staging of **Subdivision and** Development with Transport Upgrades, ~~Appendix 1: Road function and design elements table – Internal roads within Precinct, and / or Appendix 2: Road function and design elements table – External roads to the Precinct;~~
  - (a) A proposal that does not comply with IX.6.1 Staging of **subdivision and** development with transport upgrades will be assessed in terms of the matters below, as informed by an Integrated Transport Assessment.
  - (b) Whether the proposal **achieves the relevant transport-related policies of the precinct** ~~is in accordance with Policy IX.3(4)~~ in addition to any relevant AUP policy that is within the scope of the matters of discretion in IX.8.1 ~~(43)~~.
  - (c) Whether safe connections can be achieved to public transport services, schools and community facilities within Riverhead.
  - (d) The extent to which public transport facilities on Coatesville Riverhead Highway fronting the Precinct are of a high standard including shelter, hardstand and seating.

**Commented [B&A122]:** Amendment to address that Policy H5.3(7) is proposed to be deleted in PC120

**Commented [B&A123]:** Consequential to Watercare Services Limited (218.14).

**Commented [B&A124]:** Auckland Transport (161.25).

**Commented [B&A125]:** Minor correction.

**Commented [B&A126]:** Minor correction.

**Commented [B&A127]:** Consequential to Auckland Transport (161.41).

- (e) The extent to which localised intersection widening will allow for safe, protected active-mode facilities and bus stop infrastructure on Coatesville-Riverhead Highway. The extent to which localised intersection widening will allow for safe, protected active-mode facilities on Riverhead Road.
- ~~(f) Whether the transport network at key intersections within Riverhead can operate safely and efficiently during the inter-peak period, with an overall intersection Level of Service (LOS) no worse than LOS-D. The key intersections to consider include Coatesville Riverhead Highway/Riverhead Road, Coatesville Riverhead Highway/Riverhead Point Drive and Riverhead Road/Lathrope Road.~~
- (g) The extent to which safety improvements have been implemented at the Coatesville Riverhead Highway/State Highway 16 SH16 intersection.
- (h) The extent to which interim transport upgrades which achieve (a) – (g) will contribute towards the final transport upgrade.
- (4A) For development and subdivision that does not comply with Standard IX.6.1(12)-(45) for Appendix 2: Road function and design elements table – External roads to the Precinct or Standard IX.6.2A Road design for Appendix 1: Road function and design elements table – Internal roads within the Precinct:
- (a) Whether there are constraints or other factors present which make it impractical to comply with the required standards.
- (b) Whether the design of the road and associated road reserve achieves the relevant transport-related policies of the precinct, policies IX.3(4), (7), (8), and (9).
- (c) Whether the proposed design and road reserve:
- (i) Incorporates measures to achieve the required design speeds;
  - (ii) Can safely accommodate required vehicle movements;
  - (iii) Can appropriately accommodate all proposed infrastructure and roading elements including utilities and/or any stormwater treatment;
  - (iv) Assesses the feasibility of upgrading any interim design or road reserve to the ultimate required standard.
- (d) Whether there is appropriate interface design treatment at property boundaries, particularly for pedestrians and cyclists.
- (5) For development that does not comply with Standard IX.6.3. Riparian margin planting and wetland buffers:
- (a) Whether the development is consistent with Policy Policies IX.3(18) and (19).
- (6) For development that does not comply with Standard IX.6.4. Stormwater quality:
- (a) Assessment criteria E9.8.2(1); and
- (b) Whether the proposal is in accordance with the approved Stormwater Management Plan and Policies E1.3(1)-(10) and (12)-(14).

**Commented [B&A128]:** Amendments as per Planning JWS paragraph 3.8.5 (Note this paragraph refers to *matters of discretion listed in KC's IX.8.2(4) and this should state assessment criteria listed in KC's IX.8.2(4)* )

**Commented [B&A129]:** Minor correction.

**Commented [B&A130]:** Minor correction.

**Commented [B&A131]:** Consequential to Auckland Transport (161.41).

- (7) For development that does not comply with Standard IX6.5. Rural interface setback:
- (a) Refer to Policy IX.3(~~1315~~).
- (8) Infringement of Standard IX.6.6 Fences adjoining publicly accessible open space:
- (a) Whether the proposal positively contributes to the visual quality and interest of the adjoining open space, while providing an adequate degree of privacy and security for the development.
- (9) Infringement of Standard IX.6.7. Building height within the Mixed Housing Suburban Zone:
- (a) Refer to Policy IX.3(~~4617~~);
- (b) For sites within Sub-precinct ~~A B~~, assessment criteria H5.8.2(4) apply;
- (c) For sites within the remainder of the Residential – Mixed Housing Suburban zone, assessment criteria H4.8.2(5) apply.
- (10) Infringement of Standard H6.6.5: Building height:
- (a) Refer Policy IX.3(~~4516~~); and
- (b) Assessment criteria H6.8.2(5) apply.
- (11) Infringement of Standard H11.6.1: Building height:
- (a) Refer Policy IX.3(~~4516~~); and
- (b) Assessment criteria H11.8.2(8)(a) apply.
- (12) Infringement of Standard IX.6.8. Height in Relation to Boundary within the Mixed Housing Suburban Zone:
- (a) Assessment criteria H4.8.2(6) apply.
- (13) Infringement of Standard IX.6.9. Yards within the Mixed Housing Suburban Zone:
- (a) Assessment criteria ~~H45.8.2(89)~~ apply.
- (14) Infringement to Standard IX.6.10. Building coverage within the Mixed Housing Suburban Zone:
- (a) Assessment criteria H5.8.2(~~1014~~) apply.
- (15) Infringement to Standard IX.6.11. Landscaped area within the Mixed Housing Suburban Zone:
- (a) Assessment criteria ~~H45.8.2(1142)~~ apply.
- (16) Infringement of Standard IX.6.12. Maximum impervious area within the Mixed Housing Suburban Zone:
- (a) Assessment criteria H5.8.2(~~910~~) apply.
- (17) Infringement of Standard IX.6.13. Outlook space within the Mixed Housing Suburban Zone:
- (a) Assessment criteria ~~H45.8.2(1213)~~ apply.

**Commented [B&A132]:** Consequential to Auckland Transport (161.20, 161.21).

(18) Infringement of Standard IX.6.14. Outdoor living space within the Mixed Housing Suburban Zone:

(a) Assessment criteria **H45.8.2(1445)** apply.

(19) Infringement of Standard IX.6.15. Windows to the street within the Mixed Housing Suburban Zone:

(a) The extent to which the glazing:

(i) Allows views to the street and/or accessways to ensure passive surveillance; and

(ii) Provides a good standard for privacy of occupants.

(20) Infringement of Standard IX.6.16. Riverhead Road Culvert Upgrade

**Commented [B&A133]:** Consequential to Auckland Council (186.7, 186.9).

(a) the likelihood of a flood hazard event occurring and its magnitude and duration, and the consequences of the event, its possible effects on public health, safety, property and the environment;

(b) the extent to which the proposal and any subsequent land use is likely to exacerbate the existing flood hazard or create a new flood hazard upstream; and

(c) the extent to which a flood hazard assessment or mitigation measures address methods provided to manage the flood hazard.

(21) Non-compliance with IX.6.18 Activities sensitive to noise adjacent to Coatesville-Riverhead Highway or Riverhead Road.

(a) Whether activities sensitive to noise adjacent to Coatesville-Riverhead Highway and Riverhead Road are designed to protect people from adverse health and amenity effects while they are indoors.

(b) Whether any identified topographical or building design features, or the location of the building or any other existing buildings, will mitigate any potential health and amenity effects.

(c) The extent to which alternative mitigation measures avoid, remedy or mitigate the effects of non-compliance with the noise standards on the health and amenity of potential building occupants.

## IX.9 Special information requirements

(1) Riparian margin and wetland buffer planting plan

**Commented [B&A134]:** s42A Report recommendation

An application for land modification, development and subdivision which adjoins a permanent or intermittent stream and/or natural wetland must be accompanied by a riparian planting plan identifying the location, species, planter bag size and density of the plants. Plant species should be native.

(2) Consultation with Waka Kotahi NZ Transport Agency

An application for development, excluding construction activities, which occurs prior to the upgrade of the Coatesville-Riverhead Highway / State Highway 16 ~~Main Road~~ (SH16) intersection must be accompanied by a description of

**Commented [B&A135]:** Minor correction.

consultation undertaken with Waka Kotahi NZ Transport Agency and the outcomes of this consultation.

(3) Large or highly visible commercial or community focused buildings

Design of large or highly visible commercial or community focused buildings or structures or infrastructure shall provide opportunity to Te Kawerau ā Maki and Ngāti Whātua ō Kaipara to integrate cultural design elements.

(4) Archaeological assessment

~~An~~ application for land modification on ~~22 Duke Street (Lot 20 DP 499876), 30 Cambridge Road (Lot 1 DP 499822) and 298 Riverhead Road (Lot 1 DP 164978)~~ must be accompanied by an archaeological assessment, including a survey. The purpose of this assessment is to evaluate the effects on archaeological values associated with the Waitemata Flour Mill/Riverhead Paper Mill site R10\_721 (~~Lot 20 DP 499876 and Lot 1 DP 499822~~) and subsurface remains of the former Ellis house (R10/1537) (~~Lot 1 DP 164978~~) prior to any land disturbance, and to confirm whether the development will require an Authority to Modify under the Heritage New Zealand Pouhere Taonga Act 2014.~~!~~

**Commented [B&A136]:** s42A Report recommendation with minor amendment for clarity

**Commented [KK137]:** Consequential amendment - 22 Duke is no longer a part of the precinct.

~~(4A5)~~ Wastewater **and Water** Infrastructure Capacity Assessment

All applications for three or more dwellings or subdivision must provide a **Wastewater and Water** Infrastructure Capacity Assessment.

**Commented [B&A138]:** s42A Report recommendation, consequential to Adrian Low (169) item 7.

**Commented [B&A139]:** Watercare (218.13)/statement of evidence of Louise Allwood.

Addition of "and Water" in response to WWWS JWS #3. paragraph 3.11.3

(5) ~~Water and wastewater servicing strategy plan~~

At the first stage of subdivision and / or development of any site existing at **19 March 2026** within the precinct, a Water and Wastewater Servicing Strategy Plan shall be provided which shall include ~~The Water and Wastewater Servicing Plan shall identify the water and wastewater servicing strategy for the precinct area, including:~~

**Commented [B&A140]:** Watercare (218.13).

- (a) ~~Identify the~~ The indicative location and estimated capacity of water and wastewater infrastructure located outside of the precinct area required to service the precinct area, and the indicative location(s) of the required connection(s) to the boundary of the precinct area. ~~The Water and Wastewater Servicing Plan shall be updated for water and wastewater infrastructure located outside of the precinct area updated as development and / or subdivision is undertaken in stages within the precinct area; and~~
- (b) ~~The Water and Wastewater Servicing Strategy Plan shall be updated for~~ water and wastewater infrastructure located outside of the precinct area ~~updated~~ as development and / or subdivision is undertaken in stages within the precinct area; and
- (c) ~~Identify the~~ The relevant location, size and capacity of infrastructure located within the precinct area and required to service the proposed subdivision and / or development.

(6) Transport assessment

An application to infringe standard IX.6.1A Staging of development with road upgrades to State Highway 16 and Coatesville-Riverhead Highway must be

**Commented [B&A141]:** Consequential to inclusion of standard IX.6(1A), consequential to Auckland Council (186.10).

accompanied by a transport assessment prepared by a suitably qualified person.  
The assessment should include consideration of the following:

Commented [B&A142]: Minor correction.

- (a) Whether the proposal is in accordance with the relevant transport-related policies of the precinct; Policies IX.3(3A) and (4);
- (b) Whether increased use of public transport within the Riverhead Precinct or the wider area, has provided additional capacity within the transport network;
- (c) Whether the proposal would have a similar or lesser trip generation and similar effects on the surrounding road network to the development mix provided for in the Table IX.6.1A.1 Staging of transport upgrades;
- (d) Whether the actual rate of development in the wider area is slower than anticipated and provides additional capacity in the transport network;
- (e) The effect of the timing and development of any other transport upgrades or transport innovations not anticipated by the Riverhead Precinct; and
- (f) Whether the transport assessment supporting the application documents the outcome of engagement with the road controlling authority; and
- (g) The effects on the safe and efficient operation of the transport network, including at peak times.

Commented [KK143]: Evidence of Heppelthwaite

(7) Transport design report

Commented [B&A144]: Auckland Transport (161.42).

Any proposed new key road or intersection or upgrade to an existing key road or intersection key road intersection must be supported by a Transport Design Report and Concept Plans (including forecast transport modelling and land use assumptions), prepared by a suitably qualified transport engineer confirming that the location and design of any road and its intersection(s) supports the safe and efficient function of the existing and future (ultimate) transport network and can be accommodated within the proposed or available road reserves. This may be included within a transport assessment supporting land use or subdivision consents.

In addition, where an interim upgrade is proposed, information must be provided, detailing how the design allows for the ultimate upgrade to be efficiently delivered.

(8) Monitoring of Rule IX.6.1A Staging of subdivision and development with road upgrades – State Highway 16 and Coatesville-Riverhead Highway

Commented [B&A145]: Consequential to Auckland Transport (161.18).

Any proposal for land use or subdivision for dwellings or units in a retirement village must demonstrate compliance with IX.6.1A Table IX.6.1A Staging of transport upgrades Precinct Wide including:

- (a) The number of dwellings / units in a retirement village already consented or which may be enabled on vacant lots to demonstrate compliance with Standard IX.6.1A Staging of Subdivision and Development with Transport Upgrades.
- (b) Details of the number of dwellings and/or units in a retirement village already consented, or which may be enabled on existing vacant lots.

**Additional Matters**

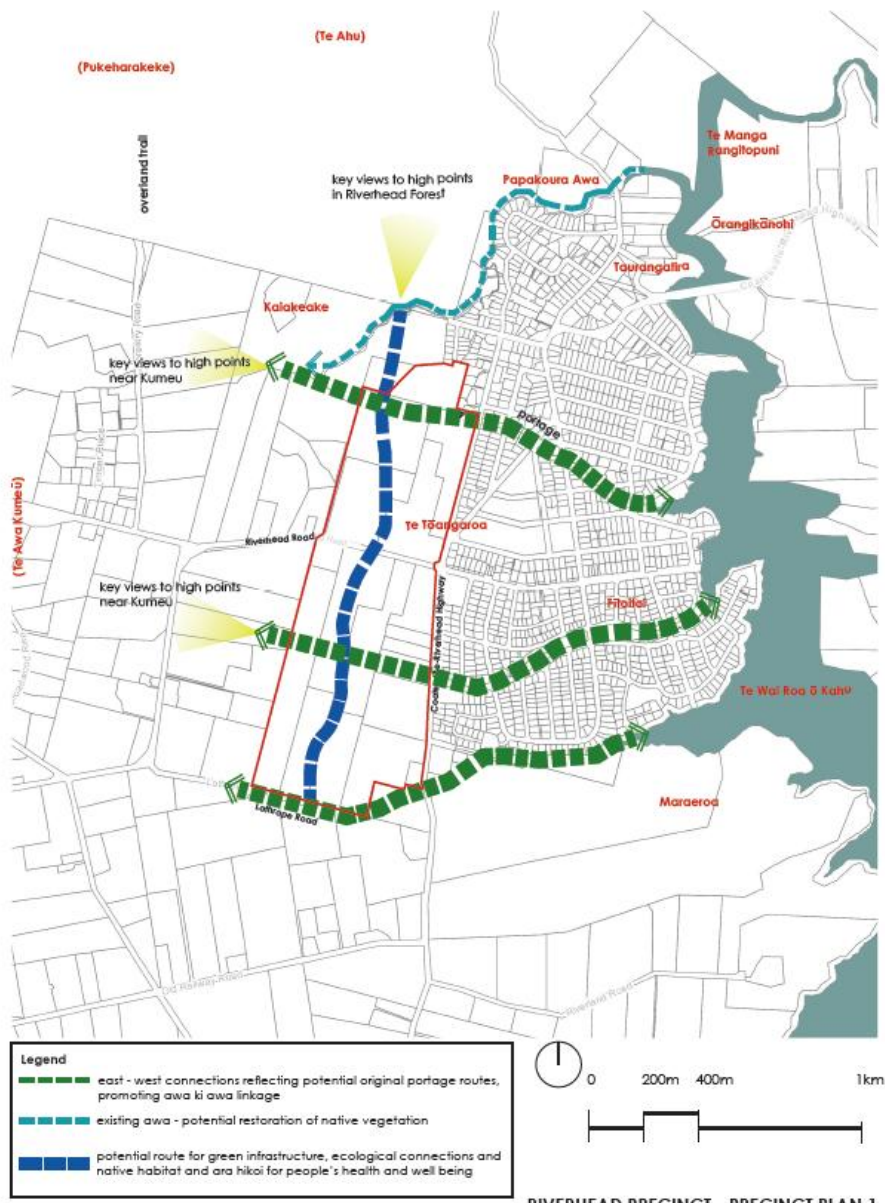
Add Copper Beech Tree to schedule of Notable trees as follows and add appropriate tree notation to planning maps:

ID	Botanical Name	Common Name	Number of Trees	Location/Street Address	Locality	Legal Description
XX	<i>Fagus sylvatica</i> 'Purpurea'	Copper Beech	1	298 Riverhead Road	Riverhead	Lot 1 DP 164978

IX.10. Precinct plans

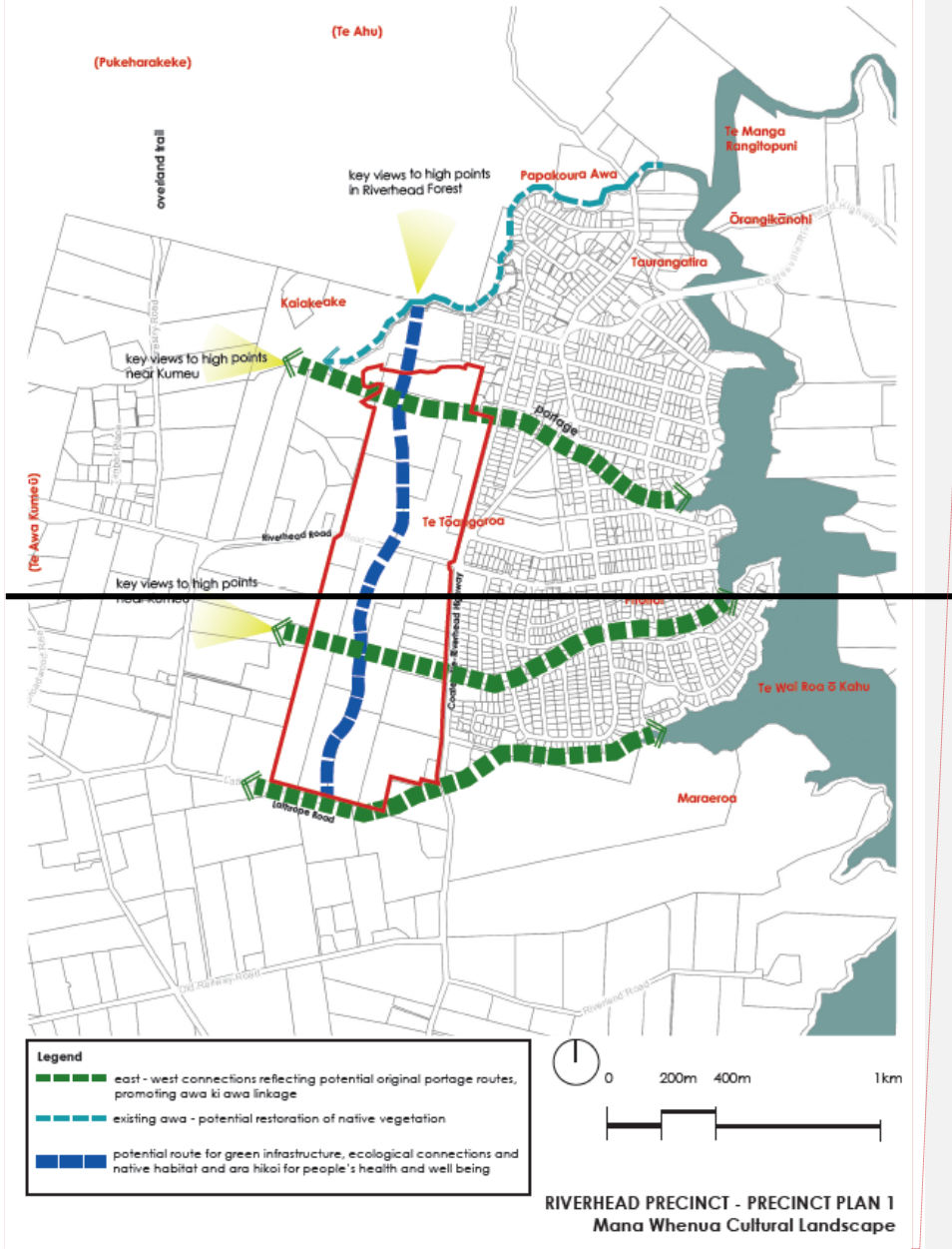
IX.10.1 Riverhead: Precinct plan 1

Commented [B&A146]: Amendments to RUB and Zone boundary as per Planning JWS paragraph 3.1.2 bullet 2

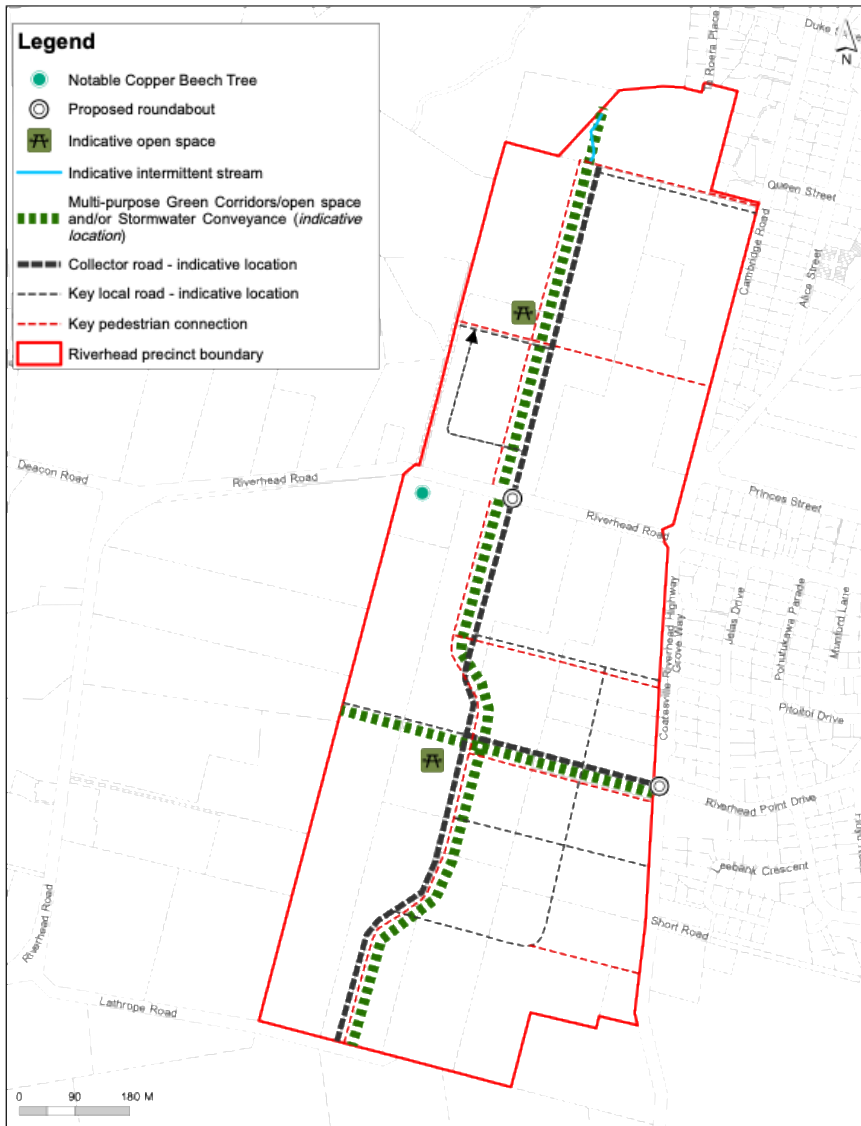


RIVERHEAD PRECINCT - PRECINCT PLAN 1  
Mana Whenua Cultural Landscape

Commented [B&A147]: Amendments to RUB and Zone boundary as per Planning JWS paragraph 3.1.2 bullet 2



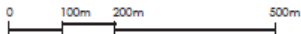
IX.10.2 Riverhead: Precinct plan 2



Riverhead Precinct Plan 2 - Structural Elements



- Legend**
- Riverhead Precinct Boundary
  - Multi-purpose Green Corridor/  
open space and/or Stormwater  
Conveyance (indicative location)
  - collector road - indicative location
  - key local road - indicative location
  - key pedestrian connection
  - proposed roundabout
  - Proposed neighbourhood park  
(indicative location)
  - Beech tree to be retained if possible



**RIVERHEAD PRECINCT - PRECINCT PLAN 2**  
Structural Elements

**Commented [B&A148]:** Amendments to RUB and Zone boundary as per Planning JWS paragraph 3.1.2 bullet 2

**Commented [B&A149]:** Auckland Transport (161.43); consequential to Auckland Council (186.7, 186.9).

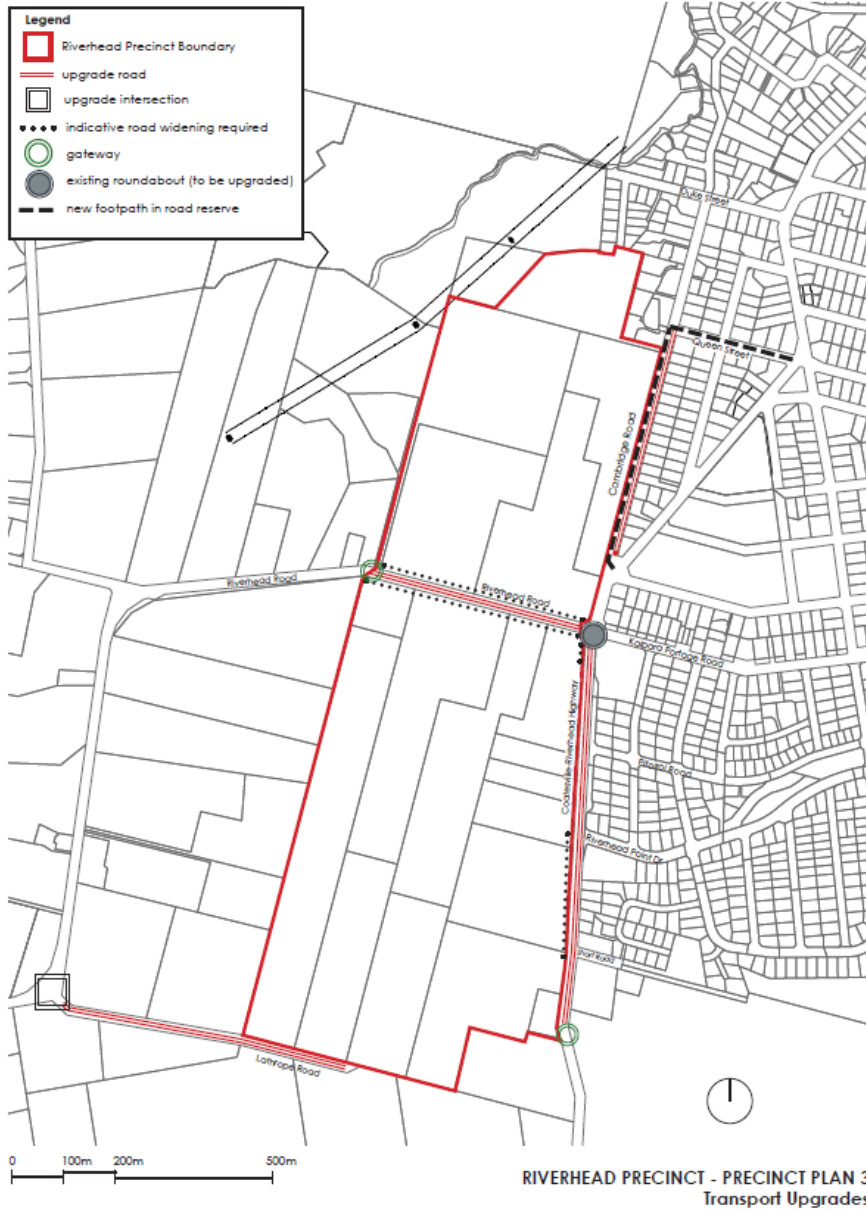
- Legend**
- Riverhead Precinct Boundary
  - Multi-purpose Green Corridors/  
open space and/or Stormwater  
Conveyance (indicative location)
  - collector road - indicative location
  - key local road - indicative location
  - key pedestrian connection
  - proposed roundabout
  - Indicative open space
  - Beech tree to be retained if possible



**RIVERHEAD PRECINCT - PRECINCT PLAN 2**  
**Structural Elements**

**Commented [B&A150]:** Amendments to RUB and Zone boundary as per Planning JWS paragraph 3.1.2 bullet 2

IX.10.3 Riverhead: Precinct plan 3



Commented [B&A151]: Amendments to RUB and Zone boundary as per Planning JWS paragraph 3.1.2 bullet 2

Commented [B&A152]: Amendments to RUB and Zone boundary as per Planning JWS paragraph 3.1.2 bullet 2





IX.11. Appendices

IX.11.1 Appendix 1: Road function and design elements table – Internal roads within the Precinct

Road Description	Proposed Role and Function of Road in Precinct Area	Minimum Road Reserve (subject to note 1)	Total Number of Lanes	Speed Limit (Design)	On-Street Parking	Access Restrictions	Cycle Provision	Pedestrian Provision	Street Trees	Bus Provision (subject to note 2)
<b>Collector Road</b> (without adjacent reserve)	Collector Road (Type 4)	<del>25m</del> 21m	2	40 km/h	Optional	No	Yes  Separated on both sides	Yes  Both sides	Trees each side	Yes
<b>Collector Road</b> (with adjacent reserve which includes a shared path alongside (but outside) road reserve)	Collector Road (Type 4)	<del>24m</del> 19.5m	2	40 km/h	Optional	No	Yes  Separated on both sides	Yes  One side (not required on reserve side)	Trees each side	Yes
<b>Local Roads</b>	Local Road (Type 2)	<del>48m</del> 16m	2 (on-street parking with staggered)	30 km/h	Optional	No	No	Yes  Both sides	Trees each side	No

Commented [B&A155]: Minor correction.

Commented [B&A157]: s42A Report recommendation, Luxembourg Development Company Ltd. (205.23).

Commented [B&A156]: Auckland Transport (161.45).

Commented [B&A158]: Consequential to s42A Report recommendation, s42A Report recommendation, Luxembourg Development Company Ltd. (205.23).

Commented [B&A160]: s42A Report recommendation, Luxembourg Development Company Ltd. (205.23).

Commented [B&A159]: Auckland Transport (161.45).

			yellow lines)							
--	--	--	---------------	--	--	--	--	--	--	--

*Note 1: Typical minimum width which may need to be varied in specific locations where required to accommodate network utilities, batters, structures, stormwater treatment, intersection design, significant constraints or other localised design requirements.*

**Commented [B&A161]:** Auckland Transport (161.46).

*Note 2: Carriageway and intersection geometry capable of accommodating buses.*

**Commented [B&A162]:** Auckland Transport (161.47).

IX.11.2 Appendix 2: Road function and design elements table – External roads to the Precinct

Road Description	Proposed Role and Function of Road	Minimum Road Reserve <u>(subject to note 1)</u>	Total Number of Lanes	Speed Limit (Design)	On-Street Parking	Access Restrictions	Cycle Provision	Pedestrian Provision	Street Trees	Bus Provision <u>(subject to note 2)</u>
<b>Coatesville-Riverhead Highway</b>  Between Kaipara Portage Road and Riverhead Point Drive	Arterial Road	Existing width (varies) plus localised intersection widening	2	50	No	Yes	Yes  Separated on both sides	Yes	Yes	Yes
<b>Coatesville-Riverhead Highway</b>  From Riverhead Point Drive to 80m south of Short Road	Arterial Road	Existing with localised widening on the western boundary to allow for intersections and tie-in works for the future shared path on Coatesville-Riverhead Highway, south of Short Road.	2	50	No	Yes	Yes  Separated on both sides	Yes	Yes  Western side only	Yes

Road Description	Proposed Role and Function of Road	Minimum Road Reserve <u>(subject to note 1)</u>	Total Number of Lanes	Speed Limit (Design)	On-Street Parking	Access Restrictions	Cycle Provision	Pedestrian Provision	Street Trees	Bus Provision <u>(subject to note 2)</u>
<b>Riverhead Road</b>  From the <b>eastern</b> <b>western</b> boundary of 307 Riverhead Road to Coatesville-Riverhead Highway	Arterial Road	24m, with <b>requiring</b> 2m widening each side plus localised intersection widening	2	50	No	<del>No</del> Yes (refer to note 3)	Yes  Separated on both sides	Yes	Yes	<del>No</del> Yes
<b>Lathrope Road</b>	Local Road	Existing width (20m)	2	50	No	No	No	Yes  Northern side only	No	Yes
<b>Cambridge Road</b> (south of Queen Street)	Local Road	Existing width (20m)	<u>2</u>	<u>50</u>	Optional Western side only	No	No	Yes  Western side only	No	No

**Commented [B&A165]:** Auckland Transport (161.50).

**Commented [B&A166]:** Auckland Transport (161.50).

**Commented [B&A164]:** Response to Commissioner Mark-Brown question at re-convened hearing (5/11/2025).

**Commented [KK163]:** As per Heppelthwaite's evidence

**Commented [B&A167]:** Auckland Transport (161.1).

*Note 1: Typical minimum width which may need to be varied in specific locations where required to accommodate network utilities, batters, structures, stormwater treatment, intersection design, significant constraints or other localised design requirements.*

**Commented [B&A168]:** Auckland Transport (161.48).

Note 2: Carriageway and intersection geometry capable of accommodating buses.

Note 3: Vehicle access restriction applies under Standard E27.6.4.1.

**Commented [B&A169]:** Auckland Transport (161.49).

**Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested**

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
1	1.1	David Lyon	davidlyon2001@gmail.com	Decline the plan change	Reject
2	2.1	BA Kruse & SM Farley, Beverley Kruse family Trust	countrybloomsnz@gmail.com	Approve the plan change without amendments	Accept in part
3	3.1	Alexandra Grace Roland	ali.roland88@gmail.com	Decline the plan change	Reject
4	4.1	Michael Cushnie	michael@tlw.co.nz	Decline the plan change	Reject
5	5.1	Melissa Bramley	melissajbramley@gmail.com	Decline the plan change	Reject
6	6.1	Daniel Smyth	smyth-daniel@hotmail.com	Approve the plan change without amendments	Accept in part
7	7.1	GBI Family Trust Limited	gbifamilytrust@gmail.com	Approve the plan change without amendments	Accept in part
8	8.1	Maan Alzaher	maan.alzaher@gmail.com	Approve the plan change without amendments	Accept in part
9	9.1	Kim Scoffin	kim.scoffin@gmail.com	Decline the plan change	Reject
10	10.1	Niki Buric	nevans685@gmail.com	Approve the plan change without amendments	Accept in part
11	11.1	Daniel Cohen	dan.cohen@lesmills.com	Decline the plan change	Reject
12	12.1	Michael Ferkins	michaelferkins@gmail.com	Decline the plan change	Reject
13	13.1	Lesa van Bott	lesa.frank@xtra.co.nz	Decline the plan change	Reject
14	14.1	Paula Hogg	paula@h4.co.nz	Decline the plan change	Reject
15	15.1	Hin San Li	hinsanli@gmail.com	Approve the plan change without amendments	Accept in part
16	16.1	Phil Jackson	pjtonz@gmail.com	Decline the plan change	Reject
17	17.1	Peter Wilding	wildingp9@gmail.com	Decline the plan change	Reject
17	17.2	Peter Wilding	wildingp9@gmail.com	If approved make improvement to local infrastructure and especially roading conditional to change of zoning.	Accept in part
18	18.1	Laura Storey	laura.storey@prolex.co.nz	Approve the plan change without amendments	Accept in part
19	19.1	Malhar Panchwagh	malhar_p@xtra.co.nz	Decline the plan change	Reject
20	20.1	Michelle Sandra Young	michelle.young@raywhite.com	Decline the plan change	Reject
20	20.2	Michelle Sandra Young	michelle.young@raywhite.com	If approved make improvements to infrastructure (flooding and transport).	Accept in part
21	21.1	Taimane Cohen	diamonds_297@hotmail.com	Decline the plan change	Reject

**Plan Change 100 (Private): Riverhead**  
**Summary of Decisions Requested**

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
22	22.1	Katherine McCarthy	dkdmft@hotmail.com	Decline the plan change	Reject
23	23.1	Jesse McBride	jess@mcbrides.co.nz	Decline the plan change	Reject
24	24.1	Kate Frances Lyon	kate.f.truman@gmail.com	Decline the plan change	Reject
24	24.2	Kate Frances Lyon	kate.f.truman@gmail.com	If approved provide low density housing instead of medium with minimum 800m2 sections.	Reject
24	24.3	Kate Frances Lyon	kate.f.truman@gmail.com	If approved keep housing style as existing	Reject
24	24.4	Kate Frances Lyon	kate.f.truman@gmail.com	If approved urgently provide a high school	Reject
24	24.5	Kate Frances Lyon	kate.f.truman@gmail.com	If approved provide a traffic management plan and a public transport plan	Reject
24	24.6	Kate Frances Lyon	kate.f.truman@gmail.com	If approved urgently improve infrastructure including power, water, sewerage	Accept in part
25	25.1	Nijo Jacob	nijoj468@live.com	Decline the plan change	Reject
26	26.1	Monique Masoe	chess@xtra.co.nz	Decline the plan change	Reject
27	27.1	Ali Summers	alisummers@hotmail.com	Decline the plan change	Reject
28	28.1	Jane Sparnon	info@grabit.kiwi	Decline the plan change	Reject
29	29.1	Renee Thrower	renee.thrower@yahoo.co.nz	Decline the plan change	Reject
30	30.1	Jiayi Yu	kaurica@outlook.co.nz	Approve the plan change with the developer to bear part of transportation costs including road expansion, park and ride and walkways for children	Accept in part
31	31.1	Jordanka Vitasovich	vitaso@xtra.co.nz	Approve the plan change	Accept in part
32	32.1	Stephen Nicholas	snicholas_nz@yahoo.com	Decline the plan change	Reject
33	33.1	David Rice	drice83@gmail.com	Decline the plan change	Reject
34	34.1	Claire Jones	23 Pitoitoi Drive Riverhead Auckland 0820	Decline the plan change	Reject
35	35.1	Anna Johnston	annaljohnston1977@gmail.com	Decline the plan change	Reject
36	36.1	Claire Kathleen Jones	fairview2010@gmail.com	Decline the plan change	Reject
37	37.1	Jeremy Quiding	jquiding@hotmail.com	Approve the plan change without amendments	Accept in part
38	38.1	Danni-Lee Corkery	dannileedesigns@gmail.com	Build out the infrastructure in advance of new development in a complete manner so the area is ready for development before it commences.	Accept in part

**Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested**

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
39	39.1	Thomas Osborne	tom.osborne@gmail.com	Decline the plan change	Reject
40	40.1	Scott Page	scottypage@gmail.com	Decline the plan change	Reject
41	41.1	Monte Neal	nealsorchard@xtra.co.nz	Decline the plan change	Reject
41	41.2	Monte Neal	nealsorchard@xtra.co.nz	If approved make unspecified amendments - related to roading, schools and cycleways	Accept in part
42	42.1	Fang Yang	888fangyang@gmail.com	Approve the plan change without amendments	Accept in part
43	43.1	Ari King	ari.davies@live.com	Approve the plan change with amendments	Accept in part
43	43.2	Ari King	ari.davies@live.com	Deliver road capacity increases both west and north from Riverhead	Accept in part
43	43.3	Ari King	ari.davies@live.com	Deliver stormwater and electricity capacity increases	Accept in part
44	44.1	Nicholas McKay	nickmckay@outlook.co.nz	Decline the plan change	Reject
45	45.1	Glenn Gowthorpe	gupmyster@gmail.com	Decline the plan change	Reject
46	46.1	Eanna Geoghegan	eannag@hotmail.co.uk	Approve the plan change with amendments	Accept in part
46	46.2	Eanna Geoghegan	eannag@hotmail.co.uk	No change should proceed until transport infrastructure is completed including the new round about at Boric and Brigham Creek.	Accept in part
46	46.3	Eanna Geoghegan	eannag@hotmail.co.uk	Upgrades to sewerage and water systems upgraded before work commencing	Reject
46	46.4	Eanna Geoghegan	eannag@hotmail.co.uk	Provision of a high school is required	Reject
47	47.1	Anthony Smith	antsmith119@gmail.com	Approve the plan change without amendments	Accept in part
48	48.1	Michael Brent	Michael.brent@washtech.co.nz	Decline the plan change	Reject
48	48.2	Michael Brent	Michael.brent@washtech.co.nz	If approved make significant upgrades to SH16 between Brigham Creek and Kumeu	Accept in part
48	48.3	Michael Brent	Michael.brent@washtech.co.nz	If approved ensure adequate primary and secondary schools in the NW	Reject
49	49.1	Allyson Shepherd	allyson.shepherd@xtra.co.nz	Decline the plan change	Reject
50	50.1	Shanley Joyce	shanleyjoyce@hotmail.com	Decline the plan change	Reject
50	50.2	Shanley Joyce	shanleyjoyce@hotmail.com	If approved upgrade the stormwater and sewerage infrastructure	Accept in part
50	50.3	Shanley Joyce	shanleyjoyce@hotmail.com	If approved make upgrades to roading including walkways, footpaths, bike paths for children	Accept in part
50	50.4	Shanley Joyce	shanleyjoyce@hotmail.com	If approved improve parking/ footpath around Riverhead Memorial Park	Reject

**Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested**

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
50	50.5	Shanley Joyce	shanleyjoyce@hotmail.com	If approved provide better greenspaces and single housing to reflect existing Riverhead community	Accept in part
51	51.1	Sani Peter	saninijo139@gmail.com	Decline the plan change	Reject
52	52.1	Emma Davison	emjo.davison@gmail.com	Decline the plan change	Reject
53	53.1	Keith Thomas	ppvcheck@gmail.com	Decline the plan change	Reject
54	54.1	Michele Widdows	michele@dsl.co.nz	Decline the plan change	Reject
55	55.1	Branyn Bellaney	branyn.bellaney@yahoo.com	Decline the plan change	Reject
55	55.2	Branyn Bellaney	branyn.bellaney@yahoo.com	If approved build and upgrade roads to handle the traffic first.	Accept in part
56	56.1	Kelly Hancock	kelly@edart.co.nz	Decline the plan change	Reject
57	57.1	Georgia Hill	georgia.shiloh.z@gmail.com	Decline the plan change	Reject
58	58.1	Brent Allan Catton	brentcatton@hotmail.com	Decline the plan change	Reject
59	59.1	Annika Doggett	annikadoggett@gmail.com	Decline the plan change	Reject
60	60.1	Scott Vine	scottdanielvine@gmail.com	Decline the plan change	Reject
61	61.1	Poynter Family Trust	rick@poynteragencies.com	Decline the plan change	Reject
62	62.1	Craig Brock	craig@brock.co.nz	Approve the plan change with amendments	Accept in part
62	62.2	Craig Brock	craig@brock.co.nz	Ensure development is not occupied until all stated road improvements are complete	Accept in part
63	63.1	Riverope Properties Ltd	angela@tmnurseries.nz	Approve the plan change without amendments	Accept in part
64	64.1	Casey Tierney	caseytierney88@gmail.com	Decline the plan change	Reject
65	65.1	Acascia Steedman	acascia1@gmail.com	Decline the plan change	Reject
66	66.1	Hawk Ellery Freight Services Ltd	scott@hawkellery.co.nz	Decline the plan change	Reject
66	66.2	Hawk Ellery Freight Services Ltd	scott@hawkellery.co.nz	including front yard setbacks, maximum fence heights, garage setbacks, and requirements for outdoor living spaces.	Accept in part
66	66.3	Hawk Ellery Freight Services Ltd	scott@hawkellery.co.nz	Undertake comprehensive community consultation and develop a structured consultation plan.	Reject
66	66.4	Hawk Ellery Freight Services Ltd	scott@hawkellery.co.nz	Address critical issues such as parks, stormwater management, transportation and village character preservation.	Accept in part
67	67.1	Rebecca Englefield	bexx_a@hotmail.com	Approve the plan change with amendments	Accept in part

**Plan Change 100 (Private): Riverhead**  
**Summary of Decisions Requested**

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
67	67.2	Rebecca Englefield	bexx_a@hotmail.com	Build the new Kumeu bypass or make SH16 two lanes each way before allowing mass residential development	Reject
68	68.1	Jenny Burnett	myjens@windowslive.com	Decline the plan change	Reject
69	69.1	Lynne Fluker	taylorlnz@hotmail.com	Decline the plan change	Reject
70	70.1	Julie Tutton-Jones	j.tuttonjones@gmail.com	Opposes the plan change	Reject
71	71.1	Michael Robert Brooke	Mikerbrooke@outlook.com	Decline the plan change	Reject
72	72.1	John Armstrong	johnarmstrong2749@icloud.com	Plan change cannot not go ahead until the roading and the junction at SH16 is sorted.	Accept in part
73	73.1	Morie Yoshida	morieyoshida@xtra.co.nz	Decline the plan change	Reject
74	74.1	Sue James	sue@homecircuit.co.nz	Opposes the plan change	Reject
75	75.1	Bharat Sethi	bharatsethi007@gmail.com	Decline the plan change	Reject
76	76.1	Adolf Goldwyn	adolf.goldwyn@gmail.com	Decline the plan change	Reject
77	77.1	Lucy Goldwyn	lucygoldwyn@gmail.com	Decline the plan change	Reject
78	78.1	Fiona Carter	fionacarter18@gmail.com	Decline the plan change	Reject
78	78.2	Fiona Carter	fionacarter18@gmail.com	If approved increase lanes on CRH highway, install round about at CRH/SH16 or a merge lane from CRH to SH16 and put more lanes on SH16	Accept in part
79	79.1	Catherine Watson	cath_al_watson@hotmail.com	Decline the plan change	Reject
80	80.1	Matthew Fisher	mwsfisher@gmail.com	Decline the plan change	Reject
80	80.2	Matthew Fisher	mwsfisher@gmail.com	If approved increase public transport options	Accept in part
80	80.3	Matthew Fisher	mwsfisher@gmail.com	If approved don't build apartments	Accept in part
81	81.1	Ed Stubenitsky	stubee_1@hotmail.com	Approve the plan change with amendments	Accept in part
81	81.2	Ed Stubenitsky	stubee_1@hotmail.com	Adequate provisions for quality parks and open spaces.	Accept in part
81	81.3	Ed Stubenitsky	stubee_1@hotmail.com	Appropriate provision for parking	Accept in part
82	82.1	Katie Richards	sk.richards@xtra.co.nz	Decline the plan change	Reject
83	83.1	Kyle Munro	ksmunro1974@gmail.com	Decline the plan change	Reject
84	84.1	Rafael Garcia	rafa14@gmail.com	Decline the plan change	Reject

**Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested**

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
85	85.1	Alan Macleod	macleodalan@yahoo.co.nz	Decline the plan change	Reject
85	85.2	Alan Macleod	macleodalan@yahoo.co.nz	If approved upgrade the stormwater and sewerage infrastructure	Accept in part
85	85.3	Alan Macleod	macleodalan@yahoo.co.nz	If approved make significant upgrades to SH16 and other roads	Accept in part
85	85.4	Alan Macleod	macleodalan@yahoo.co.nz	If approved change provisions to ensure the current ambience in Riverhead is maintained.	Accept in part
85	85.5	Alan Macleod	macleodalan@yahoo.co.nz	If approved revisit / remove commercial area opposite Hallertau	Accept
86	86.1	Christopher Michael John Stafford	cmjstafford@gmail.com	Decline the plan change	Reject
87	87.1	Melissa Keegan	melissakeegan22@hotmail.com	Decline the plan change	Reject
88	88.1	Dan Fluker	djfluker@hotmail.com	Decline the plan change	Reject
89	89.1	Jainesh Kumar	jainesh_k@live.com	Decline the plan change	Reject
90	90.1	Nicholas William Edward Bastow	nck_bastow@yahoo.com.au	Decline the plan change	Reject
90	90.2	Nicholas William Edward Bastow	nck_bastow@yahoo.com.au	If approved reduce to low density housing only	Accept in part
90	90.3	Nicholas William Edward Bastow	nck_bastow@yahoo.com.au	If approved, limit development to outside of flood plains	Accept
90	90.4	Nicholas William Edward Bastow	nck_bastow@yahoo.com.au	If approved make significant upgrades to SH16 and have dedicated lane from CHR to SH16 Motorway	Accept in part
91	91.1	Jenna Robinson	jenna_robinson@hotmail.com	Approve the plan change with amendments	Accept in part
91	91.2	Jenna Robinson	jenna_robinson@hotmail.com	Increase road capacity and efficiency	Accept in part
92	92.1	Andrew Lorrey	a.lorrey@niwa.co.nz	Decline the plan change	Reject
93	93.1	Chris Harker	chris.harker@xtra.co.nz	Decline the plan change	Reject
94	94.1	Thomas Michael Kelly	tomknzl@gmail.com	Decline the plan change	Reject
94	94.2	Thomas Michael Kelly	tomknzl@gmail.com	If approved include clear rules around upgrades for roads	Accept
94	94.3	Thomas Michael Kelly	tomknzl@gmail.com	If approved include clear rules around upgrades for schools	Reject
94	94.4	Thomas Michael Kelly	tomknzl@gmail.com	If approved include clear rules around upgrades for storm water	Accept
95	95.1	Ella McIntosh	ella.jmcintosh@gmail.com	Decline the plan change	Reject
95	95.2	Ella McIntosh	ella.jmcintosh@gmail.com	If approved make significant upgrades to SH16 and other roads	Accept in part

**Plan Change 100 (Private): Riverhead**  
**Summary of Decisions Requested**

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
95	95.3	Ella McIntosh	ella.jmcintosh@gmail.com	If approved provide for greenspaces and parks	Accept
95	95.4	Ella McIntosh	ella.jmcintosh@gmail.com	If approved review details of retirement village site	Accept in part
96	96.1	Albrecht von Wallmoden	avonwallmoden@yahoo.com	Decline the plan change	Reject
97	97.1	Stephanie Gale	stephaniegalez@gmail.com	Approve the plan change without amendments	Accept in part
98	98.1	Bridget Michelle Hill	bridget.mw@gmail.com	Approve the plan change with amendments	Accept in part
98	98.2	Bridget Michelle Hill	bridget.mw@gmail.com	Improve understanding of CRH and SH16 congestion and upgrade	Accept in part
98	98.3	Bridget Michelle Hill	bridget.mw@gmail.com	Upgrade local roads prior to increased usage	Accept
98	98.4	Bridget Michelle Hill	bridget.mw@gmail.com	Provide an up to date floodwater assessment before decisions are made and ensure rules are based on updated assessment.	Accept
98	98.5	Bridget Michelle Hill	bridget.mw@gmail.com	Provide a clear requirement to provide neighbourhood parks.	Accept in part
98	98.6	Bridget Michelle Hill	bridget.mw@gmail.com	A park should be provided at 298 Riverhead Road	Reject
98	98.7	Bridget Michelle Hill	bridget.mw@gmail.com	Provide a contiguous green corridor that is offered to the Council for vesting.	Accept
98	98.8	Bridget Michelle Hill	bridget.mw@gmail.com	Provide a secondary pedestrian link to into Duke Street or Te Roera.	Reject
98	98.9	Bridget Michelle Hill	bridget.mw@gmail.com	Provide two distinct approaches, one with the retirement village and one without.	Accept in part
98	98.10	Bridget Michelle Hill	bridget.mw@gmail.com	Have a considered approach to zoning and interface with existing Riverhead.	Accept in part
98	98.11	Bridget Michelle Hill	bridget.mw@gmail.com	Any new business zoning should be required to demonstrate a consolidated and legible town centre including removal of local centre opposite Riverhead Point Road.	Accept
98	98.12	Bridget Michelle Hill	bridget.mw@gmail.com	Increased residential density (MHS Zone) should be balanced with stronger requirements for good urban design.	Accept
98	98.13	Bridget Michelle Hill	bridget.mw@gmail.com	The MHS Zone should be based on a reasoned analysis to reflect the intent of the zone and transitions should contain a local road to transition to the MHS zone, between the different densities and	Accept in part
98	98.14	Bridget Michelle Hill	bridget.mw@gmail.com	The plan change should have better consultation so that a more seamless extension of the old Riverhead is able to be made.	Reject
99	99.1	William Eastgate	wreastgate@gmail.com	Approve the plan change without amendments	Accept in part
100	100.1	Aidan Donnelly	donnelly_aidan@hotmail.com	Approve the plan change without amendments	Accept in part
101	101.1	Andy Nicol	andy.nicol@andley.co.nz	Approve the plan change with amendments	Accept in part
101	101.2	Andy Nicol	andy.nicol@andley.co.nz	Upgrade the CRH and SH16 intersection with a round about and extend northwestern motorway beyond Huapai and Waimauku.	Accept in part

**Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested**

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
102	102.1	Daimler Teves	daimler.teves@gmail.com	Decline the plan change	Reject
103	103.1	Rose Worley	roseworley.art@gmail.com	Decline the plan change	Reject
104	104.1	Jan Henderson	kjhenderson@xtra.co.nz	Decline the plan change	Reject
104	104.2	Jan Henderson	kjhenderson@xtra.co.nz	If approved upgrade the transportation system for extra capacity including public transport	Accept in part
104	104.3	Jan Henderson	kjhenderson@xtra.co.nz	If approved upgrade the stormwater \ infrastructure	Accept in part
104	104.4	Jan Henderson	kjhenderson@xtra.co.nz	If approved upgrade the wastewater infrastructure	Accept in part
104	104.5	Jan Henderson	kjhenderson@xtra.co.nz	If approved clearly identify areas to be put aside for parks and reserves including 306 Riverhead Rd	Accept in part
105	105.1	Leo Floyd	nola.leofloyd@xtra.co.nz	Approve the plan change with amendments	Accept in part
105	105.2	Leo Floyd	nola.leofloyd@xtra.co.nz	Upgrade roading infrastructure before development allowed	Accept in part
106	106.1	Robyn Moore	robyn007.moore@gmail.com	Decline the plan change	Reject
107	107.1	Matthew Archer	matt.archer00@gmail.com	Decline the plan change	Reject
108	108.1	Chris Svendsen	cnsvendsen@hotmail.com	Decline the plan change	Reject
109	109.1	Steve Pike	stevejane.pike@gmail.com	Decline the plan change	Reject
109	109.2	Steve Pike	stevejane.pike@gmail.com	If approved upgrade SH16 to SH16 to 2 lanes heading south, merge lane into SH16 and Taupaki round about to Brigham Creek should be 45 lanes.	Accept in part
109	109.3	Steve Pike	stevejane.pike@gmail.com	If approved upgrade the stormwater infrastructure	Accept in part
110	110.1	Paul Svendsen	pksvendsen@hotmail.com	Decline the plan change	Reject
111	111.1	Lewellan Sclanders	chicosclanders@icloud.com	Decline the plan change	Reject
111	111.2	Lewellan Sclanders	chicosclanders@icloud.com	If approved double road capacity	Accept in part
111	111.3	Lewellan Sclanders	chicosclanders@icloud.com	If approved address the flooding threat	Accept in part
112	112.1	Josette Barbara Haggren	josette.haggren@eapexecutive.com	Approve the plan change with amendments	Accept in part
112	112.2	Josette Barbara Haggren	josette.haggren@eapexecutive.com	Include provisions to retain large trees	Accept in part
112	112.3	Josette Barbara Haggren	josette.haggren@eapexecutive.com	Provide for walkways	Accept in part
112	112.4	Josette Barbara Haggren	josette.haggren@eapexecutive.com	Include a clause for no high fences	Reject

**Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested**

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
113	113.1	Nathalie Lapuente Guzman	natha_0717@yahoo.com	Decline the plan change	Reject
113	113.2	Nathalie Lapuente Guzman	natha_0717@yahoo.com	If approved make upgrades to roads	Accept in part
113	113.3	Nathalie Lapuente Guzman	natha_0717@yahoo.com	If approved make upgrades to school infrastructure including a secondary school	Reject
113	113.4	Nathalie Lapuente Guzman	natha_0717@yahoo.com	If approved upgrade the stormwater infrastructure	Accept in part
114	114.1	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	Decline the plan change	Reject
114	114.2	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	Include provisions which state that development of the plan change area cannot proceed until wider network capacity and safety issues are addressed.	Accept in part
114	114.3	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	Include provisions which state that development of the plan change area cannot proceed until local road improvements have been completed	Accept in part
114	114.4	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	The proposed retirement village creates roading pinch points that should be addressed by requirements for various road upgrades set out in the submission	Reject
114	114.5	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	Include provisions which require all required local and wider transport improvements to be in place prior to earthworks and related traffic impacts commencing.	Reject
114	114.6	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	Any proposed commercial zoning to be justified by economic analysis that is based on a clear outline of existing zoning and activities in Riverhead, including under-utilising of zoned land and potential capacity, and recognition of the activities and services that would be provided by the retirement village and commercial activities that can be undertaken in the THAB zone via	Accept in part
114	114.7	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	Any proposed commercial zoning to be justified by economic analysis that is based on a well-reasoned and justifiable customer catchment which recognises the commercial and retail centres of Kumeu, Westgate and Albany, and does not unrealistically anticipate that people who live near these centres would instead travel to Riverhead for their shopping needs.	Accept in part
114	114.8	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	Any new business zoning to demonstrate a consolidated and legible town centre, not exacerbate strip commercial areas fronting the highway. Most importantly by removing the proposed Local Centre Zone opposite Riverhead Point Road.	Accept in part

Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
114	114.9	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	MHS zoning should be balanced by good urban design and green infrastructure with graduated density provided.	Accept
114	114.10	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	Front yards should be sized to be adequate for planting large trees, for example, 6 metres and a requirement for each site in the zone to plant one tree capable of growing 6m plus in height.	Reject
114	114.11	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	Specific yard and landscape standards to apply at the rear of all sites which adjoin a rural zone to help establish a transition between the residential and rural environments.	Accept in part
114	114.12	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	Front yard fence control applied which applies H5.6.15 Front, side and rear fences and walls.	Reject
114	114.13	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	Require minimum tree quantity outcomes for new roads	Reject
114	114.14	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	Require sufficient private and public planted areas to give effect to the intent of Auckland's Urban Ngahere (Forest) Strategy	Reject
114	114.15	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	THAB zone location and extent to be based on a reasoned analysis and reflect the intent of the zone which is to provide density around a transport hub and/or a town centre.	Accept in part
114	114.16	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	The transition edge of THAB to the Mixed House Suburban zone should contain a local road to create a natural transition space between the different densities and building scale/forms.	Reject
114	114.17	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	Require the 20m margin of land from the stream in the MRZ to be zoned as public open space and vested to the council	Reject

Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
114	114.18	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	The green corridor to be extended to the open space esplanade reserve and be available for public access	Accept in part
114	114.19	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	Provide a robust peer review and an overall bottom line requirement in the plan change provisions that stormwater will not cause upstream or downstream adverse effects.	Accept in part
114	114.20	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	Remove the clause 'as far as practicable' from Objective (6), for example: "Stormwater is managed to avoid, or minimise or adequately mitigate, adverse effects on the receiving environment."	Reject
114	114.21	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	Require the overall stormwater corridor system and green network design to be agreed with council prior to development and not incrementally addressed via multiple separate development proposals	Accept in part
114	114.22	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	Provide clarity of the intended use and function of 22 Duke Street with regard to stormwater	Accept in part
114	114.23	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	Include provisions which ensure that the wastewater system is appropriate and fit for purpose, and that addition of the plan change area will not negatively impact existing and future users	Accept in part
114	114.24	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	Ensure the requirement and composition for the green corridor to be determined and agreed in principle with council prior to any development	Accept in part
114	114.25	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	That necessary parts of the green corridor infrastructure which do not comprise of roads, neighbourhood parks or drainage reserves are offered to council for vesting or protected and maintained in perpetuity by an appropriate legal mechanism .	Reject

**Plan Change 100 (Private): Riverhead**  
**Summary of Decisions Requested**

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
114	114.26	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	Provide a clear description the intended corridor composition is required in the plan, and an explanation of how the multiple components of the green networks are to be determined and delivered in the whole, from the perspectives of parks to vest, stormwater devices and the road corridor, and any other land that may be required	Accept in part
114	114.27	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	Extend the green corridor to the Rangitopuni tributary and provide a public connection to a zoned open space esplanade reserve	Reject
114	114.28	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	Clear objectives, polices, standards and design/outcome expectations are required in the plan to ensure the overall 'multi-purpose green corridors' is delivered as anticipated, because Policy 13 as drafted will not achieve this outcome	Accept
114	114.29	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	A neighbourhood park to be located to include the Beech tree and the overall grove of high value trees	Reject
114	114.30	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	That the plan change be complete and robust in terms of dealing with the two scenarios of the retirement village being in place or not. Requiring cross-site connectivity and local roads for the scenario of the retirement village not being built	Accept
114	114.31	Riverhead Community Association (formerly Riverhead Residents and Ratepayers Association)	Mikerbrooke@outlook.com	The opportunity to conference with the requestors to resolve any matters of difference pre-hearing	Accept in part
115	115.1	Oscar Fernando Barrero Lopez	oscar_barlop@hotmail.com	Decline the plan change	Reject
116	116.1	Mayson Day	maysond@yahoo.com	Decline the plan change	Reject
116	116.2	Mayson Day	maysond@yahoo.com	If approved greatly increase capacity of CR Highway	Accept in part
117	117.1	Johan Vollebregt	johan@millgrove.co.nz	Decline the plan change	Reject
118	118.1	Hazel Purcell	purcellhazel@gmail.com	Decline the plan change	Reject
119	119.1	Stephen Tiney	s.tiney@live.com	Decline the plan change	Reject
120	120.1	Michelle Lynda Cushnie	mitchpilina@hotmail.com	Decline the plan change	Reject

**Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested**

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
121	121.1	Belay Professional Services Limited	mglanfie@gmail.com	Decline the plan change	Reject
122	122.1	Maraetai Land Development Limited	philip@campbellbrown.co.nz	Approve the plan change without amendments	Accept in part
123	123.1	Andrew Coombes and Tara Hatherley	andrewandtara@xtra.co.nz	Decline the plan change	Reject
124	124.1	Michelle Marshall	waihekegirl@yahoo.co.nz	Decline the plan change	Reject
125	125.1	Platinum Developments Ltd	stevekeene33@gmail.com	Decline the plan change	Reject
126	126.1	Robyn Page	robynjillianp@gmail.com	Decline the plan change	Reject
127	127.1	Kimberley Page	kimlisapage@gmail.com	Decline the plan change	Reject
128	128.1	Minki Lee	mink0214@hotmail.com	Decline the plan change	Reject
129	129.1	Allan Irad Maclean	allanm@outlook.co.nz	Approve the plan change with amendments	Accept in part
129	129.2	Allan Irad Maclean	allanm@outlook.co.nz	Delay approval until certainty of central and local government commitment to traffic issues.	Accept in part
129	129.3	Allan Irad Maclean	allanm@outlook.co.nz	Impose restrictions as to the type of housing to be permitted	Accept in part
129	129.4	Allan Irad Maclean	allanm@outlook.co.nz	Do not allow ribbon development opposite Hallertau	Accept
130	130.1	Grant Hewison & Associates Ltd	grant@granthewison.co.nz	Decline the plan change	Reject
131	131.1	John Olding	jandjolding@gmail.com	Decline the plan change	Reject
132	132.1	Declan Penfold	decpenfold@gmail.com	Decline the plan change	Reject
132	132.2	Declan Penfold	decpenfold@gmail.com	Upgrade roading infrastructure before development allowed including cycle lanes and bus routes	Accept in part
132	132.3	Declan Penfold	decpenfold@gmail.com	The proposed development must prioritise the preservation and expansion of green spaces to sustain our community's beauty and environmental well-being	Accept
132	132.4	Declan Penfold	decpenfold@gmail.com	Proper parks infrastructure, including paved sidewalks, adequate drainage, and designated parking areas,	Accept in part
133	133.1	Duncan Whittaker	duncanwhittaker037@gmail.com	Decline the plan change	Reject
133	133.2	Duncan Whittaker	duncanwhittaker037@gmail.com	If approved build and upgrade roads to handle the traffic flow before development	Accept in Part
133	133.3	Duncan Whittaker	duncanwhittaker037@gmail.com	If approved schooling to be put in place before any future development	Reject

Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
134	134.1	Mark and Joanne Robinson	mark_jo.robinson@yahoo.co.uk	Decline the plan change	Reject
135	135.1	Paul Seymour	paul.seymour@gmail.com	Decline the plan change	Reject
135	135.2	Paul Seymour	paul.seymour@gmail.com	If approved that in table IX.4.1 the activity status for (A4) and (A5) be changed to Non Complying	Accept in part
135	135.3	Paul Seymour	paul.seymour@gmail.com	If approved that the assessment criteria IX.8.2(4) (f) be modified to require assessment within the peak period and the weekend.	Reject
135	135.4	Paul Seymour	paul.seymour@gmail.com	That notification rule IX5 (1) is only applicable to permitted activities.	Reject
135	135.5	Paul Seymour	paul.seymour@gmail.com	Take into account that the wider transport effects of a lack of secondary high school facilities are significant in the peak commuter periods.	Accept
135	135.6	Paul Seymour	paul.seymour@gmail.com	Supports IX.6.3 Riparian Margins and consider this will encourage biodiversity within the stream network	Accept in part
135	135.7	Paul Seymour	paul.seymour@gmail.com	The front yard set back should be increased to 3m, rather than the 2.5m proposed by Table IX.6.9.1.	Accept in part
136	136.1	Paul David James	paul377a@gmail.com	Decline the plan change	Reject
137	137.1	Wayne Brown	wayne.brown@aut.ac.nz	Decline the plan change	Reject
138	138.1	Faye Spooner	fades@xtra.co.nz	Decline the plan change	Reject
139	139.1	Kim Spooner	fades@xtra.co.nz	Decline the plan change	Reject
140	140.1	Caroline Church	mail@carolinechurch.co.nz	Decline the plan change	Reject
141	141.1	Aberdeen Adventures Ltd	shanehartley@tnp.co.nz	at 22 Duke Street. This recognises the need for detailed engineering and other assessments to confirm suitability (or not) for urban	Reject
142	142.1	Tim Burborough	timandkylie@outlook.com	Approve the plan change with amendments	Accept in part
142	142.2	Tim Burborough	timandkylie@outlook.com	Delay the development construction start until after the upgrades to local roads and state highway 16 are complete.	Accept in part
143	143.1	Vincent Clifton Tiedt	vincent.tiedt@icloud.com	Decline the plan change	Reject
144	144.1	Karen Chambers	karen_mikec@xtra.co.nz	Decline the plan change	Reject
145	145.1	Kim van Zuilen	vanzuilen@xtra.co.nz	Decline the plan change	Reject
146	146.1	Tracy Anne Murray and Keith James Insley	tammybun@xtra.co.nz	Decline the plan change	Reject

**Plan Change 100 (Private): Riverhead**  
**Summary of Decisions Requested**

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
147	147.1	Mark Kimber	mark@kimber.org.nz	Decline the plan change	Reject
148	148.1	Christine Kimber	chrissey@kimber.org.nz	Decline the plan change	Reject
149	149.1	R D Joyce	pamandrosco@gmail.com	Decline the plan change	Reject
150	150.1	Ruth Hirst	hirst.murray1960s@gmail.com	Decline the plan change	Reject
151	151.1	Edwin van Zuijen	vanzuijen@xtra.co.nz	Decline the plan change	Reject
152	152.1	Les Whale	leswhaleglobal@gmail.com	Decline the plan change	Reject
153	153.1	Megan Lawrence	megan@flair.nz	Decline the plan change	Reject
154	154.1	Melissa Taylor	gills.nz@outlook.com	Decline the plan change	Reject
155	155.1	Susannah Marshall	sueseese@yahoo.com	Decline the plan change	Reject
156	156.1	Gail Sclanders	gail.sclanders@gmail.com	Decline the plan change	Reject
156	156.2	Gail Sclanders	gail.sclanders@gmail.com	If approved upgrade roads	Accept in part
156	156.3	Gail Sclanders	gail.sclanders@gmail.com	If approved address flooding	Accept in part
157	157.1	Rob Mitchell and Karina Mitchell	robtmit@gmail.com	Decline plan change unless all changes in submission made	Reject
157	157.2	Rob Mitchell and Karina Mitchell	robtmit@gmail.com	Complete 2 lanes each way from Brigham Creek roundabout to Kumeu with additional route through or around Kumeu before developing Riverhead	Reject
157	157.3	Rob Mitchell and Karina Mitchell	robtmit@gmail.com	Provide a roundabout at CRH/ SH16 intersection before developing Riverhead	Reject
157	157.4	Rob Mitchell and Karina Mitchell	robtmit@gmail.com	Provide safe cycleways in Riverhead and to Westgate before developing Riverhead.	Reject
157	157.5	Rob Mitchell and Karina Mitchell	robtmit@gmail.com	Address Albany village traffic pinch point before developing Riverhead	Reject
157	157.6	Rob Mitchell and Karina Mitchell	robtmit@gmail.com	New development must provide for public parks	Accept in part
157	157.7	Rob Mitchell and Karina Mitchell	robtmit@gmail.com	New development should fund the required water and wastewater infrastructure upgrades needed.	Accept in part
157	157.8	Rob Mitchell and Karina Mitchell	robtmit@gmail.com	Consult community on type and style of buildings in order to maintain current pleasant community feel	Reject
158	158.1	Karen Body	karenbody50@gmail.com	Decline the plan change	Reject
159	159.1	Peter Fredatovich	peter@vinovum.nz	Decline the plan change	Reject
160	160.1	Derrick Davis	derrickdavis111@gmail.com	Decline the plan change	Reject

Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
161	161.1	Auckland Transport	spatialplanning@at.govt.nz	Decline the plan change unless the matters set out in this submission, as outlined in the main body of this submission and in this table, are addressed and resolved to Auckland Transport's satisfaction.	Reject
161	161.2	Auckland Transport	spatialplanning@at.govt.nz	Decline the plan change unless the matters set out in this submission, as outlined in the main body of this submission and in this table, are addressed and resolved to Auckland Transport's satisfaction.	Reject
161	161.3	Auckland Transport	spatialplanning@at.govt.nz	Decline the plan change unless the matters set out in this submission, as outlined in the main body of this submission and in this table, are addressed and resolved to Auckland Transport's satisfaction.	Reject
161	161.4	Auckland Transport	spatialplanning@at.govt.nz	Amend the plan change by including precinct provisions (an objective, policy, a standard, matter(s) of discretion, and assessment criteria) to require that future developments and alterations to existing buildings mitigate potential road traffic noise effects on activities sensitive to noise from the existing arterials being Coatesville-Riverhead Highway and Riverhead Road.	Accept
161	161.5	Auckland Transport	spatialplanning@at.govt.nz	Amend third to last paragraph as follows: 'The precinct includes provisions to ensure that the subdivision and development of land for development is coordinated with the <u>construction of transport and infrastructure upgrades necessary to manage and mitigate potential adverse effects on the local and wider transport network. Provision is also made for the future widening of Riverhead Road.</u> '	Accept in Part
161	161.6	Auckland Transport	spatialplanning@at.govt.nz	Amend Objective 4 as follows: '(4) Access to, and from and within the precinct for all modes of transport occurs in a safe, effective and efficient manner for all modes of transport that mitigates the adverse effects of traffic generation on the surrounding road network.'	Accept in Part
161	161.7	Auckland Transport	spatialplanning@at.govt.nz	Retain Objective 5	Accept in part
161	161.8	Auckland Transport	spatialplanning@at.govt.nz	Insert a new Objective as follows: '(x) Subdivision and development does not occur in advance of the <u>availability of operational transport infrastructure, including regional and local transport infrastructure.</u> '	Accept in part
161	161.9	Auckland Transport	spatialplanning@at.govt.nz	Insert a new Objective as follows: '(x) Development provides for future road widening on Riverhead Road.'	Accept
161	161.10	Auckland Transport	spatialplanning@at.govt.nz	Insert a new policy as follows: '(x) Require that subdivision and development in the Precinct does not occur in advance of the availability of operational transport infrastructure.'	Accept in part

Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
161	161.11	Auckland Transport	spatialplanning@at.govt.nz	Insert a new policy as follows: '(x) Require development with frontage to Riverhead Road to provide for future road widening.'	Accept
161	161.12	Auckland Transport	spatialplanning@at.govt.nz	Amend Policy 4 as follows: '(4) Require <u>subdivision</u> and the occupation of buildings in the precinct to be coordinated with required transport infrastructure upgrades to minimise the adverse effects of development on the safety, efficiency and effectiveness of the surrounding road network.'	Accept in part
161	161.13	Auckland Transport	spatialplanning@at.govt.nz	Amend Policy 7 as follows: '(7) Require the main collector roads to be <u>provided</u> generally in the locations shown in IX.10.2 Riverhead: Precinct plan 2, while allowing for variation where it would achieve a highly-connected street layout that integrates with the surrounding <u>existing and proposed</u> transport network.'	Accept in part
161	161.14	Auckland Transport	spatialplanning@at.govt.nz	Amend Policy 8 as follows: '(8) Require the key local roads and pedestrian connections to be <u>provided</u> generally in the locations shown in IX.10.2 Riverhead: Precinct plan 2, while allowing for variation where it would achieve a highly connected <u>street layout of streets and pedestrian connections</u> that integrates with the <u>collector road network within the precinct and the surrounding existing and proposed</u> transport network.'	Accept in part
161	161.15	Auckland Transport	spatialplanning@at.govt.nz	Amend Policy 9 as follows: '(9) Ensure that <u>subdivision and</u> development provides a local road network that achieves a highly-connected street layout and integrates with the collector road network within the precinct and the surrounding <u>existing and proposed</u> transport network, and supports the safety and amenity of the open space network.	Accept
161	161.16	Auckland Transport	spatialplanning@at.govt.nz	Amend Policy 10 as follows: '(10) Require streets to be attractively designed and to appropriately provide for all transport modes by: (a) providing for safe <u>separated</u> access for cyclists on <u>arterial and</u> collector roads; (x) providing upgrades to existing road frontages of the precinct to an urban standard and pedestrian connections to the existing Riverhead settlement;(x) providing safe crossing facilities for pedestrians and cyclists; (x) providing upgraded public transport facilities on Coatesville-Riverhead Highway; (b) providing a level of landscaping that is appropriate for the function	Accept in part

Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
161	161.17	Auckland Transport	spatialplanning@at.govt.nz	Amend Table IX.4.1 so that either: a) All development activities are listed under "Development" and all subdivision activities are listed under "Subdivision", including (without limitation) so that activities (A4) to (A6) appear in both parts of the activity table; or b) Alternatively, subdivision and development headings are combined and include all activities. Activity Activity Status <b>Subdivision and Development</b>	Accept in part
161	161.18	Auckland Transport	spatialplanning@at.govt.nz	(A5), so that non-complying activity status (rather than discretionary or restricted discretionary status) applies to 'Subdivision <b>and</b> development that does not comply with Standard IX.6.1 Staging of Development with Transport Upgrades (other than in relation to specific design requirements in Appendix 1: Road function and design elements table - Internal roads within Precinct, and / or Appendix 2: Road function and design elements table - External roads to the Precinct)'. Make consequential amendments to the matters of discretion and assessment criteria to reflect the removal of the restricted	Accept in part
161	161.19	Auckland Transport	spatialplanning@at.govt.nz	Retain (A6) in Table IX.4.1 Activity table - Precinct-wide activities (subject to the submission point above concerning the location of this activity – which relates to both subdivision <b>and</b> development – in the table).	Accept in part
161	161.20	Auckland Transport	spatialplanning@at.govt.nz	Amend Table IX.4.2 Activity table - Sub-precinct A activities by deleting (A7) as follows, together with the associated permitted activity status: 'Restaurants and cafes up to 250m <sup>2</sup> gross floor area per site' Make consequential amendments to the exclusions listed under Standard IX.4 Activity table, for Sub-precinct A.	Accept
161	161.21	Auckland Transport	spatialplanning@at.govt.nz	Amend Table IX.4.2 Activity table - Sub-precinct A activities by deleting (A8) as follows, together with the associated permitted activity status: 'Retail up to 100m <sup>2</sup> gross floor area per site'	Accept
161	161.22	Auckland Transport	spatialplanning@at.govt.nz	Amend Table IX.4.2 Activity table - Sub-precinct A activities by amending (A9) as follows: 'Healthcare facility up to 250m <sup>2</sup> <b>gross floor area</b> '	Reject

Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
161	161.23	Auckland Transport	spatialplanning@at.govt.nz	Delete Standard IX.5 Notification (1) to enable the normal RMA notification tests to apply. Make a consequential amendment to IX.5(2) to delete reference to (1).	Accept
161	161.24	Auckland Transport	spatialplanning@at.govt.nz	Amend IX.6 Standards by deleting the listing of 'E27.6.1 - Trip Generation' as a standard that does not apply precinct-wide.	Reject
161	161.25	Auckland Transport	spatialplanning@at.govt.nz	Amend Standard IX.6.1 Staging of development with transport upgrades, so that it clearly links the requirements for transport upgrades with subdivision as well as development. This will require amendments to items (1) to (5) to require upgrades to be aligned with subdivision as well as the occupation of buildings. An example of appropriate drafting is provided in I451.6.2 of the AUP(OP). The further amendments to Standard IX.6.1 set out later in this submission are subject to this overarching request.	Accept in part
161	161.26	Auckland Transport	spatialplanning@at.govt.nz	'IX.6.1. Staging of <u>subdivision and</u> development with transport upgrades Purpose: • To <u>manage mitigate</u> the adverse effects of traffic on the safety and efficiency of the surrounding <u>local and wider</u> road network for all modes of transport by ensuring subdivision and development is coordinated with transport infrastructure. • <u>To achieve the integration of land use and transport.</u> • <u>To ensure that subdivision and development complies with Appendices 1 and 2 Road function and design elements tables.'</u>	Accept in part
161	161.27	Auckland Transport	spatialplanning@at.govt.nz	re-drafting IX.6.1 generally, amend Standard IX.6.1(1) as follows: '(1) Prior to occupation of a <del>dwelling</del> <u>any building</u> within the Riverhead Precinct, the following transport infrastructure must be constructed and operational: (a) ...' Similarly, amend other clauses in IX.6.1 to refer to 'any building' rather than 'a building'.	Accept in part
161	161.28	Auckland Transport	spatialplanning@at.govt.nz	Subject to Auckland Transport's main submission point above about re-drafting IX.6.1 generally, amend Standard IX.6.1(2)(a) so that it clearly includes the public transport infrastructure and walking / cycling improvements (such as pedestrian crossings) identified in the ITA.	Accept in part

Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
161	161.29	Auckland Transport	spatialplanning@at.govt.nz	Subject to Auckland Transport's main submission point above about re-drafting IX.6.1 generally, amend Standard IX.6.1(3)(a) so that it clearly includes the public transport infrastructure and walking / cycling improvements (such as pedestrian crossings) identified in the ITA.	Accept in part
161	161.30	Auckland Transport	spatialplanning@at.govt.nz	Subject to Auckland Transport's main submission point above about re-drafting IX.6.1 generally, amend Standard IX.6.1(3)(c) as follows: '(c) Upgrade and urbanise Riverhead Road, from the eastern boundary of 307 Riverhead Road to Coatesville-Riverhead Highway, including walking/cycling infrastructure, gateway threshold treatment, and public transport infrastructure in accordance with IX.10.3 Riverhead: Precinct plan 3 and IX.11.2 Appendix 2.'	Accept in part
161	161.31	Auckland Transport	spatialplanning@at.govt.nz	Retain Standard IX.6.2, subject to a minor amendment to (1) as follows: '(1) A 2m wide road widening setback must be provided along that part of the frontage of the land adjoining Riverhead Road shown as subject to the 'Required Indicative Road Widening Required' notation on the IX.10.3 Riverhead: Precinct plan 3.'	Accept
161	161.32	Auckland Transport	spatialplanning@at.govt.nz	Retain Standard IX.6.3(1)(a).	Accept
161	161.33	Auckland Transport	spatialplanning@at.govt.nz	Amend Matters of Discretion IX8.1(1) to read: 'Healthcare facility up to 250m <sup>2</sup> gross floor area per site.'	Reject
161	161.34	Auckland Transport	spatialplanning@at.govt.nz	Amend Matters of Discretion IX.8.1(2) by amending (a) and (b), and adding two new matters as follows: '(a) Location and design of the collector roads, key local roads and connections with neighbouring sites to achieve an integrated street network, and appropriately provide for all modes; (b) Provision of cycling and pedestrian networks <u>and connections</u> ; (x) <u>Upgrades to public transport infrastructure</u> ; (x) <u>Design and sequencing of upgrades to the existing road network</u> ; ...'	Accept in part
161	161.35	Auckland Transport	spatialplanning@at.govt.nz	Make any further amendments to the matters of discretion to give effect to the general relief requested in relation to IX.6.1 above. For example, without limitation, if the Drury East 'model' (I451) is followed as suggested, then include a matter of discretion relating to the imposition of appropriate conditions.	Accept in part
161	161.36	Auckland Transport	spatialplanning@at.govt.nz	Delete the reference to Standard IX.6.1(2) - (6) from Matters of Discretion IX.8.1(4). This is consequential from an earlier submission point seeking a non-complying status for non-compliance with this standard. If reference to Standard IX.6.1(2) - (6) is retained, amend as follows: '(4) For subdivision and occupation of dwellings <u>buildings</u> that <u>does</u> <u>do</u> not comply with Standard IX.6.1. Staging of development with transport upgrades.' Insert the following matter of discretion for non-compliance with Appendices 1 and 2:	Reject

Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
161	161.37	Auckland Transport	spatialplanning@at.govt.nz	<p>as follows:  '<u>Location of roads and other transport connections</u>  (e) Whether the collector roads, key local roads and key pedestrian-active mode connections are provided generally in the locations shown on IX.10.2 Riverhead: Precinct Plan 2 to achieve a highly connected street layout and active mode network that integrates with the surrounding transport network. Whether an alternative alignment that provides an equal or better degree of connectivity and amenity within and beyond the precinct may be appropriate, having regard to the following functional matters:  (i) <u>Landownership patterns</u>, The presence of natural features, natural hazards, or contours or other constraints and how this impacts the placement of roads and active mode connections;  (ii) ...  (iii) The constructability of roads and the ability for <del>it</del> them to be delivered by a single landowner and connected beyond any property boundary within the precinct.'</p>	Accept in part
161	161.38	Auckland Transport	spatialplanning@at.govt.nz	<p>Amend Assessment Criteria IX.8.2(2)(f) as follows:  '(f) Whether a high quality and integrated network of local roads (including collector and local roads) is provided within the precinct that has a good degree of accessibility and supports a walkable street network. Whether roads and active mode connections are aligned to provide visual and physical connections to open spaces, including along the stream network, where the site conditions allow.'</p>	Accept in part
161	161.39	Auckland Transport	spatialplanning@at.govt.nz	<p>Amend Assessment Criteria IX.8.2(2) under the heading 'Design of roads' as follows:  '(g) Whether the design of new collector and local roads or upgrade of existing roads accord with the road design details provided in IX.11.1 Appendix 1 and 2.  (h) ...  (x) Whether the public transport infrastructure improvements provided on Coatesville-Riverhead Highway in accordance with IX.6.1 Staging of subdivision and development with transport upgrades, are of a high standard and include bus stops, bus shelters, and pedestrian crossing facilities.  (x) Whether upgrades to the Coatesville-Riverhead Highway</p>	Accept in part
161	161.40	Auckland Transport	spatialplanning@at.govt.nz	<p>Amend Assessment Criteria IX.8.2(2)(n) under the heading 'Stormwater and flooding' as follows:  '(n) The design and efficacy of infrastructure and devices with consideration given to the likely effectiveness, ease of access, operation, ongoing viability and maintenance, and integration with the surrounding environment including the road corridor where relevant.'</p>	Reject

Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
161	161.41	Auckland Transport	spatialplanning@at.govt.nz	<p>Criteria IX.8.1(4). This is consequential from an earlier submission point seeking a non-complying status for non-compliance with this standard.</p> <p>If the reference to Standard IX.6.1(2)-(6) is retained, then the requirement for an Integrated Transport Assessment (in IX.8.2(4)(a)) should be specifically addressed by an addition to IX.9 Special Information Requirements.</p> <p>Insert new assessment criteria for non-compliance with the Road Function and Design Elements tables as follows:</p>	Accept in part
161	161.41 (cont)	Auckland Transport	spatialplanning@at.govt.nz	<p><u>'(x) For subdivision and / or development that does not comply with the Road Function and Design Elements tables in Appendices 1 and 2</u></p> <p><u>(a) Whether there are constraints or other factors present which make it impractical to comply with the required standards.</u></p> <p><u>(b) Whether the design of the road and associated road reserve achieves the relevant transport-related policies of the Precinct.</u></p> <p><u>(c) Whether the proposed design and road reserve:</u></p> <p><u>(i) incorporates measures to achieve the required design speeds;</u></p> <p><u>(ii) can safely accommodate required vehicle movements;</u></p> <p><u>(iii) can appropriately accommodate all proposed infrastructure and roading elements including utilities and/or any stormwater treatment;</u></p> <p><u>(iv) assesses the feasibility of upgrading any interim design or road reserve to the ultimate required standard.</u></p> <p><u>(d) Whether there is an appropriate interface design treatment at property boundaries, particularly for pedestrians and cyclists.'</u></p> <p>Make consequential amendments to IX.8.2(4).</p>	Accept in part
161	161.42	Auckland Transport	spatialplanning@at.govt.nz	<p>Amend IX.9 Special Information Requirements, by adding the following:</p> <p><u>'(5) Transport Design Report</u></p> <p><u>Any proposed new key road intersection or upgrading of existing key road intersections illustrated on Precinct Plans 2 and 3 must be supported by a Transport Design Report and Concept Plans (including forecast transport modelling and land use assumptions), prepared by a suitably qualified transport engineer confirming that the location and design of any road and its intersection(s) supports the safe and efficient function of the existing and future (ultimate) transport network and can be accommodated within the proposed or available road reserves. This may be included within a transport assessment supporting land use or subdivision consents.</u></p> <p><u>In addition, where an interim upgrade is proposed, information must be provided, detailing how the design allows for the ultimate upgrade to be efficiently delivered.'</u></p>	Accept in part
161	161.43	Auckland Transport	spatialplanning@at.govt.nz	<p>Amend the notation applying at the intersection of Lathrope Road / Riverhead Road to 'upgrade key intersection' instead of 'proposed roundabout'.</p>	Accept

Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
161	161.44	Auckland Transport	spatialplanning@at.govt.nz	Amend IX.10.3 Riverhead: Precinct plan 3 - Transport upgrades to identify all of the key road intersection upgrades including: • Coatesville-Riverhead Highway / Old Railway Road • Coatesville-Riverhead Highway / Riverland Road • Riverhead Road / Coatesville-Riverhead Highway / Kaipara Portage Road • Riverhead Road / Collector Road • Riverhead Point Drive / Coatesville-Riverhead Highway / Collector Road. Also amend Precinct plan 3, as required, to reflect Precinct plan 2.	Reject
161	161.45	Auckland Transport	spatialplanning@at.govt.nz	Amend the table in IX.11.1 Appendix 1 by deleting the references to '(Type 1)' and '(Type 2)' in the column headed 'Proposed role and function of road in the precinct area'	Accept
161	161.46	Auckland Transport	spatialplanning@at.govt.nz	Amend the table in IX.11.1 Appendix 1 by adding the following footnote to the column headed 'Minimum road reserve': <u>'Typical minimum width which may need to be varied in specific locations where required to accommodate network utilities, batters, structures, stormwater treatment, intersection design, significant constraints or other localised design requirements'</u>	Accept
161	161.47	Auckland Transport	spatialplanning@at.govt.nz	Amend the table in IX.11.1 Appendix 1 by adding the following footnote to the column headed 'Bus provision': <u>'Carriageway and intersection geometry capable of accommodating buses. Bus stop form and locations and bus routes shall be determined with Auckland Transport at resource consent and engineering plan approval stage'</u>	Accept in Part
161	161.48	Auckland Transport	spatialplanning@at.govt.nz	Amend the table in IX.11.2 Appendix 2 by adding the following footnote to the column headed 'Minimum road reserve': <u>'Typical minimum width which may need to be varied in specific locations where required to accommodate network utilities, batters, structures, stormwater treatment, intersection design, significant constraints or other localised design requirements'</u>	Accept
161	161.49	Auckland Transport	spatialplanning@at.govt.nz	Amend the table in IX.11.2 Appendix 2 by adding the following footnote to the column headed 'Bus provision': <u>'Carriageway and intersection geometry capable of accommodating buses. Bus stop form and locations and bus routes shall be determined with Auckland Transport at resource consent and engineering plan approval stage.'</u>	Accept in Part
161	161.50	Auckland Transport	spatialplanning@at.govt.nz	Amend the table in IX.11.2 Appendix 2 by: • changing the entry about bus provision (final column) for Riverhead Road from 'no' to 'yes'. • changing the entry about access restrictions (column 7) for Riverhead Road from 'no' to 'yes'.	Accept
161	161.51	Auckland Transport	spatialplanning@at.govt.nz	Amend the table in IX.11.2 Appendix 2 to include a row for Cambridge Road.	Accept
162	162.1	Ryan Sclanders	ryansclanders@hotmail.com	Decline the plan change	Reject
162	162.2	Ryan Sclanders	ryansclanders@hotmail.com	If approved upgrade road infrastructure for increased capacity and safety	Accept in part

**Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested**

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
162	162.3	Ryan Sclanders	ryansclanders@hotmail.com	If approved review and fix the Storm water issues in Riverhead so that we don't have to worry about our houses each time it rains	Reject
162	162.4	Ryan Sclanders	ryansclanders@hotmail.com	If approved Work with the MOE to build new schools in the area	Reject
163	163.1	Heather Hernandez	heather4evernz@gmail.com	Decline the plan change	Reject
164	164.1	Jennifer Caitlin Watson	juniper.rev@gmail.com	Decline the plan change	Reject
165	165.1	Sara Wheeler	948 Old North Road RD 2 Waimauku 0882	Decline the plan change	Reject
166	166.1	Mary Midgley	mmidgley@xtra.co.nz	Decline the plan change	Reject
166	166.2	Mary Midgley	mmidgley@xtra.co.nz	If approved infrastructure first to provide for what is already in place	Reject
167	167.1	NZ Transport Agency Waka Kotahi (NZTA)	rosalind.cowen@nzta.govt.nz	Support Policy IX.3(4) No relief sought	Accept in part
167	167.2	NZ Transport Agency Waka Kotahi (NZTA)	rosalind.cowen@nzta.govt.nz	To amend Table IX.4.1 (A4) to a Non-Complying Activity.	Accept
167	167.3	NZ Transport Agency Waka Kotahi (NZTA)	rosalind.cowen@nzta.govt.nz	In order to remain consistent with the RMA, IX.5 Notification should be amended from enabling applications to be considered without public or limited notification from a restricted discretionary activity to a controlled activity.	Accept in part
167	167.4	NZ Transport Agency Waka Kotahi (NZTA)	rosalind.cowen@nzta.govt.nz	Support Standard IX.6.1 Staging of development with transport upgrades. No relief sought/	Accept in part
167	167.5	NZ Transport Agency Waka Kotahi (NZTA)	rosalind.cowen@nzta.govt.nz	Support IX.9 Special Information Requirement. No relief sought	Accept
168	168.1	Angela Yelavich	angela.m.yelavich@gmail.com	Decline the plan change	Reject
169	169.1	Adrian Low	adrian@smlo.nz	Approve the plan change with amendments	Accept in part
169	169.2	Adrian Low	adrian@smlo.nz	Postpone the plan change until 2028-2032 to allow for comprehensive infrastructure upgrades and planning.	Accept in part
169	169.3	Adrian Low	adrian@smlo.nz	Widen the scope of the plan change to include all of the existing village and surrounding rural areas	Reject
169	169.4	Adrian Low	adrian@smlo.nz	Ensure critical infrastructure, particularly transport, water, wastewater, and educational facilities, is fully planned and funded before development.	Accept in part
169	169.5	Adrian Low	adrian@smlo.nz	Extend and deepen community engagement to ensure the plan reflects current needs and concerns.	Reject
169	169.6	Adrian Low	adrian@smlo.nz	Redesign plans to emphasize low to medium-density development, maintain rural character, and protect ecological and historical assets.	Reject

Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
169	169.7	Adrian Low	adrian@smlo.nz	Expand the plan change to include broader community benefits and integrate surrounding rural areas into the development vision.	Reject
170	170.1	Roderick Bruce Simpson	rodo.simpson@gmail.com	Decline the plan change	Reject
171	171.1	John Armstrong	joharmstrongconstruction2012@gmail.com	Decline the plan change	Reject
171	171.2	John Armstrong	joharmstrongconstruction2012@gmail.com	If approved provide water control around the Wautati Stream	Reject
172	172.1	Bernard Tye	bjtye@xtra.co.nz	Supports and endorses Riverhead Community Association submission and requests (submission 114)	Accept in part
173	173.1	Nathan Brown	nathanbrown.nz@gmail.com	Decline the plan change	Reject
174	174.1	Claire Walker	claire@wla.net.nz	Decline the plan change	Reject
174	174.2	Claire Walker	claire@wla.net.nz	Include provisions which state that development of the plan change area cannot proceed until wider network capacity and safety issues are addressed. SH16 is already dysfunctional at high demand times.	Accept in part
174	174.3	Claire Walker	claire@wla.net.nz	Include provisions which state that development of the plan change area cannot proceed until comprehensive local road improvements have been completed, including function and safety assessments and any required upgrades to footpath	Accept in part
174	174.4	Claire Walker	claire@wla.net.nz	The enormous retirement village privatised site creates pinch points of available connectivity between the plan change area and existing Riverhead. East/west road connections through this area are key – providing chose to residents, weather on	Reject
174	174.5	Claire Walker	claire@wla.net.nz	Other routes within the community need addressing. For example, the road and pedestrian network of Te Roera Place and Duke Street do not show any proposed connectivity improvements or in fact any connection to the new Plan Change 100 area. This will be the route of choice for anyone going to Riverhead School and for those going north to Albany for work or shopping. Cambridge Road, Queen Stret, Alice Street and King Street will all be well used routes for people moving in and out	Accept in part

Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
174	174.6	Claire Walker	claire@wla.net.nz	assessment and specific upgrades to ensure they are functional and safe. Similarly, the connection between the plan change area and Riverhead War Memorial Park has not been recognised as a primary route which is restricted by the CRH and horribly by the retirement village development. The supporting urban design report accurately describes War Memorial Park as the 'heart of Riverhead' but this recognition has not resulted in any meaningful response in PPC100. Specific provisions should also be applied to this area to ensure that development enables safe and logical east/west connections and road crossings over CRH. The tension is that the CRH is a significant commuter route, and every move which benefits pedestrians puts more strain on the function of this route for people moving west and east between Albany	Reject
174	174.7	Claire Walker	claire@wla.net.nz	include provisions which require all required local and wider transport improvements to be in place prior to earthworks and related traffic impacts commencing. Leaving upgrades to be required until residential occupation does not mitigate the adverse effects of heavy vehicles and construction traffic required for the formative and civil works	Accept in part
174	174.8	Claire Walker	claire@wla.net.nz	I want any proposed commercial zoning to be justified by economic analysis that is based on a clear outline of existing zoning and activities in Riverhead, including under-utilising of zoned land and potential capacity, and recognition of the activities	Accept
174	174.9	Claire Walker	claire@wla.net.nz	I want any proposed commercial zoning to be justified by economic analysis that is based on a well-reasoned and justifiable customer catchment which recognises the commercial and retail centres of Kumeu, Westgate and Albany, and does not	Accept in part
174	174.10	Claire Walker	claire@wla.net.nz	I want any new business zoning to demonstrate a consolidated and legible town centre, not exacerbate strip commercial areas fronting the highway. Most importantly by removing the proposed Local Centre Zone opposite Riverhead Point	Accept in part
174	174.11	Claire Walker	claire@wla.net.nz	the predominant Single house zone of Riverhead. But this should be balanced by stronger requirements for good urban design (for example, low front yard fences) and green infrastructure (for example requirements to plant trees on sites and on	Accept in part
174	174.12	Claire Walker	claire@wla.net.nz	I want front yards sized to be adequate for planting large trees. We want a requirement for each site in the zone to plant one tree capable of growing 6m plus in height.	Reject

Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
174	174.13	Claire Walker	claire@wla.net.nz	I want specific yard and landscape standards to apply at the rear of all sites which adjoin a rural zone to help establish a transition between the residential and rural environments.	Accept in part
174	174.14	Claire Walker	claire@wla.net.nz	I want a front yard fence control applied which applies H5.6.15 Front, side and rear fences and walls.	Reject
174	174.15	Claire Walker	claire@wla.net.nz	To partly compensate for the lack of site area capable of accommodating large trees, and to help integrate the plan change area with the character of existing Riverhead, I request minimum tree quantity outcomes are required for new roads.	Reject
174	174.16	Claire Walker	claire@wla.net.nz	Overall, our community wants the plan change to require sufficient private and public planted areas to give effect to the intent of Auckland's Urban Ngahere (Forest) Strategy. This will also help integrate the higher intensity development with the	Reject
174	174.17	Claire Walker	claire@wla.net.nz	I want provision to require the 20m margin of land from the stream to be zoned as public open space and vested to the council. Development should be required to deliver environmental restoration and improvements to the stream corridor.	Reject
174	174.18	Claire Walker	claire@wla.net.nz	I want the green corridor to be extended to establish an open space esplanade reserve and be available for public access. The river is an important taonga for our community.	Reject
174	174.19	Claire Walker	claire@wla.net.nz	I want robust peer review and an overall bottom-line requirement in the plan change provisions that stormwater will not cause upstream or downstream adverse effects.	Accept in Part
174	174.20	Claire Walker	claire@wla.net.nz	I want the clause of 'as far as practicable' to be removed from Objective (6), for example: "Stormwater is managed to avoid, or minimise or adequately mitigate, adverse effects on the receiving environment.". Stormwater and flooding is a serious	Reject

Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
174	174.21	Claire Walker	claire@wla.net.nz	I want a requirement for the overall stormwater corridor system and green network design to be agreed with council prior to development and not incrementally addressed via multiple separate development proposals. This would likely require	Accept in Part
174	174.22	Claire Walker	claire@wla.net.nz	I want clarity of the intended use and function of 22 Duke Street with regard to stormwater, public access and environmental improvements.	Reject
174	174.23	Claire Walker	claire@wla.net.nz	I want provisions which ensure that the wastewater system is appropriate and fit for purpose, and that addition of the plan change area will not negatively impact existing and future users.	Accept in part
174	174.24	Claire Walker	claire@wla.net.nz	I want the requirement and composition for the green corridor to be determined and agreed in principle with council prior to any development, so that the required environmental, stormwater and connectivity outcomes are understood and	Accept in part
174	174.25	Claire Walker	claire@wla.net.nz	I seek that necessary parts of the green corridor infrastructure which do not comprise of roads, neighbourhood parks or drainage reserves are offered to council for vesting or protected and maintained in perpetuity by an appropriate legal	Reject
174	174.26	Claire Walker	claire@wla.net.nz	I want a clear description the intended composition corridor to be set out in the plan, including an explanation of how the multiple components of the green networks are to be determined and delivered in the whole, from the perspectives of	Accept in part
174	174.27	Claire Walker	claire@wla.net.nz	I want the green corridor to extend to the Rangitopuni tributary and provide a public connection to a zoned open space esplanade reserve, and require environmental improvements to the degraded margins.	Reject
174	174.28	Claire Walker	claire@wla.net.nz	Overall, clear objectives, policies, standards and design/outcome expectations are required in the plan to ensure the overall 'multi-purpose green corridors' is delivered as anticipated, because Policy 13 as drafted, will not achieve this outcome.	Accept

Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
174	174.29	Claire Walker	claire@wla.net.nz	I want a neighbourhood park to be located to include the Beech tree and the adjacent grove of high value trees at this location. These trees represent remnant heritage features and are important to the Riverhead Community. They can provide a	Reject
174	174.30	Claire Walker	claire@wla.net.nz	It is requested that the plan change be complete and robust in terms of dealing with the two scenarios of the retirement village being in place, or not. Requiring cross site connectivity and local roads for the scenario of the retirement village not being	Accept in part
174	174.31	Claire Walker	claire@wla.net.nz	Improve consultation	Reject
175	175.1	Tatiana Brown	tatianabrown.nz@gmail.com	Decline the plan change	Reject
176	176.1	Jade Lacey	jadeandcam@outlook.com	Decline the plan change	Reject
177	177.1	Chris Ridley	chris@streamlineelectrical.nz	Decline the plan change	Reject
178	178.1	Linda Margaret McFadyen	lijaselu@hotmail.com	Decline the plan change	Reject
179	179.1	Francesca Johnson	francesca_kumeu@hotmail.com	Decline the plan change	Reject
180	180.1	Marc Garratt	marcg70@hotmail.com	Decline the plan change	Reject
181	181.1	Priya Khatri	1 Wautaiti Drive Riverhead Auckland 0820	Decline the plan change	Reject
182	182.1	Shannon Malcolm	mailthemailcolms@gmail.com	Decline the plan change	Reject
183	183.1	Danielle Davies	danielle.davies@hotmail.co.nz	Decline the plan change	Reject
184	184.1	Graham and Sunita Ramsey	graham.ramsey.nz@gmail.com	Decline the plan change	Reject
184	184.2	Graham and Sunita Ramsey	graham.ramsey.nz@gmail.com	Any development should be primarily H3 Residential – Single House Zone in keeping the existing character of Riverhead.	Reject
184	184.3	Graham and Sunita Ramsey	graham.ramsey.nz@gmail.com	Any request to rezone to H6 Residential - Terrace Housing and Apartment Buildings Zone should be rejected	Reject
184	184.4	Graham and Sunita Ramsey	graham.ramsey.nz@gmail.com	No development should commence before the transport improvements needed to address safety and capacity issues on State Highway 16, and the completion of the	Reject
184	184.5	Graham and Sunita Ramsey	graham.ramsey.nz@gmail.com	The proposal lacks consideration about the long term suitability of the Coatesville- Riverhead Highway as an east-west link	Reject

Plan Change 100 (Private): Riverhead					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
184	184.6	Graham and Sunita Ramsey	graham.ramsey.nz@gmail.com	Any further development to Riverhead should address the lack of capacity for schools	Reject
184	184.7	Graham and Sunita Ramsey	graham.ramsey.nz@gmail.com	Any further development to Riverhead must fully address community concerns regarding flooding	Accept in part
184	184.8	Graham and Sunita Ramsey	graham.ramsey.nz@gmail.com	The property bounded by Alice St and Coatesville-Riverhead Highway should be designated as the local centre to respect the existing town centre.	Reject
184	184.9	Graham and Sunita Ramsey	graham.ramsey.nz@gmail.com	The proposal would benefit from the multi-purpose green corridor linking the proposed network directly to the Memorial Park	Reject
185	185.1	Marcus Cook	marcusdavidcook@gmail.com	Decline the plan change	Reject
185	185.2	Marcus Cook	marcusdavidcook@gmail.com	If PC 100 is not declined outright, I submit it should only be approved with the explicit condition that no development work of any kind is permitted to commence at all in the rezoned area until all the required infrastructure upgrades (not just those referred to in the proposal) are completed, unless that work is directly required for those upgrades.	Reject
186	186.1	Auckland Council	craig.cairncross@aucklandcouncil.govt.nz	That the plan change is declined in its entirety, unless the matters raised in this submission are addressed.	Reject
186	186.2	Auckland Council	craig.cairncross@aucklandcouncil.govt.nz	a. Amend the zoning of the land within the plan change so that: i. The extent of the Rural – Mixed Rural zone encompasses all land in the plan change area that is within areas subject to significant risk of flooding and/or the National Grid Yard (Uncompromised).	Accept
186	186.3	Auckland Council	craig.cairncross@aucklandcouncil.govt.nz	Retain the extent of the Stormwater Management Flow 1 area.	Accept in part
186	186.4	Auckland Council	craig.cairncross@aucklandcouncil.govt.nz	Amend the Precinct description to identify that there are transport upgrades and bulk water supply and wastewater infrastructure required prior to subdivision and development.	Accept in part
186	186.5	Auckland Council	craig.cairncross@aucklandcouncil.govt.nz	Amend the Precinct to add new objectives and policies to only enable subdivision and development to occur once upgrades to transport infrastructure and necessary bulk water supply and wastewater infrastructure are operational.	Accept in part
186	186.6	Auckland Council	craig.cairncross@aucklandcouncil.govt.nz	Amend the Precinct to add new rules and standards to classify subdivision and development in advance of transport upgrades and necessary bulk water supply and wastewater infrastructure as a non-complying activity.	Accept in part
186	186.7	Auckland Council	craig.cairncross@aucklandcouncil.govt.nz	Amend the Precinct to add new objectives, policies and rules to ensure downstream hazards are not exacerbated and to require appropriate mitigation.	Accept in part
186	186.8	Auckland Council	craig.cairncross@aucklandcouncil.govt.nz	Amend the Precinct to add a special information requirement to require all applications for two or more dwellings and subdivision to provide a Wastewater Infrastructure Capacity Assessment.	Accept in part

**Plan Change 100 (Private): Riverhead**  
**Summary of Decisions Requested**

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
186	186.9	Auckland Council	craig.cairncross@aucklandcouncil.govt.nz	Amend the Precinct to address concerns in this submission relating to the adverse stormwater effects of urbanisation and downstream flooding.	Accept in part
186	186.10	Auckland Council	craig.cairncross@aucklandcouncil.govt.nz	Any other alternative or consequential amendments to address the matters outlined in this submission.	Accept in part
187	187.1	Kirsten Mills	k.l.mills@hotmail.com	Decline the plan change	Reject
188	188.1	Brett James Dickie	bdickie178@hotmail.com	Decline the plan change	Reject
189	189.1	Anne Clarke	anneclarke198@gmail.com	Decline the plan change	Reject
190	190.1	Michelle Gillespie	mcnairm@hotmail.com	Approve the plan change without amendments	Accept in part
191	191.1	Glen MacKellaig	glen@mackellaig.com	Decline the plan change	Reject
192	192.1	Kumeu-Huapai Residents and Ratepayers Association Incorporated	olga.sakey@gmail.com	Decline the plan change	Reject
193	193.1	Christopher James Redditt	chris.redditt@gmail.com	Decline the plan change	Reject
194	194.1	Rachel Spencer	riverheadrachel@icloud.com	Decline the plan change	Reject
195	195.1	Sandra Wyatt	happtdays@yahoo.com	Decline the plan change	Reject
196	196.1	Jen Mein	jen.mein@icloud.com	Decline the plan change	Reject
197	197.1	Christoper Wyatt	44 Forestry Road Riverhead Auckland 0892	Decline the plan change	Reject
198	198.1	James Anthony Hendra	james@wla.net.nz	Decline the plan change	Reject
198	198.2	James Anthony Hendra	james@wla.net.nz	Seeks same relief as RCA submission (Submission 114).	Accept in part
199	199.1	Racheal Wyatt	rachealwyatt95@gmail.com	Decline the plan change	Reject
200	200.1	Danielle Jordan	danielle.p.egan@gmail.com	Decline the plan change	Reject
201	201.1	Junaid Shaik	ahmedjunaid7842@gmail.com	Decline the plan change	Reject
201	201.2	Junaid Shaik	ahmedjunaid7842@gmail.com	If approved provide more infrastructure before any housing development	Accept in part
202	202.1	Boric Food Market, Blossoms Café and tenants/resi	hannah@formeplanning.co.nz	That the Plan Change is approved, subject to resolution of the matters outlined in this submission.	Accept in part
202	202.2	Boric Food Market, Blossoms Café and tenants/resi	hannah@formeplanning.co.nz	Replace the reference to 'dwelling' with 'building' at Standard IX.6.1(1)	Reject

Plan Change 100 (Private): Riverhead Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
202	202.3	Boric Food Market, Blossoms Café and tenants/resi	hannah@formeplanning.co.nz	A non-complying activity status is appropriate in respect of Rule IX.4.1(A4).	Accept
202	202.4	Boric Food Market, Blossoms Café and tenants/resi	hannah@formeplanning.co.nz	Separately list subdivision and development in the activity table as per Spedding Block Precinct Table I616.4.1	Reject
202	202.5	Boric Food Market, Blossoms Café and tenants/resi	hannah@formeplanning.co.nz	The full extent of works comprised in Stage 2 of the Waka Kotahi project referred as "SH16 Brigham Creek to Waimauku", should be constructed and operational prior to occupation of the first dwelling (or ideally, building), and the triggers in PC100 should be updated accordingly.	Reject
202	202.6	Boric Food Market, Blossoms Café and tenants/resi	hannah@formeplanning.co.nz	Assessment criteria at IX.8.2(g) (in respect of an infringement to standards IX.6.1(2)-(4)) should require an assessment against the progress made towards the full suite of works within Stage 2, rather than simply the intersection of SH16 and Coatesville-Riverhead Highway.	Reject
202	202.7	Boric Food Market, Blossoms Café and tenants/resi	hannah@formeplanning.co.nz	Without further analysis, civil, infrastructure and construction work within the precinct should be delayed until the full suite of Waka Kotahi's Stage 2 works are constructed and operational	Reject
202	202.8	Boric Food Market, Blossoms Café and tenants/resi	hannah@formeplanning.co.nz	Update the Integrated Transport Assessment to make allowance in the traffic modelling for the pedestrian crossings proposed at the roundabout of SH16 and Coatesville-Riverhead Highway, as part of the Stage 2 works.	Reject
202	202.9	Boric Food Market, Blossoms Café and tenants/resi	hannah@formeplanning.co.nz	Undertake further analysis to understand the effects the proposal will have on weekend traffic volumes.	Accept
203	203.1	Z Energy Limited	philip.brown@slrconsulting.com	Z Energy seeks confirmation regarding the road changes proposed through PC100, noting that Precinct Plan 3 indicates that there is potential for the entirety of Cambridge Road to be 'upgraded'	Reject
203	203.2	Z Energy Limited	philip.brown@slrconsulting.com	Z Energy seeks to ensure that the future pedestrian crossing on the Coatesville-Riverhead Highway is not situated proximal to Caltex Riverhead, as this could result in an unsafe environment for vehicles and pedestrians.	Accept
203	203.3	Z Energy Limited	philip.brown@slrconsulting.com	Z Energy seeks confirmation regarding the nature of road changes on Cambridge Road and the Coatesville-Riverhead Highway proximal to the Caltex Riverhead site. Z Energy also requests to be consulted by the applicant and / or Auckland Transport when the relevant road upgrades are undertaken, to ensure that these do not unduly restrict the site's operation.	Reject

Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
204	204.1	New Zealand Defence Force	rebecca.davies@nzdf.mil.nz / kbaverstock@tonki	requirements. Amend IX.1 Precinct description to add a sentence referencing Designation 4311 (additions underlined): All relevant overlay, Auckland-wide and zone provisions apply in this precinct unless otherwise specified below. <u>The precinct is subject to Designation 4311 Whenuapai Airfield Approach and Departure Path Protection which imposes restrictions in relation to permanent and temporary structure height. No permanent or temporary obstacle shall penetrate the approach and departure path obstacle limitation surfaces identified in Designation</u>	Reject
204	204.2	New Zealand Defence Force	rebecca.davies@nzdf.mil.nz / kbaverstock@tonki	Amend IX. Activity table to add a sentence referencing Designation 4311 (additions underlined): Activity Table IX.4.1 specifies the activity status of subdivision and development in the Riverhead Precinct pursuant to sections 9(3) and 11 of the Resource Management Act 1991. <u>The precinct is subject to Designation 4311 Whenuapai Airfield Approach and Departure Path Protection which imposes restrictions in relation to permanent and temporary structure height. No permanent or temporary obstacle shall penetrate the approach and departure path obstacle limitation surfaces identified in Designation</u>	Reject
205	205.1	Luxembourg Development Company Ltd; Riverhead	bnzakeri@gmail.com	Approve the plan change with amendments	Accept
205	205.2	Luxembourg Development Company Ltd; Riverhead	bnzakeri@gmail.com	Amend the size of the Business - Local Centre Zone to better reflect the realistic opportunities in the short to medium term for retail and services.	Reject
205	205.3	Luxembourg Development Company Ltd; Riverhead	bnzakeri@gmail.com	Delete or reduce the size of the Business - Neighbourhood Centre Zone	Accept
205	205.4	Luxembourg Development Company Ltd; Riverhead	bnzakeri@gmail.com	Table IX.4.2 – Cap non-residential activities in Sub-precinct A to the sub precinct as a whole rather than on a per site basis.	Reject
205	205.5	Luxembourg Development Company Ltd; Riverhead	bnzakeri@gmail.com	Amend the zones to either reduce the extent of Residential – Terrace Housing and Apartment Buildings Zone and/or utilise the Residential – Mixed Housing Urban Zone as a part or full replacement or alternative.	Reject

Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
205	205.6	Luxembourg Development Company Ltd; Riverhead	bnzakeri@gmail.com	Delete Precinct Plan 1 and the relevant supporting provisions in the Precinct.	Reject
205	205.7	Luxembourg Development Company Ltd; Riverhead	bnzakeri@gmail.com	Amend Precinct Plan 2 to: <ul style="list-style-type: none"> <li>• Delete the Multi-purpose Green Corridor and replace it with an annotation for stormwater conveyance.</li> <li>• Straighten the “bends” in the Collector Roads.</li> <li>• Delete the “key local roads”.</li> <li>• Align the “key pedestrian connections” to the Collector Roads.</li> </ul>	Reject
205	205.8	Luxembourg Development Company Ltd; Riverhead	bnzakeri@gmail.com	Amend Objective 3 as follows: (3) Activities in the Business – Local Centre zone provide <u>for the day-to-day needs of the community and local employment opportunities and complement the function, role and amenity of the City Centre Zone, Business – Metropolitan centre Zone and Business – Town Centre Zone</u>	Accept
205	205.9	Luxembourg Development Company Ltd; Riverhead	bnzakeri@gmail.com	Amend the policies, activity table and provisions (standards) to avoid the creation of opportunities where third parties or other landowners could prevent the development of the Precinct.	Reject
205	205.10	Luxembourg Development Company Ltd; Riverhead	bnzakeri@gmail.com	Clarify that road widening relates to the vesting of land for that purpose at the time of subdivision and development of that site.	Reject
205	205.11	Luxembourg Development Company Ltd; Riverhead	bnzakeri@gmail.com	Amend Policy 3 as follows: (3) <del>Encourage appropriately-scaled office activities, including co-working spaces, to establish in the Local Centre zone to provide for the day-to-day needs of the community,</del> local employment opportunities and support the surrounding land uses in Riverhead Precinct	Accept in part

Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
205	205.12	Luxembourg Development Company Ltd; Riverhead	bnzakeri@gmail.com	Reference to subdivision should be deleted from Policy 5.	Accept in part
205	205.13	Luxembourg Development Company Ltd; Riverhead	bnzakeri@gmail.com	The activity table at IX.4.1 should be amended to separate subdivision from development. Subdivision should have blanket RD status.	Reject
205	205.14	Luxembourg Development Company Ltd; Riverhead	bnzakeri@gmail.com	Delete Policy (8)	Reject
205	205.15	Luxembourg Development Company Ltd; Riverhead	bnzakeri@gmail.com	Delete Policy (13)	Reject
205	205.16	Luxembourg Development Company Ltd; Riverhead	bnzakeri@gmail.com	Amend Policy 17 to <ul style="list-style-type: none"> <li>• delete references to the multipurpose green corridor; and</li> <li>• focus on appropriate solutions for stormwater conveyance, along with treatment and retention/detention.</li> </ul>	Reject
205	205.17	Luxembourg Development Company Ltd; Riverhead	bnzakeri@gmail.com	Retain IX.8.1 Matters of Discretion as notified except where consequential relief is necessary to address matters otherwise addressed by this submission.	Reject
205	205.18	Luxembourg Development Company Ltd; Riverhead	bnzakeri@gmail.com	Delete reference to streets in IX.8.2(2) and Policy IX.3(19) and limit the provisions to the design of public open spaces.	Reject
205	205.19	Luxembourg Development Company Ltd; Riverhead	bnzakeri@gmail.com	Delete the multi-purpose green corridors in IX.8.2(2)(i)-(k).	Reject
205	205.20	Luxembourg Development Company Ltd; Riverhead	bnzakeri@gmail.com	Amend the stormwater flooding matters to address stormwater quality, quantity and flooding matters distinct from limiting mitigation measures to one solution in IX.8.2(2)(m)-(p).	Reject
205	205.21	Luxembourg Development Company Ltd; Riverhead	bnzakeri@gmail.com	Retain the remainder of IX.8.2 as notified except where consequential relief is necessary to address matters otherwise addressed by this submission	Reject
205	205.22	Luxembourg Development Company Ltd; Riverhead	bnzakeri@gmail.com	Delete IX.9(3) Retain the remainder of IX.9 as notified.	Reject

**Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested**

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
205	205.23	Luxembourg Development Company Ltd; Riverhead	bnzakeri@gmail.com	Reduce the width of Collector Roads (without adjacent reserve) to 21m and Local Road to 16m as minimums.	Accept
205	205.24	Luxembourg Development Company Ltd; Riverhead	bnzakeri@gmail.com	Identify that road widening is to be determined through detailed design.	Accept in part
205	205.25	Luxembourg Development Company Ltd; Riverhead	bnzakeri@gmail.com	Retain the remainder of the table IX.11.1 Appendix 1: as notified.	Accept in part
206	206.1	Emma Pearson	e.stanyard@gmail.com	Decline the plan change	Reject
207	207.1	Carole Paulus	CAROLE.PAULUS@YAHOO.FR	Approve the plan change without amendments	Accept in part
208	208.1	Janelle Lisa Redditt	janelleericksen@gmail.com	Decline the plan change	Reject
209	209.1	Wayne Mitchell	wayne@mitchell-consulting.co.nz	Decline the plan change	Reject
210	210.1	Terence L Klein	kleint122@gmail.com	Decline the plan change	Reject
211	211.1	Benjamin David Pennell	family@teampennell.nz	Decline the plan change	Reject
212	212.1	Jann Olding	jandjolding@gmail.com	Decline the plan change	Reject
213	213.1	Natalie Vose	natalie.vose@gmail.com	Decline the plan change	Reject
214	214.1	Te Tāhuhu o te Mātauranga   Ministry of Education	Eden.Rima@beca.com	Retain: Objective 8: Development is supported by social facilities, including education and healthcare facilities. Policy 6: Provide for new social facilities, including education facilities, that meet the needs of the community.	Accept
214	214.2	Te Tāhuhu o te Mātauranga   Ministry of Education	Eden.Rima@beca.com	Retain; Policy 10: Require streets to be attractively designed and to appropriately provide for all transport modes by: (a) providing for safe access for cyclists on collector roads. Policy 11: Provide safe connections to public transport facilities and social infrastructures such as open space and schools.	Accept in part
214	214.3	Te Tāhuhu o te Mātauranga   Ministry of Education	Eden.Rima@beca.com	That the Plan Change provisions include the appropriate level of provision and design detail to facilitate potential school bus routes to and from any future school site, connecting with Riverhead Road and Lathrope Road and in a manner that ensures safety for all road users, especially pedestrians travelling to and from the school.	Reject
214	214.4	Te Tāhuhu o te Mātauranga   Ministry of Education	Eden.Rima@beca.com	that the RDA status for consents ensures activities are appropriately assessed if they are delivered ahead of the Implementation Plan infrastructure items.	Accept in part
214	214.5	Te Tāhuhu o te Mātauranga   Ministry of Education	Eden.Rima@beca.com	That greater specificity and even strategic alignment with Auckland Transport be provided to ensure that the Plan Change outcomes can be delivered where there is reliance upon this matter to mitigate some of the effects of the proposed rezoning.	Reject

**Plan Change 100 (Private): Riverhead**  
**Summary of Decisions Requested**

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
214	214.6	Te Tāhuhu o te Mātauranga   Ministry of Education	Eden.Rima@beca.com	Required roading standards to be delivered for the surrounding roads (local and/or collector roads) with respect to any future school site and clarity on the responsibility for establishment of the surrounding roads and associated walking and cycling features;	Reject
214	214.7	Te Tāhuhu o te Mātauranga   Ministry of Education	Eden.Rima@beca.com	The inclusion (or otherwise) of the establishment of a safe cycle/walking facility across Coatesville-Riverhead Highway within the Implementation Plan (and triggering of this via the Plan Change provisions and threshold activity status).	Reject
215	215.1	Taraani Mohammed	mohammedt9835@gmail.com	Approve the plan change without amendments	Accept in part
216	216.1	Chantelle	cfraser2@hotmail.com	Decline the plan change	Reject
217	217.1	Barbara Lynn Chatfield	valleyviewnz@xtra.co.nz	Decline the plan change	Reject
218	218.1	Watercare Services Limited	planchanges@water.co.nz	Decline the plan change	Reject
218	218.2	Watercare Services Limited	planchanges@water.co.nz	Without prejudice to its overall opposition to the Plan Change, if the Commissioners are minded to approve the Plan Change notwithstanding Watercare's opposition, Watercare seeks precinct provisions that require subdivision and development to be coordinated with the provision of adequate water supply and wastewater infrastructure. That is, subdivision and development must be precluded by under the precinct provisions from proceeding prior to completion of any necessary bulk water supply and wastewater infrastructure projects required to service the development enabled by Plan Change 100.	Accept in part
218	218.3	Watercare Services Limited	planchanges@water.co.nz	Non-complying activity status for any subdivision and/or development that precedes the provision of adequate bulk water supply and wastewater infrastructure.	Accept
218	218.4	Watercare Services Limited	planchanges@water.co.nz	Amendments to the provisions that all of the necessary water supply and wastewater infrastructure upgrades are located outside of the precinct boundaries.	Reject
218	218.5	Watercare Services Limited	planchanges@water.co.nz	Amendments to the precinct description to include the purpose and function of the amended provisions.	Accept in part
218	218.6	Watercare Services Limited	planchanges@water.co.nz	Amendments to Objective 5 to include the reference to 'capacity' and specify 'wastewater' and ensuring subdivision and development is coordinated with local infrastructure. This also supports the non-complying activity status.	Accept in part
218	218.7	Watercare Services Limited	planchanges@water.co.nz	New Objective 5(A) which addresses the coordination, provision and capacity of bulk water and wastewater infrastructure necessary to service the new precinct. This supports the non-complying activity status.	Accept in part
218	218.8	Watercare Services Limited	planchanges@water.co.nz	Amendments to Policy 5 and addition of a new Policy 5A to support the non-complying activity status subdivision or development that precedes the provision of adequate bulk water supply and wastewater infrastructure.	Accept

**Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested**

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
218	218.9	Watercare Services Limited	planchanges@water.co.nz	Amendments to include new standard IX6.16 Water and Wastewater Infrastructure to require development and subdivision to connect to functioning bulk wastewater and water supply infrastructure with sufficient capacity to service the development.	Accept in part
218	218.10	Watercare Services Limited	planchanges@water.co.nz	Amendments to Table IX.4.1(A2A) to require up to 3 dwellings to comply with new standard IX6.16 Water and Wastewater Infrastructure.	Accept in part
218	218.11	Watercare Services Limited	planchanges@water.co.nz	Amendments to Table IX.4.1(A2B) to require more than three dwellings per site to comply with new standard IX6.16 Water and Wastewater Infrastructure	Accept in part
218	218.12	Watercare Services Limited	planchanges@water.co.nz	Amendments to IX.5 Notification (1A) requiring Watercare to be limited notified where resource consents infringe new standard IX6.16 Water and Wastewater Infrastructure.	Reject
218	218.13	Watercare Services Limited	planchanges@water.co.nz	Amendments to include new standard IX.9(6) Water and Wastewater Servicing Plan as a special information requirement.	Accept in part
218	218.14	Watercare Services Limited	planchanges@water.co.nz	Ensure that subdivision and development is precluded by the Plan Change provisions from proceeding prior to completion of any necessary bulk water supply and wastewater infrastructure projects required to service the development enabled by Plan Change 100;	Accept in part
218	218.15	Watercare Services Limited	planchanges@water.co.nz	Include the proposed amendments to the precinct provisions as set out in Attachment 1, or similar provisions that will achieve the same outcomes as sought by Watercare.	Accept in part
219	219.1	Muriwai Community Association Incorporated	cb@clarebradley.nz	Decline the plan change	Reject
220	220.1	Equal Justice Project	hmur817@aucklanduni.ac.nz	Decline the plan change	Reject
221	221.1	Rebecca Stuart	1redbek@gmail.com	Decline the plan change	Reject
222	222.1	Richard Allan	rdallan2017@outlook.com	Decline the plan change	Reject
223	223.1	Kellie Christophersen	kelliechristophersen@gmail.com	I am opposed to it until commitments are made to upgrade the storm water and proper traffic management is taken care of.	Reject
224	224.1	Chhitiza Basnet	tshetiza@gmail.com	Decline the plan change	Reject
225	225.1	Kelvin Stuart	amkel777@gmail.com	Decline the plan change	Reject
226	226.1	John Cook	kiwicookie@me.com	Decline the plan change	Reject
227	227.1	Timothy Mark Hillier	tim.hillier1@gmail.com	Approve the plan change with amendments	Accept
227	227.2	Timothy Mark Hillier	tim.hillier1@gmail.com	No THAB zoning	Reject
227	227.3	Timothy Mark Hillier	tim.hillier1@gmail.com	Height overlays applied to all areas limiting building heights to two stories	Accept in part

**Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested**

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
227	227.4	Timothy Mark Hillier	tim.hillier1@gmail.com	Protections around existing character/rural character	Reject
227	227.5	Timothy Mark Hillier	tim.hillier1@gmail.com	More comprehensive zoning around town centres for both sides of highway, not just developers land.	Reject
228	228.1	Sandi Gamon	trevandsandi@yahoo.co.uk	Decline the plan change	Reject
229	229.1	Dianne Allan	Midwife.di@gmail.com	Decline the plan change	Reject
230	230.1	Emma Hood	emmavrhood@gmail.com	Decline the plan change	Reject
231	231.1	Manav Vadhiparti	shaftdogg971@gmail.com	Decline the plan change	Reject
232	232.1	Trevor Gamon	trevorgamon@gmail.com	Decline the plan change	Reject
233	233.1	Rachel Pickett	damianandrachel@gmail.com	Decline the plan change	Reject
234	234.1	Philip Doughty	phil@procladd.co.nz	Decline the plan change	Reject
235	235.1	Christopher James Hull	chrishull1979@gmail.com	Decline the plan change	Reject
236	236.1	Laura Roecoert	laura.vanwijk@hotmail.com	Decline the plan change	Reject
237	237.1	Heidi Copland	heidi.copland@xtra.co.nz	Decline the plan change	Reject
238	238.1	Steve Bloxham	stephenbloxham@hotmail.com	Decline the plan change	Reject
239	239.1	Christina Doughty	cm.bailey@icloud.com	Decline the plan change	Reject
240	240.1	Kathryn Stewart	katiefaye@gmail.com	Decline the plan change	Reject
241	241.1	Mark Gibson	mark.gibson@viamedia.co.nz	Decline the plan change	Reject
242	242.1	Sarah McBride	sarah@mcbrides.co.nz	Decline the plan change	Reject
243	243.1	Andrew and Tania Pegler	galaxie63@xtra.co.nz	Decline the plan change	Reject
244	244.1	Tracy Smytheman	tracy.smytheman@xtra.co.nz	Decline the plan change	Reject
245	245.1	Rose-Muirie Cook	muirie@gmail.com	Decline the plan change	Reject
245	245.2	Rose-Muirie Cook	muirie@gmail.com	If approved investments in infrastructure	Accept in part
245	245.3	Rose-Muirie Cook	muirie@gmail.com	If approved a completed high school	Reject
246	246.1	Jamie Black	jamie@haighworkman.co.nz	Decline the plan change	Reject

Plan Change 100 (Private): Riverhead  
Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
247	247.1	Deanne Chandler	chandlerdeanne@yahoo.co.nz	Decline the plan change	Reject
248	248.1	Linda Barton-Redgrave	beezakiwi@gmail.com	Decline the plan change	Reject
248	248.2	Linda Barton-Redgrave	beezakiwi@gmail.com	If approved I would like consideration to be given to linking the design and layout of the proposed subdivision with the existing Riverhead village character as part of the requirements for the proposed subdivision (similar to that of Riverhead South).	Reject
248	248.3	Linda Barton-Redgrave	beezakiwi@gmail.com	If approved I would like to see a more realistic picture presented regarding traffic management, with further detail that shows how the traffic through the town and out onto highway 16 will be managed, how the main road will be crossed at different points, and what will be done to enable more effective public transport.	Reject
248	248.4	Linda Barton-Redgrave	beezakiwi@gmail.com	If approved I'd like to see a more thorough plan for the proposed commercial zone, a business case that justifies if we need it, and detail about what sort of retail or commercial spaces are envisioned, and where shoppers will park so that the commercial area doesn't add to yet more traffic congestion.	Reject
248	248.5	Linda Barton-Redgrave	beezakiwi@gmail.com	If approved I would like to see a clear green corridor established for the many native birds in our area, and for walkways alongside this corridor and connecting paths throughout the development.	Accept in part
248	248.6	Linda Barton-Redgrave	beezakiwi@gmail.com	If approved we need an overall system of stormwater management to ensure there are no up or downstream flooding and adverse effects. This plan should take into account the worst possible flooding scenario and would include a large portion of land that is solely zoned for the purpose of managing water flow (and not able to be redesignated for residential).	Accept in part
248	248.7	Linda Barton-Redgrave	beezakiwi@gmail.com	If approved the Riverhead sewer system would definitely require significant upgrading to take further load.	Reject
248	248.8	Linda Barton-Redgrave	beezakiwi@gmail.com	If approved Riverhead will need another primary school as the current site is too small. I'd like to see a long term plan for where the children from the proposed development will attend school.	Reject
249	249.1	Shontelle Fawkner	shontelle22@hotmail.com	Decline the plan change	Reject
250	250.1	Kit Boyes	kitboyes@gmail.com	Decline the plan change	Reject
250	250.2	Kit Boyes	kitboyes@gmail.com	If approved no development, sales or anything else until better infrastructure to support this growth is completed.	Accept in part
251	251.1	Desmond John Reid	woodcraftbydesign@xtra.co.nz	Accept the plan change with amendments	Accept
251	251.2	Desmond John Reid	woodcraftbydesign@xtra.co.nz	Retain the existing RUB unchanged.	Reject
251	251.3	Desmond John Reid	woodcraftbydesign@xtra.co.nz	The whole of 22 Duke Street to remain in the current Future Urban Zone	Reject

**Plan Change 100 (Private): Riverhead**  
**Summary of Decisions Requested**

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested	Decision
251	251.4	Desmond John Reid	woodcraftbydesign@xtra.co.nz	Include 22 Duke Street in PC100	Accept in part
251	251.5	Desmond John Reid	woodcraftbydesign@xtra.co.nz	Requests diligent consultation with the applicant's of PC100 to rationalise flood management, particularly around their proposed green corridor and to optimise traffic and propel movement within the wider catchment.	Reject
252	252.1	Kathryn Boyes	kat.m.saunders@gmail.com	Decline the plan change	Reject
252	252.2	Kathryn Boyes	kat.m.saunders@gmail.com	If approved no development without infrastructure	Accept in part
253	253.1	The Botanic Limited Partnership	burnette@thepc.co.nz	Seeks that Auckland Council approve the request to rezone the Future Urban Land as set out within the PC100 documentation or similar zoning that achieves the same or similar outcomes for urban residential land uses.	Accept in part
254	254.1	Matvin Group Limited	burnette@thepc.co.nz	Seeks that Auckland Council approve the request to rezone the Future Urban Land as set out within the PC100 documentation or similar zoning that achieves the same or similar outcomes for urban residential land uses.	Accept in part