

25 July 2024

Stephen Havill, SFH Consultants Limited ([Stephen@sfhconsultants.co.nz](mailto:Stephen@sfhconsultants.co.nz))

Kia ora Stephen,

**RE: Clause 23 further information request – Private Plan Change Request by Windsor Park Community and Multisport Hub Incorporated**

Further to your private plan change request under clause 21 of Schedule 1 of the Resource Management Act 1991 (RMA) in relation to the rezoning of 20 Noel Williams Place (Windsor Park), the Council has now completed an assessment of the information supplied.

Pursuant to Clause 23(1) of the Resource Management Act 1991, Council requires further information to continue processing the private plan change request.

Appendix 1 attached to this letter sets out the full suite of further information required and reasons for its request, as requested by the following experts:

- Planning, statutory and general matters – Sarah Wong, Auckland Council
- Urban design – Lisa Mein, Mein Urban Design and Planning Ltd
- Traffic matters – Martin Peake, Progressive Transport Solutions Limited
- Auckland Transport – Katherine Dorofaeff, Auckland Transport
- Healthy Waters – Lee Te, Auckland Council
- Parks Planning – Douglas Sadlier, Auckland Council

Other comments which are not within the remit of clause 23 of the First Schedule of the Resource Management Act 1991 (RMA) have also been provided.

If you have any queries regarding the above, please do not hesitate to contact me at [sarah.wong@aucklandcouncil.govt.nz](mailto:sarah.wong@aucklandcouncil.govt.nz).

Ngā mihi,

Prepared by:



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Policy, Planning & Governance

Approved by:



Warren MacLennan

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# APPENDIX 1: FURTHER INFORMATION REQUESTED UNDER CLAUSE 23 FIRST SCHEDULE OF THE RESOURCE MANAGEMENT ACT 1991

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#	Category of information	Specific Request	Reasons for request
<b>Planning, statutory and general matters – Sarah Wong, Reporting Planner, Plans &amp; Places, Auckland Council</b>			
P1	Mana Whenua consultation	<p>Please confirm whether any responses from any of the mana whenua groups listed in Section 5.3.2.5 of the AEE has been received since the lodgement of this Private Plan Change (PPC) Request.</p> <p>If no responses have been provided, please provide the timeframe in which these groups were given to provide a response.</p> <p>Please also provide a copy of the email referenced in Section 7.5 of the AEE that was sent to mana whenua as part of the applicant's consultation with mana whenua.</p>	<p>This information assists the Council with understanding mana whenua values and how this plan change may impact on these values.</p> <p><i>Note: Section 5.3.2.5 of the AEE refers to Section 6.8 for further discussion regarding mana whenua consultation. Section 6.8 is missing from the AEE, however, it is noted that mana whenua consultation is also addressed in Section 7.5.</i></p>
P2	Incorporating MDRS into proposed plan provisions	In addition to the assessment provided in Section 5.4.1 of the AEE, please provide a set of plan provisions to demonstrate how the Medium Density Residential Standards (MDRS) will be implemented on the subject site.	To comply with Clause 25(4A) of the first schedule of the RMA so that Council is in a position to accept this application for processing. To not include MDRS would mean that Council must not accept the application for processing.
P3	Affected persons/ legal implications on PPC implementation	<p>Please provide the documentation for the various legal arrangements, titles and/ or encumbrances that are present on Windsor Park, and an explanation of how these will impact the implementation of this PPC request.</p> <p>This includes any current or historical maintenance and/ or other agreements between the applicant and Council for Windsor Park, and the existing carparking arrangements between Windsor Park and the adjacent sites.</p>	<p>The Certificate of Title notes that there are easements and land covenants on the site, however this has not been provided.</p> <p>Council's Parks experts have reviewed property files for the site. Their findings indicate historical and current legal arrangements between the applicant and Auckland Council (formerly North Shore City Council). These arrangements specifically address the maintenance of and potential sale or disposal of all or part of Windsor Park.</p>

#	Category of information	Specific Request	Reasons for request
		<p>Please also provide a summary explanation outlining what each arrangement/ encumbrance means and how this impacts the subject site.</p> <p>With regard to the legal agreements (identified in the 'Reasons for Request' column) relating to the sale or disposal of part or all of Windsor Park, please provide a timeline of the arrangements between the Windsor Park Trust Board and the Council and explain how the legal arrangements are intended to be addressed.</p>	<p>However, More information is needed to confirm what obligations or duties (if any) the Windsor Park Board Incorporated (now the Windsor Park Community and Multisport Hub Incorporated) agreed to uphold. This information is crucial to determine if any obligations would be affected or breached if the Board implemented a change to the zoning of the land.</p> <p>Further information is also sought to understand if there are any other agreements made between the two parties concerning the availability of Windsor Park for community sports in addition to the maintenance agreements, particularly between 1990 and 1996.</p> <p>As the reason for the plan change is to rezone and subsequently sell part of Windsor Park as a way of generating capital funds for the maintenance of the fields and redevelopment of club facilities, this information is required to understand whether the proposed PPC request can be implemented.</p> <p>This information is also requested to better understand whether Council is an affected persons, if this PPC request is accepted for processing and subsequently notified.</p> <p><i>NOTE: With regard to the information obtained by Parks, please see Point 1 ('Legal – Property – Auckland Council') under the Parks Planning (Other) section, as this addresses this in further detail.</i></p>
P4	General	Noting the further information requests that follow in this letter, please update the PPC Section 32 evaluation and all relevant	To provide consistency of analysis between the PPC documents.

#	Category of information	Specific Request	Reasons for request
		documents, to ensure consistency with any updated technical information provided as part of this further information request.	
<b>Planning, statutory and general matters (Other)</b> <i>Other comments not within the remit of clause 23 of the First Schedule of the Resource Management Act 1991 (RMA)</i>			
1	Incorporating MDRS into proposed plan provisions	<p>With regard to incorporating MDRS and meeting the Clause 25 requirements, a recommended approach to do this is through proposing a precinct specific to the subject site.</p> <p>The precinct provision could be limited to applying the MDRS provisions on the subject site.</p> <p>This precinct can be amended/ removed if MDRS provisions are removed from current legislation during the processing of this PPC, or deleted later through another plan change or plan review, if the PPC is made operative prior to MDRS falling away.</p>	
<b>Urban Design matters – Lisa Mein, Senior Urban Designer, Mein Urban Design and Planning Ltd</b>			
UD1	Site interface	Please provide information about the treatment of the interface with the parking area to the east and the local businesses/ community buildings on the church land to the north.	At present the site is open space and there are no fences between the parking area and the site, with a relatively open aspect towards the land to the north. The masterplan indicates it is likely that it will be private open space/ rear yards that interface with the parking area and the church land. For CPTED reasons, ensuring a good balance between privacy and passive surveillance will be an important consideration in the rezoning and potential residential use of this land.

#	Category of information	Specific Request	Reasons for request
UD2	Loop road mechanism	Please provide clarification on what mechanisms are being put in place, to ensure that there is a loop road providing frontage to the sports park.	The masterplan indicates a loop road. This is supported from an urban design perspective, as it provides a buffer between residential development and the sports grounds. It also offers an opportunity for overlooking of the park from dwellings fronting the loop road. However, there is no precinct plan or movement network plan to give certainty that this would be constructed.
UD3	Clubroom facilities	Please confirm if the new clubroom facility still being considered.	It would be good to understand how access to the new/ relocated clubroom will affect the proposed new residential area, and whether this forms part of the plan change.
UD4	Additional parking area	Please confirm if the creation of an additional parking area from the main access to Windsor Park sports fields is proposed, as depicted in the masterplan.	This is not clear from the information provided with the PPC request.
UD5	Character impact	Please provide commentary regarding the impacts on the character of Noel Williams Place of extending the cul-de-sac and proposing more intensive residential development.	The main vehicular access to the rezoned land is proposed to be from Noel Williams Place, which seems appropriate. However, while noting the rationale for the MHU zone, there is little information on the impacts of additional dwellings, other than traffic movements, on the character and amenity of Noel Williams Place.
<b>Urban Design matters (Other)</b> <i>Other comments not within the remit of clause 23 of the First Schedule of the Resource Management Act 1991 (RMA)</i>			
1		While not strictly an urban design matter, it is noted that there does not appear to have been any consultation with neighbours on Noel Williams Place who will be most affected by the plan	

#	Category of information	Specific Request	Reasons for request
		change. Engaging with these neighbours in advance of notification would be appropriate.	
<b>Traffic matters – Martin Peake, Traffic Engineer, Progressive Transport Solutions Limited</b>			
T1	Transport – document version	Please confirm that the lodged Integrated Transportation Assessment (ITA) Report is the Final version. If there is a more up to date version, please provide that document and outline any changes from the draft document.	The ITA has a 'DRAFT' watermark throughout the document. If this document is a draft, there may be subsequent changes to the report that may affect the assessment of the transport effects.
T2	Transport Plans and Policies	Please provide an assessment of the PPC request against the relevant national and regional plans and policies with regards to transportation (including relevant AUP objectives and policies and the Transport Emissions Reduction Pathway).	<p>The ITA does not provide an assessment of the PPC against the relevant plans and policies with regards to Transportation (including relevant AUP objectives and policies and the Transport Emissions Reduction Pathway).</p> <p>This information is required to understand how plan change complies with the plans and policies.</p>
T3	Trip Distribution	<p>Please justify the trip distribution used for the assignment of development trips at the Noel Williams Place / East Coast Road intersection, taking into account the information available from Statistics NZ from 'commuter waka'.</p> <p>If a different trip distribution is derived, the assessment, including traffic modelling, should be updated accordingly.</p>	<p>Section 4.6.3 of the ITA presents figures of the assignment of development trips to the Noel Williams Place intersection. The distribution favours traffic turning to and from the north (which appears to be based on the existing movements at the intersection). The 'Commuter waka' data presented in Figure 10 of the ITA indicates that there are many work/school departures south of the subject site.</p> <p>As Noel Williams Place is not solely used by residents, it may not be sufficient to rely on the existing turning movements to/from East Coast</p>

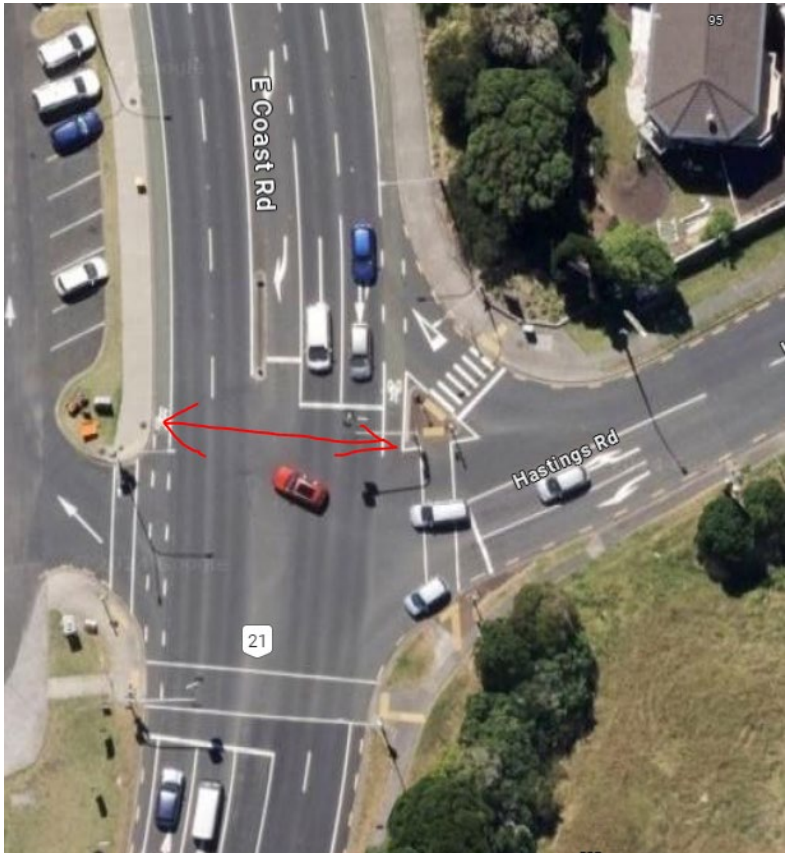
#	Category of information	Specific Request	Reasons for request
			Road to determine the movement of development traffic. A different distribution may change the assessment of traffic effects.
T4	Traffic Modelling	<p>Please review the AM peak SIDRA modelling and ensure that the model is appropriately calibrated.</p> <p>If changes are made to the existing traffic model, the effects of the development should be updated.</p>	<p>Traffic modelling of the existing Noel Williams Place intersection is presented in Tables 5 and 7 of the ITA. For the AM peak, the modelling of the right turn movement from Noel Williams Place does not reflect reported delay in Table 5 (21 seconds report, 13 second modelled).</p> <p>This indicates that the model is not well calibrated against the base conditions and thus may not be appropriate for use for assessing the effects of the development.</p>
T5	Traffic Modelling	Please review the SIDRA model outputs presented in the tables in the ITA and the corresponding text, and confirm whether the model outputs or the text is correct.	The commentary under Tables 6 and 8 of the ITA refers to the delays of the right turn movements from Noel Williams Place. The numbers referenced are different to those presented in the tables.
T6	Car parking	Please provide justification for the statement that additional spaces are not required for residents in excess of the proposed 100 spaces.	<p>Section 6.2 of the ITA assesses the likely parking demand and states, in relation to potential demand for 70 spaces (in excess of the 100 provided for 1 per dwelling for residents), that "<i>it is considered unlikely, however, given the nature and scale of the development, that more than one parking space per dwelling will be required</i>".</p> <p>The basis for this conclusion is not clear. Should excess demand for parking occur, this could affect the operation of the surrounding road network and / or spill over to adjacent land uses.</p>




#	Category of information	Specific Request	Reasons for request
T7	Car Parking	Please confirm whether any of the car parking at 542 East Coast Road will be shared with the proposed residential development.  If this is the case, please provide details as to how this will be assured in subsequent consenting stages.	Section 3.1 of the AEE refers to car parking being shared at 542 East Coast Road. The ITA does not discuss whether the land proposed to be rezoned will also share any of this car parking.
T8	Transport Infrastructure	Please provide details as to how the proposed No Stopping At All Times (NSAAT), footpath widening on Noel Williams Place and the proposed pedestrian connection between the site and East Coast Road would be delivered, including when this will occur and by whom.	Recommendations are made in Sections 7.1 and 7.2 of the ITA to provide for 'No Stopping At All Times' restrictions and wider footpaths on Noel Williams Place, and for a pedestrian footpath connection between the site and an existing footpath along the access way road connecting 542 East Coast Road to East Coast Road.  It is not clear how the footpath connection to East Coast Road would be provided, as this appears to be over third-party land or what mechanisms are in place to ensure that these amendments are delivered or when they would be delivered.
T9	Standard of Internal Road	Please confirm whether the proposed loop road that will service the development will be a public vested road or whether the road is proposed to be a private road. If the road is to be public, please provide details of the cross-sections and key elements of the road.	Section 7.1 of the ITA states that Noel Williams Place will be extended into the site via a new priority-controlled intersection and that the road would be vested with AT / Auckland Council. This appears to be in conflict with the Masterplan drawings, which show that the loop road that serves the development will be a private road.
T10	Vehicle Access	Please provide details of how the intersection between the site and the turning head on Noel Williams Place will be formed, and the effects on adjacent vehicle crossings.	Section 7.3.1 of the ITA states that existing vehicle crossings adjacent to the priority-controlled intersection at the turning head of Noel Williams Place may need to be shifted. No details are provided how the intersection would be formed and the effect on the adjacent vehicle crossings.

#	Category of information	Specific Request	Reasons for request
			This information is needed to ensure a safe and efficient intersection can be formed and the potential effects on adjacent properties.
<b>Auckland Transport – Katherine Dorofaeff, Senior Planner, Spatial Planning and Policy Advice, Auckland Transport</b>			
AT1	Anticipated yield	Please provide details of how the anticipated yield has been calculated. Additionally, provide an assessment on the traffic and other transport effects of more intensive development, as enabled by the proposed Mixed Housing Urban zoning.	<p>The applicants have identified a development scenario for the site, which features up to 100 terraced units (3+ bedrooms), 100 parking spaces, and 100 bicycle parking spaces. However, the proposed rezoning would enable a more intensive use of the site – a more intensive development would generate a higher number of trips from the site which would affect the assessment of transport effects.</p> <p>Additional information about potential yield is required to better understand the traffic and other transport effects of the proposal and the ways in which any adverse effects may be mitigated.</p>
AT2	Noel Williams Place / East Coast Road intersection	<p>Please provide a more detailed safety assessment of the Noel Williams Place / East Coast Road intersection. This assessment should consider the additional traffic and pedestrian movements associated with development enabled by the plan change.</p> <p>In addition, please provide an assessment on whether a signalised intersection is needed at this location, i.e. for safety reasons, to improve pedestrian accessibility to bus stops, and to minimise delays for Noel Williams Place.</p>	<p>An increase in turning traffic at East Coast Road is anticipated. This increases crash risk exposure, and the adequacy of the existing intersection form therefore needs to be carefully assessed.</p> <p>This information is required to better understand the traffic and other transport effects of the proposal and the ways in which any adverse effects may be mitigated.</p>

#	Category of information	Specific Request	Reasons for request
AT3	Public transport	Please provide a more detailed assessment on the safety and convenience of pedestrian access from the site to existing bus stops.	<p>Section 2.3.2 of the ITA suggests that pedestrian provisions to the closest bus stops are acceptable, given that there are existing footpaths.</p> <p>However, the provision for pedestrians to safely and conveniently cross East Coast Road also needs to be assessed in the ITA. For example, pedestrians accessing bus stop #3145 (opposite 534 East Coast Road) will have to use a two-stage crossing at East Coast Road / Hastings Road. There is no pedestrian crossing on the northern side of the East Coast Road / Hastings Road signals. The two-stage crossing increases the time taken waiting at signals and the overall walking distance. There is an increased likelihood of jaywalking which poses a safety hazard.</p>


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			 <p>An aerial photograph of a road intersection. The main road is labeled 'E Coast Rd' and runs vertically. A side road, 'Hastings Rd', branches off to the right. A red car is positioned in the intersection of these two roads. A red arrow points from the left towards the red car. A white rectangular sign with the number '21' is located on the lower part of E Coast Rd. Several other vehicles, including white vans and a blue car, are visible on the roads. The surrounding area includes greenery and a building in the upper right corner.</p>

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			 <p>Accessing bus stop #3143 (north of Maxwellton Drive and opposite 480A East Coast Road) relies on use of a pedestrian refuge to cross East Coast Road.</p> <p>This additional information is required to better understand the traffic and other transport effects of the proposal, and the ways in which any adverse effects may be mitigated.</p>

## Auckland Transport (Other) – advisory comments on the Integrated Transport Assessment Report

*Other comments not within the remit of clause 23 of the First Schedule of the Resource Management Act 1991 (RMA)*

1	Noel Williams Place extension	<p>Section 7.1 of the ITA states that the site will be serviced by a public road extension vested to the Council (with AT as road controlling authority). However, the masterplan provided shows the site serviced by a 12m wide private road. The Urban Design Report also assumes a private road.</p> <p>Further information seeking clarification on which of these is the most likely scenario.</p> <p>The applicant is advised that any public road will also need to comply with AT standards.</p>	NOTE: Further information on this has been requested in Traffic RFI T9.
2	Site entrance at Noel Williams Place	The ITA should note that design detail for the connection point between the Noel Williams Place turning head and any private road / COAL servicing the development will be assessed at consenting / engineering approval stages.	
3	Pedestrian provision on Noel Williams Place	<p>Section 2.2.2 of the ITA states that pedestrian footpaths are provided on both sides of Noel Williams Place. However, the photos in the ITA and Google Maps shows the footpath is available only on one side (north / west side).</p> <p>Table 9 of the ITA correctly records the absence of footpaths on the south / east side. Table 9 also records the footpath width on the north / west side as varying between 1.2m and 1.5m and the ITA recommends this should be increased to 1.8m. AT supports this increase in width.</p>	

		<p>The applicant should also consider whether it is feasible to provide a footpath on the east side of Noel Williams Place, given the development is likely to generate pedestrians wishing to access the commercial businesses at the north end of Noel Williams Place / eastern side, fronting East Coast Road.</p> <p>The street arrangement on Noel Williams Place needs to be improved to provide a pedestrian connection into the site. The existing footpath on the western side does not connect to the site.</p> 	
4	Proposed active modes connection to East Coast Road	<p>AT supports the provision of a pedestrian and cycling connection between the site and East Coast Road. It is understood that this will use an existing easement.</p> <p>The safety of active modes users will need to be taken into account when designing the access. Currently there is no pedestrian path through the carpark.</p>	

5	Road Safety Audit	A road safety audit should be completed at consenting stage.	
6	Parking demand	<p>The 2018 census data shows 41% of mode share being private vehicles so it may not be practical to expect residents to only have a single vehicle per household.</p> <p>Likely parking demand has also been assessed in Section 6.2 of the ITA. It is considered that the development is likely to generate demand for an additional 20 on-street parking spaces, which could be accommodated on Noel Williams Place and in the adjacent Windsor Park carpark.</p> <p>However, the adjacent Windsor Park carpark is privately owned by the Baptist Union so cannot be relied upon for resident and visitor carparking. In addition, the additional NSAAT parking restrictions proposed on Noel Williams Place will further reduce parking availability.</p> <p>AT is concerned about parking spillover from the site.</p>	
7	NSAAT markings	<p>In addition to the proposed NSAAT parking restrictions on the south-eastern side of Noel Williams Place, the applicant should assess the need for NSAAT markings to be installed at the cul-de-sac end of Noel Williams Place.</p> <p>The aerial photo in Figure 16 of the ITA shows that parking is occurring here.</p>	
8	Road damage	The road pavement of Noel Williams Place is not in a good condition. Heavy construction vehicles will cause further deterioration.	



		<p>The applicant is advised that the developer is responsible for monitoring the road's condition during the construction period and repairing any damage that occurs as a result. This should be addressed in the Construction Traffic Management Plan at later consenting stages.</p> 	
9	Certainty of mitigation	<p>The ITA recommends mitigation i.e. additional NSAAT markings, some footpath widening, and a footpath connection to the Windsor Park carpark access.</p> <p>The applicant is advised that this mitigation is not guaranteed as part of the plan change which rezones the land for development. Whether or not Council is able to require the mitigation as part of later land use and/or subdivision consent processes is dependent on the scale of development and how consenting is approached by the applicant.</p>	

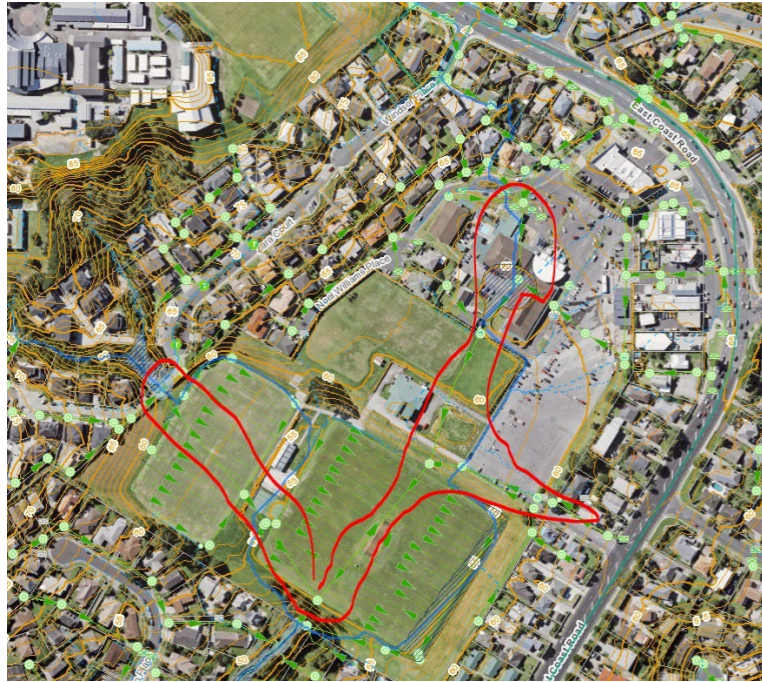
		The trip generation control under E27.6.1 will only be triggered if a consent proposes 100 dwellings or a subdivision with capacity to accommodate more than 100 dwellings. If this control is not triggered, reliance would be on the provisions in the zone and subdivision chapters of AUP to achieve the mitigation.	
<b>Healthy Waters (stormwater) – Lee Te, Senior Healthy Waters Specialist, Healthy Waters, Auckland Council</b> <i>Healthy Waters has offered to have a meeting with the applicant to discuss the different options that could be used to manage stormwater for the proposed plan change.</i>			
SW1	SMP – General	Please clarify if the proposed Stormwater Management Plan (SMP) is for the proposed plan change area only, or whether it also includes the sports fields. It appears to also include the sports fields and new facilities are proposed on the sports fields, however this is not clearly reflected in the SMP.	To allow a better understanding of the SMP and how stormwater effects will be managed.
SW2	SMP – General	Please outline what are the principles and objectives of the development for stormwater management.	To allow a better understanding of the SMP and how stormwater effects will be managed.
SW3	SMP – Stormwater management	<p>Please provide information on why private stormwater tanks are proposed as the stormwater management device for the proposed plan change.</p> <p>Please outline how factors such as the plan change area (including the sports field) of 63,805m<sup>2</sup>, the site-specific character, downstream and receiving environment are used when determining the most appropriate stormwater management device for the proposed plan change area.</p>	To allow a better understanding of the SMP and how stormwater effects will be managed.

SW4	SMP – Stormwater management	<p>Please provide information on what other options of stormwater management devices were explored – i.e. whether a communal stormwater management device, the possibility of utilising the sports field to manage stormwater, or collaboration with Healthy Waters with upgrading existing stormwater management devices were explored.</p>	<p>To ensure that the proposed stormwater management device aligns with an Integrated Stormwater Management Approach.</p> <p>Healthy Waters would like to have a meeting with the applicant to discuss the different options that could be used to manage stormwater for the proposed plan change.</p>
SW5	SMP – Geotechnical	<p>Section 2.1 of the SMP (Geotechnical) did not provide any geotechnical information for the proposed plan change area.</p> <p>Please provide a brief overview of the of the geotechnical characteristics of the site that is relevant to stormwater management, such as soil type and infiltration rate. The information provided should be consider when proposing the stormwater management for the site to ensure it is feasible.</p>	<p>To allow a better understanding of the plan change area and how stormwater effects will be managed.</p>
SW6	SMP – Receiving environment	<p>Section 2.2 of the SMP (Receiving environment) provided some information about the receiving environment. However, please provide further information and details on the downstream environment, such as the existing hydrology, Oteha Valley catchment, and the Waitemata Harbour.</p> <p>The information about the receiving environment should be clearly outlined in the SMP.</p>	<p>To allow a better understanding of the plan change area and how stormwater effects will be managed.</p> <p>Healthy Waters can provide information about the downstream environment. There are stormwater quantity issues downstream, with overtopping of flows along the channel into the Rosedale Wastewater pond and flooding around Ascension Place and Apollo Drive. It is</p>

			<p>important any proposed development upstream address these concerns.</p> <p>Healthy Waters would like to have a meeting with the applicant to discuss the different options that could be used to manage stormwater for the proposed plan change.</p>
SW7	SMP - Stakeholder consultation	<p>Section 7.0 of the AEE provided information about engagement of stakeholders and mana whenua. Please confirm if this engagement included information on how stormwater would be managed for the proposed plan change area.</p> <p>Section 2.3 of the SMP (Stakeholder consultation) included some information about contacting Healthy Waters. Please update the SMP to include information on consultation with all relevant stakeholders, and include details and outcomes and stakeholders' concerns are how mana whenua values are addressed in the proposed stormwater management.</p>	To understand how mana whenua values and stakeholder concerns are addressed in the SMP.
SW8	SMP – Asset ownership	<p>Section 2.4 of the SMP (Asset ownership) outlined that the stormwater pipes will be vested in Council and all other stormwater management devices will be private.</p> <p>Please outline how the devices that are private and the devices that are shared will be maintained, to ensure their ongoing operation and maintenance.</p>	To ensure the proposed stormwater management will be effective in the long term.
SW9	SMP – Water Quality	<p>Section 4.1 of the SMP (Water quality) outlines the water quality treatment for the accessway. Please clarify what is included in the 'accessway', and whether it includes the car parks, driveway areas and private road.</p>	<p>To understand how water quality effects will be managed for the proposed plan change area.</p> <p>Please note that LittaTraps do not meet GD01 requirements.</p>

		<p>Please clarify why LittaTraps are proposed to treat the accessway; and whether LittaTraps will be acting as pre-treatment before the Stormfilters for all proposed water treatment.</p> <p>Please clarify whether roofs will be constructed of inert materials and/ or how water runoff from roofs will be treated.</p> <p>Please outline clearly how all impervious areas will be treated and where the discharge will be. It may be helpful to provide a diagram summarising the proposed stormwater management for the different impervious areas.</p>	<p>Section 4.1 of the SMP includes a paragraph about high contaminant generating car park. It is unclear if this applies, as this depends on how the site will be subdivided and developed. It is also recommended that water quality is addressed in terms of how all impervious areas need to be treated under the NDC.</p>
SW10	SMP – Stream Hydrology	<p>Section 4.2 of the SMP (Stream Hydrology Stormwater Mitigation) outlines the requirements of SMAF2. Please clarify if SMAF2 should be calculated for all impervious areas.</p> <p>Please also clarify if this includes the sports fields and new facilities on the sports fields.</p>	<p>To allow a better understanding of how the effects on stream hydrology will be managed for the proposed plan change area.</p>
SW11	SMP – Flooding	<p>Section 4.3 of the SMP (Flooding – Pipe capacity for 10% AEP) outlined that the 10% AEP event will be mitigated via detention tanks.</p> <p>Please provide further clarification on why the sports field and new facilities on the sports field are not included in the calculations.</p> <p>Please update the SMP to state that an operation and maintenance plan will be required - this is to ensure the long-term efficacy of the system.</p> <p>Please provide information on whether there any adverse effects on other property.</p>	<p>To allow a better understanding of how stormwater runoff in a 10% AEP event for the proposed plan change area will be managed.</p>

SW12	SMP - Flooding	<p>Section 4.4 of the SMP (Flooding – Building for 1% AEP event) discusses the overland flow paths; however no assessment is provided on the stormwater effects in a 1% AEP event with climate change from the proposed plan change.</p> <p>Please provide further information on the stormwater effects in a 1% AEP event with climate change, and clarify how the effects will be managed for the plan change area. It is required that the 1% AEP peak flow be managed to predevelopment levels.</p> <p>Please provide further information on whether there any adverse effects on other property and any effects on the downstream environment.</p>	To better understand how stormwater runoff in a 1% AEP event for the proposed plan change area will be managed.
SW13	SMP – Potential Risks	Please include a section identifying the potential risks associated with the proposed stormwater management devices and how the risk will be managed.	To allow a better understanding of the risk associated with the proposed stormwater management device and to ensure stormwater effects can be managed.
SW14	SMP – General	<p>Section 5 of the SMP (Conclusion) provides information on water quality, stream hydrology, flooding in a 10% and 1% AEP event. However, this needs to clearly state what needs to be done to manage the stormwater effects and not give it as an option. Further information is also required for Flooding for the 1% AEP event.</p> <p>Please update this section accordingly.</p>	To allow a better understanding of the plan change area and how stormwater effects will be managed.
SW15	SMP – Stormwater Pipe Network	Please clarify what is intended for the existing public stormwater pipe network within the plan change area. The pipe location is indicated in the diagram below:	To allow a better understanding of the plan change area and how stormwater effects will be managed.



**Parks Planning – Douglas Sadler, Parks and Community Facilities, Auckland Council**

PP1	Open Space Provision Assessment	<p>Please provide an Open Space Provision Assessment, which assesses the needs of the community and the effects of the loss of these sporting fields upon them.</p> <p>The Open Space Provision Assessment should include discussions with the following persons:</p> <ul style="list-style-type: none"> <li>Kevin Walker - Senior Maintenance Delivery Coordinator – Sports Facilities (<a href="mailto:kevin.walker@aucklandcouncil.govt.nz">kevin.walker@aucklandcouncil.govt.nz</a>).</li> </ul>	<p>This assessment is required to better understand the impact of the proposed plan change request on the local community's access to and use of existing sporting fields.</p> <p>Detailed discussions with the named Council representatives are crucial to ensuring a thorough understanding of community needs and the potential effects of these changes.</p>
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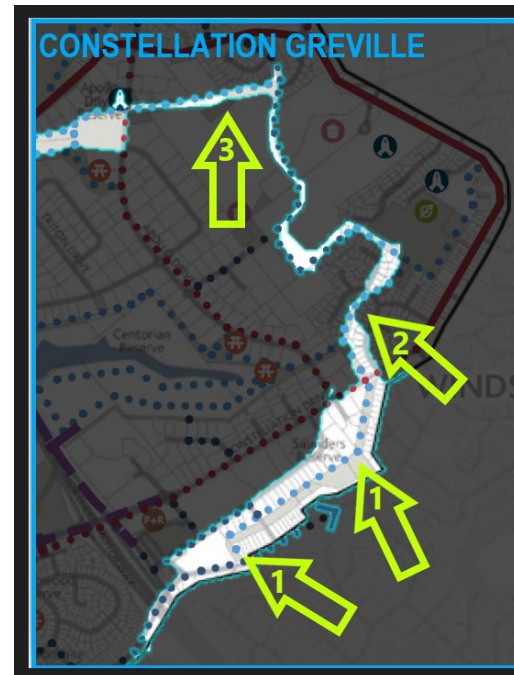
		<ul style="list-style-type: none"> <li>• Paul Dabbs – Principal Sports Park Advisor – Community Wellbeing (<a href="mailto:paul.dabbs@aucklandcouncil.govt.nz">paul.dabbs@aucklandcouncil.govt.nz</a>).</li> <li>• Wayne Carlson – Team leader Visitor Experience – Parks and Community Facilities (<a href="mailto:wayne.carlson@aucklandcouncil.govt.nz">wayne.carlson@aucklandcouncil.govt.nz</a>).</li> <li>• Mike Thompson – Sport and Recreation Lead – Sport and Recreation Team (<a href="mailto:mike.thompson@aucklandcouncil.govt.nz">mike.thompson@aucklandcouncil.govt.nz</a>).</li> </ul> <p>As part of this assessment, please also include up-to-date confirmation of the maintenance agreement or arrangement between Windsor Park and Auckland Council as part of this assessment.</p>	<p>Establishing the current status of the maintenance agreement is essential to assess any implications on the ongoing upkeep and availability of these facilities for community use.</p>
PP2	Arboricultural and Architect Assessment - Existing trees	<p>Please provide an arborist report on all existing trees within the site area to be disposed, and provide a survey plan that identifies their location in relation to adjoining external site boundaries.</p> <p>Please confirm if any of the 15 existing multileader Pohutukawa on the edge of the eastern site boundary and the 15 existing Tristaniopsis laurina (water gums) along the northern boundary are to be incorporated into future developments as part of the proposed plan change request. If this is proposed, please update the masterplan accordingly.</p>	<p>This assessment is required to better understand the impact of the proposed plan change request on the existing trees within Windsor Park.</p> <p>There is a row of 15 multileader Pohutukawa on the edge of the eastern site boundary that adjoins the large carpark area. These are well established trees of medium height approx. 4-5m.</p> <p>There is a row of approx. 15 Tristaniopsis laurina (water gums) along the northern boundary, these are also medium sized trees of approx. 5m in height.</p> <p>Other trees on Windsor park include a number of native and exotic species, including eucalyptus, cedar, pine, liquidambar and poplar.</p>



PP3	Private or public vested roads – urban forest strategy	<p>Please confirm whether any landscape specimen planting within the roads is proposed, and if proposed, update the architectural plans to include this details accordingly.</p>	<p>This information is sought to better understand how the proposed plan change request gives effect to the Urban Forest Strategy.</p> <p>The Urban Forest Strategy seeks medium sized trees in residential streets such as the private vested roads proposed (or public roads if there is a change in the applicant’s strategy for roading).</p> <p>There is also a preference for native species and for a variety of species over a single species per road. Although it is important to keep in mind that people want sun on their properties in winter so deciduous species are also recognised as appropriate. Depending on the berm width there are a range of suitable species available.</p>
PP5	Pedestrian connectivity – greenway connections	<p>Please update the urban design report provided by Urbanismplus dated May 2024 to include an analysis on pedestrian connections with important key destinations located in the wider neighbourhood network, including the following:</p> <ul style="list-style-type: none"> <li>• AUT Millennium Institute;</li> <li>• Rangitoto College;</li> <li>• New Rosedale Bus Station;</li> <li>• Existing Constellation Drive Bus Station; and</li> <li>• Connectivity to open spaces such as Centurion Reserve.</li> </ul> <p>Please also provide in the urban design report an assessment on pedestrian connectivity – greenway connection improvements within Windsor Park itself, to other open space areas and other important key destinations located in the wider neighbourhood network.</p>	<p>With the increased residential density associated with the proposed plan change request, this information is sought to better understand the anticipated pedestrian connections to the wider neighbourhood network.</p> <p>For example:</p> <ul style="list-style-type: none"> <li>• A path around the sports field connecting Windsor Park carpark to Windsor Park Playground and onto Centurian Drive and also the connection through to Scorpio Place. Currently pedestrians have to walk on the grass around the edge of the field. Further pedestrian park connections for increased residential density are critical for the overall Windsor Park site.</li> <li>• An area named ‘Constellation / Greville’ was one of the six ‘Sub-Network’ areas the Upper Harbour Board resolved to be focus areas for their work program going forward. This area identified Windsor Park as a key component of this focus area, and although focussed on the southern and eastern parts of</li> </ul>

the Windsor Park its connection to the newly proposed northern redevelopment area is now of importance.

- An attached plan (see below) lifted from the Greenways Plan highlights a loop connecting the new Rosedale Busway Station and the existing Constellation Station through Centurian Reserve to Windsor Park, Millennium Stadium and Rangitoto College. The proposal shows a non-vehicular connection to the Southwest which would be ideal. Any future connection that would link to the walkway at 59 Zara Court would also be a great addition to the network.



			NOTE: Council's transport expert has also requested further information in relation to transport infrastructure (including footpaths and pedestrian connections) in Traffic RFI request T8.
<b>Parks Planning (other)</b> <i>Other comments not within the remit of clause 23 of the First Schedule of the Resource Management Act 1991 (RMA)</i>			
1	Legal – Property – Auckland Council	<p>The Record of Title for the subject site, Lot 2 DP 349722, Identifier 203647, for 6.3805 hectares of land, is recorded as the Windsor Park Community and Multisport Hub Incorporated.</p> <p>Parks Council property file research indicates that there are historical and present legal agreements between the now Windsor Park Community and Multisport Hub Incorporated (passed on from the previous Windsor Park Trust Board) and Auckland Council (previously North Shore City Council) that relate specifically to the potential sale or disposal of all or part of Windsor Park.</p> <p>The documentation indicates that Auckland Council be the first to be offered the sale of part or all of Windsor Park, and that further monies loaned to the then Windsor Park Trust Board be paid back to Auckland Council as part of the sale process. Under this current legal arrangement, the proposed private plan change process of selling this piece of potential rezoned land to a housing developer(s) may not be actionable.</p> <p>Subject to direction from Legal – Property - Auckland Council, further engagement and discussions between the applicant and Auckland Council on this matter must be led by Land Advisory Services – Parks and Community Facilities.</p>	NOTE: This point is referred to in General Planning RFI request P3.

		Allan Christensen, Manager Land Advisory Services at ( <a href="mailto:allan.christensen@aucklandcouncil.govt.nz">allan.christensen@aucklandcouncil.govt.nz</a> ) can be contacted in this regard.	
2	Arboricultural and Architect Assessment - Existing trees	<p>In relation to Parks Planning RFI PP2, it is recommended that the architect masterplan for future potential residential development is amended to incorporate, at a minimum, the following:</p> <ul style="list-style-type: none"> <li>• The 15 existing multileader Pohutukawa on the edge of the eastern site boundary; and</li> <li>• The 15 existing Tristaniopsis laurina (water gums) along the northern boundary.</li> </ul> <p>This is recommended <u>unless</u> the arboriculture assessments conclude that the trees are diseased or dying and therefore should be removed.</p>	
3	Private or public vested roads – Urban Forest Strategy	In relation to Parks Planning RFI request PP3 and the Urban Forest Strategy, it is recommended that landscape specimen planting within the roads is proposed as part of the PPC request.	